

SANTA FE COUNTY
SPECIAL STUDY SESSION
BOARD OF COUNTY COMMISSIONERS

1842270

November 30, 2000

This special study session of the Santa Fe Board of County Commissioners was called to order at approximately 7:00 p.m. by Javier Gonzales, in the Santa Fe County Fire Substation County Commission Chambers, Santa Fe, New Mexico.

Commissioners Present:

Javier Gonzales
Marco Trujillo

Commissioners Excused:

Richard Anaya, Chairman
Joe S. Grinë, Jr.
Paul Duran

County Staff:

Sally Malavé, Assistant Counsel
James Lujan, Public Works Director
Terry Brunner, Policy Analyst
Rudy Garcia, Policy Analyst

City Staff:

Jim Romero, Public Works Director
Angie Bradhurst, Airport Staff
Maya Martinez, Interim Airport Mgr.
Linda Hall, Community Services

[Two-page sign-in sheets attached as Exhibit 1.]

INTRODUCTIONS

Commissioner Gonzales said this evening would open a forum for the citizens of Santa Fe County to discuss the City of Santa Fe's master plan proposal for the airport. He explained upfront that the City owns the airport and is exempt from any County intervention and regulations. He recognized that County residents in the airport area are not constituents of any City councilor.

Commissioner Gonzales stated that the City and County have opened dialogue and he is confident that the residents' concerns can be heard.

Joseph Albillar pointed out that the City doesn't own the airport; the citizens do. He noted that while there was legal counsel present for the governing body, the citizens lacked counsel representation.

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City Presentation

Maya Martinez, Interim Airport Manager, stated that the City awarded a contract to Kauffman Associates to develop an Airport Master Plan. She emphasized that the master plan, at this point, is still in its early stages and is not an extension of the airport. The plan will serve as a tool for the community to improve the airport. To date, Kauffman Associates has conducted an inventory of the airport, which is one of the nine master plan components.

Ms. Martinez stated that an advisory planning committee including County and City residents was established to review the master plan at every level. Public hearings are anticipated at the conclusion of each of the four phases within the master plan. The master plan in its draft form will be available for perusal on the Internet. Following review by the Airport Advisory Board and the Airport Community Association, the master plan will be sent through the City of Santa Fe's internal process for approval by Public Works and the Finance Committee, and then on to the City Council for final approval.

Ms. Martinez indicated that a strong element of the RFP was the City's desire for the master plan to be developed through a public process. She reiterated that the master plan was not an expansion plan, but a tool to forecast the airport's usage for 20 years.

Ms. Martinez said the City is now rehabilitating runway 10-28, which was part of the original 1980 Airport Master Plan. Mr. Albillar said rehabilitation means making the surface harder, and he argued that the City is preparing to accept bigger jets.

Contrary to Mr. Albillar's assertion, Ms. Martinez said the design plans for 10-28 do not factor in larger planes: "Our airport cannot have big, big airplanes. . .we don't have the fire services; we don't have the certification to have big planes come in."

Mr. Albillar declared that he has seen a 747 take off from the airport. Ms. Martinez said the federal government flew Madeline Albright in to Santa Fe.

Mr. Romero said the rehabilitation is a safety issue, not an expansion.

Mr. Albillar expressed his fear that fixing the runway is the first step to bringing in bigger and noisier airplanes.

Ms. Martinez said it is important that community members participate in the master planning process to express their concerns. Mr. Albillar said the residents who live by the airport do not want to see any growth. He suggested the City could save itself

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a lot of taxpayer money by stopping the master plan process.

Ms. Martinez said that in 1980 the airport facility had an estimated value of \$40 million. Mr. Romero said 20 years later the facility's value is easily \$100 million.

Mr. Romero informed the residents that the FAA requires a master plan from every airport in the country. The plan must include a study or blueprint of how many planes are expected to enter based on the facility type. In fact, the FAA paid for the 1993 master plan study that the City Council subsequently failed to adopt. At this time, the FAA is not willing to fund this master plan. However, if the Council approves the new plan, the FAA will reimburse the City.

Mr. Romero reiterated Ms. Martinez' comment that public participation is very important in this master planning process. County residents currently serve on the Airport Advisory Committee and there will be public hearings throughout the entire process to provide ample opportunity for County residents to voice their concerns to the Council.

Mr. Romero indicated that the rehabilitation of runway 10-28, which was recommended in 1980, would provide the least impact on existing neighborhoods. He said staff is well aware that the runway currently being used goes through La Cienega and Cienguilla. When completed, 10-28 will move planes in another direction.

Responding to Commissioner Gonzales, Mr. Romero said the master planning process is in its earliest stages and the planning advisory committee will hold its first meeting in January. The Airport Advisory Committee, which is composed of seven members including pilots and County and City residents, is an established separate body that advises the Public Works Committee.

Commissioner Gonzales questioned if the rehabilitation resulted in the airport being able to service larger aircraft, would the citizens have the ability to oppose that. Mr. Romero explained that the airport would never be capable of handling a 747. Ms. Martinez repeated that without proper certification, the airport cannot service larger planes.

Commissioner Gonzales asked how much control the City had in comparison to the FAA. Mr. Romero responded that the City follows FAA regulations. He pointed out that the Santa Fe Municipal Airport is a public airport.

Mr. Alibillar remarked that he has seen and reported three "almost mid-air collisions."

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Ms. Martinez said the City can restrict new airline business because the facility lacks counter space.

During the course of questioning, there was City confirmation that the airport's commercial designation will be discussed during the master plan. An average of 250 flights arrive and depart daily with two commercial carriers making up approximately 34 of those daily flights. The City cannot regulate the number of flights a commercial carrier conducts.

Elaborating on the 747 that landed in Santa Fe, Mr. Romero said staff informed military personnel in Maryland that the airport could not handle the 747's weight, and arrangements were made for landing at Kirtland Air Force Base. Fifteen minutes before the flight arrived, a call was received from staff that the 747 was arriving here even though every possible attempt had been made to divert the plane to a larger airfield.

Responding to Commissioner Gonzales' concern that County residents will not have a voice in the planning process, Mr. Romero said part of the RFP required taking the plan "on the road" with public hearings throughout the County. He acknowledged that the airport impacts County residents more than City residents.

Terry Simcoe, New Mexico Aviation Division, stated that the "airport is not going to cease to exist" because in 1941 the federal government gave the airport to the City with the caveat that in the event it ceased to be an airport the property would be returned to the federal government and sold for current market value. Each of the grants the City has accepted since 1941 contains the caveat that the grant money plus interest will be returned in the event the airport function is terminated. The federal government pays 90 percent of any airport project while the state and city pay 5 percent each.

Mr. Simcoe said the airport could not handle 747s because the pavement is not long enough. He said the airport is willing to work with the community, but "if you have the anticipation that the airport is going to go out of business, I can assure that will not happen."

Mr. Simcoe said Bill Gates' private 757 is the biggest plane that ever landed in Santa Fe. Any plane meeting the criteria for which the airport was designed can land here.

Public Comments

Agua Fria resident Tamara Lichtenstein stated that while she appreciated staff's comment that moving the airport would result in a \$100 million fine, a mid-air collision

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would clearly cost dearly in human life. She strongly urged the staff to consider redirecting the study to investigate moving the airport away from a populated area.

Mr. Albillar said the study should include projections of fallen equity in private property as a result of the airport expansion. He spoke in opposition to improving the runway surface, and indicated that La Cienega residents certainly should have more rights than the airport. He recommended that the residents hire an influential attorney to protect them in this project.

Commissioner Gonzales asked whether there was any protection for personal property rights while the airport attracts more traffic. What happens to the property values in communities that surround airports? Ms. Martinez said survey plats in the airport area contain disclosure statements regarding the airport noise. Commissioner Gonzales requested that the master plan include a review of private property value and whether there was any relief for citizens surrounding the facilities.

Mr. Simcoe said that in certain instances the FAA has purchased houses. He commented that there was no guaranteed profit in purchasing real estate. The residents in Dickie Montoya's newer subdivision must have noticed there was an existing airport.

Mr. Albillar recommended that the City invest money and purchase land on the top of La Bajada Hill where there was ample room for expansion.

Jon Hendry of Airport Road mentioned that the 4-engine planes were quieter than the little 2-engine planes people seem to prefer. Mr. Hendry said providing good employment was paramount and he viewed the airport as an opportunity for jobs and advancement. "We need good-paying jobs here and that airport is an opportunity. . ." for the community's youth to stay in town.

He spoke to the residents and said noise abatement is not number one on his list, but building our employment opportunity is. He advised looking at the whole area in terms of economic development.

Gena Torricelli, Las Acequias Neighborhood Association, expressed her concerns that revolved around expansion, growth, water issues, and quality of life issues. She said her neighborhood off Cerrillos and Airport Road is greatly impacted by the expanding airport noise. She said, "We're in noise denial."

Ms. Martinez said an EIS would address noise abatement and pointed out that right now only one runway is being used. Staff has tracked and mapped the noise complaints from the area residents.

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Mr. Romero said the Airport Advisory Board made a recommendation to the City Council to initiate a Par-150 study that will determine noise-sensitive areas. The study would occur after the master plan establishes the noise contours.

Ms. Martinez said staff was working to educate the pilots about noise-sensitive areas. She said GIS maps would be provided to the pilots for edification.

Gary Haug, La Cienega, requested information regarding the master plan timetable. Mr. Romero said the best-case scenario is spring 2001, but realistically it will be closer to summer 2001.

Tom Simons of La Cienega asked why the planes turn east into the residential areas rather than west towards vacant BLM. Mr. Romero said staff was working with the airport tower manager to alternate turning directions.

Carolyn Cook, a member of the Airport Advisory Board, stated that there was an illegal subdivision of over 100 homes within one mile of the airport that the County allowed.

Elaine Cimino, Citizens for Environmental Safeguards, thanked staff for arranging this meeting. Using a map with noise contour zones, Ms. Cimino identified the areas of greatest concern and noise sensitivity. She said the residents have been unsuccessful in getting City committees to address the residents' concerns. The committees do not represent the community near the airport and the residents are not getting "fair consideration." The noise abatement resolution enacted by the City has not been met.

Ms. Cimino said the residents want the County to help them have a voice with the City to get their concerns addressed. Property values are being impacted and the residents want fair consideration. The residents have requested 161 and 150 studies and were only able to secure the 150 study.

Commenting that the airport traffic has grown drastically over the past 10 years, Ms. Cimino said County residents need assistance from elected County officials in getting fair consideration from the City with regard to flight patterns, limited flight hours or curfews, and noise control.

Ms. Cimino said the City recently applied for a 139 study, which will provide fire safety certification for the airport. She said many private jets do not use non-139-certified airports, and obtaining the certification will increase the airport's traffic.

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Ms. Cimino requested that the County prompt the City to investigate establishing a curfew similar to that established at the Burbank California Airport.

Ms. Cimino said the City is interested in extending the lease it has with the National Guard to bring in an additional 8 to 10 Blackhawk helicopters and further increase the noise levels. The National Guard was instructed by the FAA to update its EA before resubmitting for an extended permit.

Mr. Romero said it was his understanding that Burbank was the only airport in the country that has initiated a 161 study. He said the City must complete a 150 study first. Ms. Cimino disagreed with staff's comment, stating she talked to an FAA representative who informed her that a 150 study could be conducted prior to master plan completion.

Concluding her comments, Ms. Cimino said the County citizens need the County to intercede on their behalf. Without that, the citizens have no clout.

Frank Schultheis, La Cieneguilla, expressed fear that an aircraft fire was inevitable and the volunteer fire department was not adequately trained to respond.

Jeremy Luchin, La Cienega fire fighter and private pilot, stated that many of the volunteers were certified aircraft firefighters. He described the process that would occur in the event of an aircraft fire and the different levels of emergency. There is a 24-hour emergency response program. Agua Fria, La Cienega, and Turquoise Trail would respond simultaneously to an aircraft emergency and Arroyo Hondo and Tesuque would serve as back-up response. The State Fire Marshall's office certified the aircraft fire plan.

Ms. Cimino said La Cienega Fire Chief Charlie Valarde said because volunteers man the department, the response time could be very long. Chief Valarde also told Ms. Cimino that there has not been aircraft fire training in over 10 years.

Commissioner Gonzales stated that he would have County Fire Marshal Stan Holden make a presentation before the Board of County Commissioners on the response time issue and directed Rudy Garcia to follow through on this issue.

Mr. Hendry suggested the County identify how much money it makes from the airport and determine the feasibility of participating in paying for the studies.

Ms. Cimino said she has been informed by her FAA contacts that the City will not lose money if it moves the airport. Mr. Albillar interjected "move it to La Bajada Hill." Commissioner Gonzales pointed out that there would be residents opposed to locating an airport on La Bajada Hill.

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Troy Nothlang spoke in opposition to any expansion at the airport. He said the amount of noise generated by the National Guard is unbelievable. He said the flight schools completely lack consideration for the residents and "buzz" by the residences.

Commissioner Gonzales commented that having flight school occur over neighborhoods was a scary concept. Mr. Romero said the City has been trying to work with the training schools and it was true they conduct touch-and-go training that is bothersome to area residents. He said the City was helping the training school find new locations to train.

Responding to a comment made earlier by Mr. Simcoe that people were foolish to buy property adjacent to an existing airport, Mr. Nothlang said the plat note was not shown to him until escrow closing. Commissioner Gonzales confirmed Ms. Cimino's point that the airport is an entirely different place today than it was 10 years ago.

Mr. Romero stated that the Part 159 study is a federal mandate and the City has to do it. Ms. Cimino disagreed.

Mrs. Nothlang asked whether the City had any plans to expand counter space in the future. Ms. Martinez said the counter space needs to be better configured and not expanded.

Mrs. Nothlang said the real issue is safety and that aircraft fly too low over a residential area. She said the airport manager needs to be sensitive to the County residents' situation.

Mr. Romero said if the City qualifies for a 151 and the airport needs curfews, alternate flight patterns, and designated noise-sensitive areas, the FAA will support that. He explained that Burbank achieved its curfew by following the study process.

Mr. Albillar repeated that the only solution is to move the airport.

Thomas Gurule, New Mexico Army National Guard, said the Guard was not being deceptive in its request for a larger lease. The FAA requested more information on the EA, and that will happen. He said the Guard wants an additional 17 acres and a time extension to their lease. Mr. Gurule stated that the Guard serves the public in search and rescue and provides air ambulance services.

Commissioner Gonzales indicated that if federal relief were available to purchase homes in the flight pattern, that should be explored.

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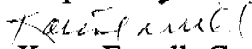
ADJOURNMENT

Commissioner Gonzales declared this meeting adjourned at approximately 8:40 p.m.

Approved by:


Board of County Commissioners

Respectfully submitted:


Karen Farrell, Commission Reporter

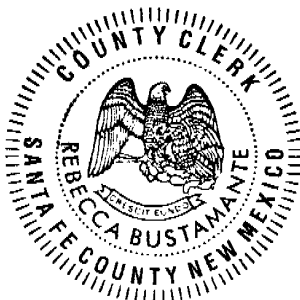
ATTEST TO:


REBECCA BUSTAMANTE
SANTA FE COUNTY CLERK



Attached Exhibits:

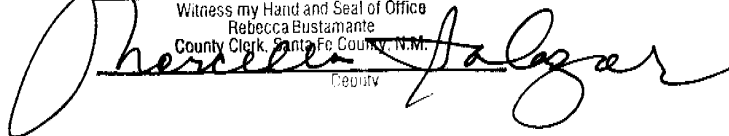
- Exhibit 1: Two-page sign-in sheet
- Exhibit 2: Santa Fe Municipal Airport Scope of Services re: master plan
- Exhibit 3: Santa Fe Municipal Airport Aviation Demand Forecast
- Exhibit 4: Santa Fe Municipal Airport Historical Aircraft Operations Traffic
- Exhibit 5: Log of Complaints regarding Airport
- Exhibit 6: Log of Airport Operations for 1999-2000
- Exhibit 7: October 2000: Airport Master Plan Monthly Progress Report



1140.684
COUNTY OF SANTA FE
STATE OF NEW MEXICO

} SS

I hereby certify that this instrument was filed for
record on the 30 day of DEC A.D.
20 00 at 3:24 o'clock P m and
was duly recorded in book 18422 page
270 of the records of Santa Fe County.
Witness my Hand and Seal of Office
Rebecca Bustamante
County Clerk, Santa Fe County, N.M.


Rebecca Bustamante
County Clerk, Santa Fe County, N.M.

SANTA FE COUNTY

BOARD OF COUNTY COMMISSIONERS

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November 30, 2000

SIGN-IN SHEET

NAME

Arque Bradhurst	SF Airport City of SF
Maya Martinez	Interim Airport Manager City of SF
Jim Romero	Public Work Dir. / City of SF
Genia Terricelli	Las Acequias Neighborhood Assoc
Ernie Comino	Citizens for Environmental Stewardship
Susan Martin	Sierra Club - Santa Fe Group
GARY HAUG	
Socorro Sittala	
Cynthia Sittala	
me mes Orlando Roybal	Vista Land Develop
MARY R. PAGE	VISTA LAND Subdivision
James Brimmer	Santa Fe County
SMalaye	Santa Fe County
Tor Hendry	443 Airport Blvd
Dennis Taylor	447 Paseo Real (Vista Land)
JAMES V. Lujan	S.F. County Public Works
BOY KOTHLEW	#6 Camino Alondra Vista Land Sub.
Mary Ann Norling	#10 Camino Alondra SF
Mark F Gonzales	Rt 6 Box 118C Agua Fria Village

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NAME _____

AFFILIATION

Thomas C. Gurule	N.M. Army National Guard	474-1880
Carolyn Cook	Airport Advisory Bd.	986-0100
Linda Hall	City of Santa Fe	955-6913
Terry Simcoe	NM Aviation Division	827-1525
JOSEPH D. ALBILLAR	#80 PASEO DE ANGEL	474-5374
FRANK SCHULTHEIS	#80 CAM MONTANA LA ORANGE LA	471-7386

**Exhibit A
SCOPE OF SERVICES**

**SANTA FE MUNICIPAL AIRPORT
MASTER PLAN**

ELEMENT 1 - INITIATION

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Task 1.1 - Study Design

Description: Organize an outline scope of work identifying individual work tasks that will be needed to accomplish the goals of the airport master plan for the city of Santa Fe, New Mexico. Prepare detailed task descriptions that adequately identify the work to be accomplished, the responsibilities for accomplishing the task, and the products of the work. Review the outline work scope with representatives of the Sponsor and prepare a detailed estimate of the cost for conducting each task.

Responsibilities:

Consultant: Organize and review the work scope and cost estimates with the Sponsor.

Sponsor: Review and approve the work scope and cost estimates.

Product: A work scope and cost estimate that becomes the basis for the airport master plan.

Task 1.2 - Establish Planning Advisory Committee

Description: Potential members will be identified and asked to serve on a Planning Advisory Committee (PAC) for the master plan. The PAC will be composed of a) representatives of local, regional, state, or federal agencies; b) airport users and tenants; c) local community representatives; and d) the local business community. The PAC, which is a non-voting body, will advise the Sponsor and Consultant on the content and recommendations of the Master Plan study through meetings and review of working papers.

Responsibilities:

Consultant: Assist Sponsor in selection of PAC members.

Sponsor: Extend invitations to potential committee members.

Product: A Planning Advisory Committee which will meet during the course of the Master Plan Study.

Task 1.3 - Prepare Committee Workbooks

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Description: Potential members will be identified and asked to serve on a Planning Advisory Committee (PAC). The PAC will be composed of representatives of a) local, regional, state, and federal agencies; b) airport users and tenants; and c) local citizen and business community. The size of the PAC should be maintained at approximately 20 persons. The PAC will provide input and comment to the Consultant during the preparation of the master plan through meetings and review of working papers. Notebooks will be provided to the PAC for use during the study. A standard three-ring notebook will be used with a format designed to allow working papers to be inserted as the study progresses.

Responsibilities:

Consultant: Design and prepare workbooks for the PAC.

Sponsor: Review and comment prior to distribution.

Product: Thirty (30) Study Workbooks for the Airport Master Plan study.

ELEMENT 2 - INVENTORY

Task 2.1 - Inventory Airfield Facilities

Description: Perform an inventory of the physical facilities associated with the airfield at Santa Fe Municipal Airport (i.e., runway, taxiway, ramp and apron pavement structures, marking, lighting and navigational aids). This inventory will include a collection and examination of record drawings and documents, interviews with airport management and maintenance staff, and limited on-site investigation of the airfield facilities to determine condition.

Responsibilities:

Consultant: Perform on-site inspection of facilities and collect information.

Sponsor: Assist Consultant with collection of data and coordinate interviews as necessary.

Product: Airport facilities inventory.

Task 2.2 - Inventory Non-Airfield Physical Facilities

Description: Perform an inventory of non-airfield physical facilities and land uses which presently exist within the boundaries of the airport. The inventory will include a review of plans and documents as well as inspection of the facilities to determine type and size, condition, adequacy, and use. The physical facilities inventory will include the following relevant items as a minimum:

Terminal Complex - Passenger and Cargo (including latest terminal expansion plans).

Operations Area - Maintenance, ARFF, FBO areas and Fueling.

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Hangar Area - T-hangars, conventional hangars, etc.

Ancillary Facilities - Aviation related industry and business facilities, as well as individual non-aviation related land uses.

Responsibilities:

Consultant: Perform on-site inspection of non-airfield physical facilities.

Sponsor: Assist Consultant with collection of data and coordinate interviews as necessary.

Product: Non-airfield facilities inventory to be used in later analysis.

Task 2.3 - Inventory Airport Access, Signage, and Parking

Description: Making maximum use of existing information and current terminal studies, perform inventory of the airport access and internal roadway system with emphasis on ease of circulation and segregation of terminal, cargo, and general aviation users. Information will be collected concerning road widths and condition, signage, safety problems, available traffic counts, and traffic mix.

Similar information will be developed concerning location, size, condition and use of airport parking facilities.

Responsibilities:

Consultant: Perform on-site inspections and collect data.

Sponsor: Assist Consultant with collection of data.

Product: Airport access, signage, and parking inventory.

Task 2.4 - Inventory Aircraft Activity

Description: Perform inventories of available information pertaining to aviation activity at Santa Fe Municipal Airport. The assembled data will include, as available:

- a. Historical operations including air carrier, air taxi, general aviation, and military (annual: 20 years; monthly: 5 years; hourly: peak month operations).
- b. Local and itinerant operational splits.
- c. Based aircraft, by type, as available.

Responsibilities:

Consultant: Assemble data.

Sponsor: Assist Consultant in obtaining available airport records.

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Product: Input to subsequent tasks.

Task 2.5 - Inventory Airspace and Air Traffic Control

Description: Review and perform inventories of airspace and air traffic procedures and operations at Santa Fe Municipal Airport. Conduct interviews with airport officials, FAA representatives, pilots, and others as necessary or appropriate to develop a complete description of aircraft operations and airspace at the airport. Basic inventory items will include:

- a) Airways and air traffic patterns.
- b) Noise abatement procedures.
- c) Approach and departure procedures.
- d) Airspace conflicts and obstructions.

Responsibilities:

Consultant: Assemble data.

Sponsor: Assist in arranging interviews as necessary.

Product: Input to later analysis.

Task 2.6 - Inventory Financial and Administrative Data

Description: Identify the specific financial data and information necessary to provide adequate financial evaluations of any proposed development resulting from the planning process. This information will pertain primarily to the following, as it is available:

- (a) Historical, detailed (account-by-account) financial statements and audit reports for the past three years.
- (b) Detailed (account-by-account) year-to-date financial statements for the current year with budget remaining amounts.
- (c) Most recent operating and capital budgets.
- (d) Fixed asset schedules showing description, date of acquisition, cost, annual depreciation, estimated useful life and funding sources.
- (e) Current capital improvement and major maintenance programs.
- (f) Official statements for debt issues related to airport facilities, if any.
- (g) Rates and charges schedules and calculation work sheets.

- (h) Lease log with lessee name, private use or type of business, term, lease amount and square footage.
- (i) Commercial Airline and FBO lease agreements.
- (j) Hangar lease agreements.
- (k) Aviation use land leases.
- (l) Commercial/Industrial non-aviation use leases.
- (m) Other Airport lease, concession, use and privilege agreements.
- (n) FAA, state and local grant records.
- (o) Monthly historical aviation activity statistics for the three most recent past years and the current year-to-date including aircraft operations (take-offs and landings), fuel flowage gallons and any commercial airline statistics by air carrier.

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Responsibilities:

Consultant: Assemble data based on latest information available.

Sponsor: Assist in collection of data.

Product: Input to later analysis.

Task 2.7 - Inventory Socioeconomic Data

Description: Obtain statistical data on historical and forecast socioeconomic factors for the Santa Fe area. These factors will include employment, income, and population with emphasis placed upon identification of specific socioeconomic characteristics and growth patterns of the region.

Responsibilities:

Consultant: Assemble data based on latest information available.

Sponsor: Assist in collection of data.

Product: Input to later analysis.

Task 2.8 - Inventory Vicinity Land Use and Control

Description: Review the existing land use mapping, recent aerial photography, comprehensive plans, general plans, specific plans, aviation easements, and other documentation pertaining to land use and land use management in the vicinity of the airport.

Responsibilities:

Consultant: Assemble data based on latest information available.

Sponsor: Assist in collection of data.

Product: Input to later analysis.

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Task 2.9 - Obtain Aerial Photography

Description: Aerial photography will be obtained for subsequent planning analyses. The photography will be of adequate quality to allow for enlargement of isolated areas on the airfield, up to a scale of 1"=200'.

Responsibilities:

Consultant: Obtain aerial photography.

Sponsor: Review coverage area prior to flights.

Product: Updated photography and mapping.

Task 2.10 - Obtain Tabulated Wind Data

Description: New wind rose data prepared by NOAA, in 26-point format will be acquired by the consultant and annotated on the Airport Layout Plan Drawing.

Responsibilities:

Consultant: Obtain 36-point wind data from NOAA.

Sponsor: Review wind data on Airport Layout Plan Drawing.

Product: Updated wind rose.

Task 2.11 - Prepare Inventory Working Paper

Description: Assemble summarized data, information, and mapping from work efforts associated with the inventory tasks, and organize these findings into a working paper which will describe existing conditions. Up to thirty (30) copies of the working paper will be provided for review and comment.

Responsibilities:

Consultant: Develop narrative and graphics for the working paper. Responsible for distribution of the working paper to the PAC members.

Sponsor: Review. Coordinate with the Consultant as necessary.

Product: Thirty (30) copies of the working paper for the master plan covering the items outlined in the Inventory element. This working paper will become a chapter in the final report.

ELEMENT 3 - FORECASTS

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Task 3.1 - Review Historical Statistics and Socioeconomic Forecasts

Description: Review and analyze historical statistics and current local and regional socioeconomic forecasts. In consultation with metropolitan planning agency participants, verify historical data and select those forecasts which are most representative of anticipated future trends. Organize historical and forecast socioeconomic data into relevant categories for comparison with related aviation statistics.

Responsibilities:

Consultant: Analysis of statistics and socioeconomic forecasts.

Sponsor: Review.

Product: Historical and forecast socioeconomic statistics.

Task 3.2 - Prepare Commercial Passenger Forecasts

Description: Develop a series of passenger forecasts which analyze the potential for scheduled passenger enplanements. A planning forecast will then be selected and peaking factors will be applied to the preferred forecast.

Responsibilities:

Consultant: Prepare commercial service forecasts.

Sponsor: Approve forecast.

Product: New commercial passenger forecast.

Task 3.3 - Prepare Commercial Service Fleet Mix and Operations Forecasts

Description: Historical operations by commercial service airlines at the airport will be organized to evaluate peaking characteristics and fleet mix ratios. Recent orders for new aircraft placed with manufacturers will be reviewed and future fleet mix assumptions developed. Using the preferred

passenger forecast, commercial service operations forecasts will be prepared to integrate the effects of changing technology and will result in estimates of commercial demand for five, ten, and twenty years.

- Annual commercial service aircraft operations.
- Peak hour operations.
- Commercial service aircraft mix.
- Annual instrument approaches (AIA's).

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Responsibilities:

Consultant: Prepare commercial service fleet mix and operations forecast.

Sponsor: Approve forecast.

Product: New commercial fleet mix and operations forecast.

Task 3.4 - Prepare General Aviation, Military, and Air Cargo Forecasts

Description: Develop general aviation, military, and air cargo demand forecasts using simple graphical approaches and more complex methodologies, taking into consideration forecasts from other sources such as the FAA. Historical general aviation, military, and air cargo activity statistics for the airport will be organized to evaluate airport peaking characteristics and fleet mix ratios. The methodology used in this analysis will involve a variety of techniques that will factor in national general aviation transportation statistics, local socioeconomic factors, and independent airport data.

A final refinement of activity forecasts will be conducted to integrate the effects of changing technology in general aviation and air cargo, and re-alignments in the military, to result in estimates of aviation demand for five, ten, and twenty years. These will be presented as:

- Based aircraft totals and mix
- Annual general aviation operations (local vs. itinerant)
- Tonnages of enplaned air cargo
- Annual air cargo operations and fleet mix
- Annual military operations (local vs. itinerant)
- Peak hour operations
- Annual instrument approaches (AIA's)

Responsibilities:

Consultant: Prepare general aviation, military, and air cargo forecasts.

Sponsor: Approve forecast.

Product: New forecasts.

Task 3.5 - Prepare Forecasts Working Paper

Description: The findings of the forecast effort will be presented in a working paper. Thirty (30) copies will be prepared for distribution. Update FAA's master plan checklist and obtain approval before forecast-dependent tasks are undertaken.

Responsibilities:

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Consultant: Prepare narrative and graphics, print copies, and distribute to committee.

Sponsor: Review.

Product: Working paper summarizing forecasting analysis.

ELEMENT 4 - DEMAND-CAPACITY ANALYSES/FACILITY REQUIREMENTS

Task 4.1 - Establish Physical Planning Criteria

Description: Identify physical planning criteria for use in assessing the adequacy of various airport facilities to meet forecast demands. These criteria shall be based upon the latest FAA requirements and standards as they apply to the Airport Reference Code (ARC), the level of activity identified, new technology, and the role of the airport. These criteria shall include dimensional standards for safety, including runway/taxiway safety areas, runway protection zones, and other general physical planning requirements. A table listing all deviations from current design standards pertaining to the recommended ARC will be provided, including proposed disposition of the deviations.

Responsibilities:

Consultant: Identify existing/future ARCs and possible deviations.

Sponsor: Review assumptions.

Product: Physical planning criteria.

Task 4.2 - Determine Airfield Capacity and Delay

Description: Using appropriate airfield capacity/delay techniques provided in FAA Advisory Circular 5060-5, "Airport Capacity and Delay", estimate current and future levels of airfield capacity and delay. These analyses will be prepared for the existing airfield orientation. The analysis will be based upon the aviation demand forecasts and will involve the investigation of management and operational procedures in order to optimize the use of the total airside.

Responsibilities:

Consultant: Prepare inputs and calculate airfield capacity and delay.

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Sponsor: Review.

Product: Airfield capacity is annual and hourly outputs, and estimate of annual delays for forecast periods.

Task 4.3 - Determine Airfield Requirements

Description: Using the results of the demand/capacity studies (Task 3.1), as well as relevant information from other tasks, determine and prepare a preliminary list of facility requirements needed to meet projected demands for existing, short, intermediate, and long range time frames. These facility requirements will be used in the later comparative evaluations and will be based upon both the airport physical planning criteria and the aviation forecasts.

Facility requirements to meet aviation demands for the airfield will include (but not be limited to):

- Runways, taxiways, and aprons
- Lighting and marking
- Navigational aids
- Airport Traffic Control Tower

The facility requirements will be developed in the form of gross areas and basic units and will be compared to those that presently exist to identify the future development items needed to maintain adequate service, function, and operations of the airport. In subsequent tasks, the above facility requirements will be translated into alternative plans for further evaluation in relation to established planning criteria. Because facility requirements are a function of airport concept possibilities (particularly in staging), these later analyses will be performed in coordination with other factors and may undergo several modifications.

Responsibilities:

Consultant: Identify airfield requirements.

Sponsor: Review.

Product: Airfield requirements for the total planning period.

Task 4.4 - Determine Airline Terminal and Parking Requirements

Description: Utilizing aviation industry standards and FAA criteria, identify and analyze the basic passenger terminal requirements. It is recognized that the existing terminal is being renovated, and

that limited effort will be expended in this evaluation. However, if the forecasts indicate that some functional areas may need to be expanded during the forecast period, or automobile parking needs dictate expansion, appropriate attention will be given to future requirements.

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Responsibilities:

Consultant: Review terminal and parking requirements identified in current terminal planning.

Sponsor: Provide input and review assumptions.

Product: Long-term requirements for terminal and auto parking.

Task 4.5 - Determine General Aviation, Military and Air Cargo Requirements

Description: Identify physical planning criteria for evaluating the adequacy of various facilities to meet general aviation and air cargo forecast demands. Apply state and federal requirements and standards to compare the capacity of existing facilities with the projected demand. Prepare a preliminary list of general aviation, military and air cargo requirements for Santa Fe Municipal Airport including:

- Aircraft parking apron
- Aircraft storage hangars
- Fixed base operator (FBO) facilities
- Military facilities
- Air cargo facilities
- Access and parking facilities

Responsibilities:

Consultant: Assess general aviation and air cargo requirements.

Sponsor: Review.

Product: General aviation and air cargo requirements.

Task 4.6 - Determine Support Requirements

Description: Using information provided by existing studies and aviation planning criteria established under preceding tasks, develop a set of facility requirements addressing the landside facilities necessary to support the airfield and its related activity. Requirements for facilities such as aircraft fueling, ARFF, airport maintenance, and potential revenue support facilities will be developed under this task.

Responsibilities:

Consultant: Assess fueling, ARFF, maintenance, and potential revenue support requirements.

Sponsor: Review.

Product: Support requirements.

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Task 4.7 - Prepare Facility Requirements Working Paper

Description: Organize demand-capacity analyses and facility requirements work efforts, and prepare a detailed working paper in narrative and graphical form. Thirty (30) copies of the working paper will be prepared for distribution. Update FAA's master plan checklist.

Responsibilities:

Consultant: Prepare narrative and graphics, print copies, and distribute to committee.

Sponsor: Review.

Product: Working paper summarizing facility needs evaluations.

Task 4.8 - Conduct Planning Meeting

Description: Prepare graphic display and handout information necessary to adequately explain assumptions and rationale supporting the working paper submittals of the first three elements. Meet with the Planning Advisory Committee to review the materials as well as to review the project schedule, progress, and subsequent work efforts.

Responsibilities:

Consultant: Provide notices to the PAC and present draft materials to PAC.

Sponsor: Review and provide comments and analysis.

Product: PAC meeting.

Task 4.9 - Conduct Public Information Workshop

Description: Conduct a public workshop during the same trip as the planning meeting in the preceding element to allow the public to review draft materials through one-on-one interaction with the consultant and airport staff. The public will be presented with a discussion of the alternatives

and recommendations at this time. This will permit the public to provide comments and input prior to establishment of the final master plan concept.

Responsibilities:

Consultant: Provide public notices and conduct workshop.

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Sponsor: Publish public notices.

Product: Public information workshop.

ELEMENT 5 - AIRPORT ALTERNATIVES

Task 5.1 - Identify Potential Airfield Alternatives

Description: Based upon the updated facility requirements, identify airfield development alternatives. This alternative review will consider all runway and taxiway development during the planning period and either confirm previous planning efforts or recommend changes. This task will be conducted simultaneously with following tasks and result in a series of overall development options for the airport.

Responsibilities:

Consultant: Analysis of airfield alternatives.

Sponsor: Review.

Product: Airfield alternatives.

Task 5.2 - Identify Airline Terminal and Access Alternatives

Description: Based on the preliminary airline terminal facility requirements determined under the previous element, formulate preliminary airport access and airline terminal development alternatives.

This task will be conducted simultaneously with other tasks in this element and will result in a series of overall development options for the airport. Alternatives for the terminal building will consider operational factors, space requirements, security factors, and functional relationships.

Responsibilities:

Consultant: Review of current terminal planning with potential examination of long-term siting alternative.

Sponsor: Review.

Product: Terminal building/access alternatives.

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Task 5.3 - Identify Air Cargo Alternatives

Description: Based upon current traffic and future air cargo requirements, formulate preliminary alternatives for air cargo development. These alternatives will be based on schemes for development which meet requirements for the planning period as well as providing flexibility for unique air cargo opportunities. This task will be conducted simultaneously with other tasks in this element and will result in a series of overall development options for the airport.

Responsibilities:

Consultant: Analysis of air cargo alternatives.

Sponsor: Review.

Product: Site layouts for air cargo alternatives, meeting future ramp and building requirements.

Task 5.4 - Identify General Aviation Alternatives

Description: Based on the general aviation area facility requirements determined under the previous element, formulate preliminary general aviation area development alternatives. This task will be conducted simultaneously with other tasks in this element and result in a series of overall development options for the airport.

Responsibilities:

Consultant: Analysis of general aviation alternatives.

Sponsor: Review.

Product: Site layouts for general aviation alternatives.

Task 5.5 - Identify Support and Non-Aviation Alternatives

Description: Based upon facility requirements determinations, formulate development alternatives for support facilities such as ARFF, airport maintenance, and airport traffic control facilities. Also consider options for development of non-aviation land areas for revenue support, especially areas being acquired with noise funds.

Responsibilities:

Consultant: Analysis of airport support and non-aviation land use alternatives.

Sponsor: Review.

Product: Airport support and land use alternatives.

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Task 5.6 - Develop Preliminary Master Plan Concept

Description: Utilizing the information developed above, prepare a detailed comparative evaluation and the supporting rationale that systematically eliminates those alternatives with the least potential and establishes a single recommended program for development of the airport facilities. The recommendation for the most prudent and feasible master plan concept will become the basis for the development of costs and scheduling. This recommended concept is considered preliminary in nature at this point in order to allow further input from the Sponsor and the Planning Advisory Committee.

Responsibilities:

Consultant: Preparation of preliminary master plan concept.

Sponsor: Review.

Product: Preliminary master plan concept.

Task 5.7 - Prepare Alternatives Working Paper

Description: A working paper describing the various airfield and landside development alternatives will be prepared for submission to the PAC and Sponsor for review and comment. The working paper will detail the analyses involved in the assessment of the alternatives and enable the logical and systematic evaluation of each alternative concept. Thirty (30) copies of the working paper will be prepared for distribution. FAA's master plan checklist will be updated.

Responsibilities:

Consultant: Narrative, graphics, printing, and distribution of working papers.

Sponsor: Review.

Product: Working paper summarizing airport development alternatives and preliminary master plan concept.

Task 5.8 - Conduct Planning Meeting

Description: Prepare graphical display and handout information necessary to adequately describe the evaluation and findings of the alternative airfield and landside development concepts. Meet with the Planning Advisory Committee to review the materials prepared and Alternatives Working Paper, as well as to review the project schedule, progress and subsequent work efforts.

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Responsibilities:

Consultant: Provide notices to the PAC and present draft materials to PAC.

Sponsor: Review and provide comments and analysis.

Product: PAC meeting.

Task 5.9 - Conduct Public Information Workshop

Description: Conduct a public workshop during the same trip as the planning meeting in the preceding element to allow the public to review draft materials through one on one interaction with the consultant and airport staff. The public will be presented with a discussion of the alternatives and recommendations at this time. This will permit the public to provide comments and input prior to establishment of the final master plan concept.

Responsibilities:

Consultant: Provide public notices and conduct workshop.

Sponsor: Publish public notices.

Product: Public information workshop.

ELEMENT 6 - AIRPORT PLANS

Task 6.1 - Refine Master Plan Concept

Description: Based upon the results of the preceding tasks, refine the selected airfield, general aviation, and air cargo concepts, taking into account the selected development concepts for other landside development.

Responsibilities:

Consultant: Refine master plan concept.

Sponsor: Review and input into final refinement.

Product: Final master plan concept.

Task 6.2 - Prepare Airport Layout Plan Drawings

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Description: To facilitate future use by the Sponsor, the Airport Layout Plan (ALP) set will be updated on the airport's current AutoCAD system. Hard copy and compact disks will be delivered to the Sponsor upon the completion of the project to permit future revisions. Five (5) sets of blueprints of the draft ALP set will be delivered to the FAA with a completed ALP checklist. Four (4) copies of the final ALP set, a set of sepia or mylar reproducible, and electronic files on disk or CD will be delivered to the FAA. The drawing size will be 22" x 34". Existing or proposed modifications of design standards will be described and rationale for any proposed modifications will be provided. A declared distances table will be provided and print-outs of the declared distances module of the "airport design" program will be submitted to the FAA. The ALPs will consist of a set of several drawings for the Airport and include:

- **Airport Layout Drawing** - Using the results of the alternative analysis developed as a part of this study, and AC 150/5300-13, Change 5, the layout plan will be updated to reflect ultimate airfield facilities based on short, intermediate, and long-range requirements (which incorporate both airside and landside requirements).
- **Terminal Complex Plan** - An enlarged plan of the terminal complex will be included in the drawing set reflecting the proposed terminal expansion program.
- **General Aviation/Military/Air Cargo Plans** - Prepare general aviation and/or military and air cargo area plans reflecting development resulting from recommendations of this study. The plans will include access taxiways, apron areas, hangaring areas, structures, surface access, and parking needs for the short, intermediate, and long-term planning periods.
- **On-Airport Land Use Plan** - A detailed and comprehensive land use plan for the area within the boundaries of the airport will be prepared based on the identified overall development concept. Included in the drawing will be industrial/commercial development areas, general aviation areas, terminal complex, air cargo areas, ground access and vehicular circulation system, service areas, and distinctions between aeronautical and non-aeronautical uses.
- **Part 77, Approach and Runway Protection Zone Plans** - Update the existing approach and runway protection zone plans in conformance with FAR Part 77. These plans will also include an update of the Part 77 imaginary surfaces drawing, which will be prepared using FAA's 3DAAP program.
- **Airport Property Map (Land Inventory Map)** - A land inventory map, drawn to similar scale as the Airport Layout Drawing, will be prepared. This map will include the appropriate graphics and information to indicate the type of acquisition (i.e. federal funds, surplus property, local funds only, etc.) of various land areas within the airport's boundaries. Details will be limited to the depiction of existing and future facilities (i.e. runways, taxiways, clear

zones, and terminal facilities) which justify the retention of airport property. This work effort should not be construed as the development of a new "Exhibit A - Property Map." Rather, it will utilize information obtained from the current "Exhibit A - Property Map" as well as other sources such as attorney's title opinion. The Property Map will be prepared in conformance with and meet the standards of AC 150/5300-13, Change 5, Appendix 7, Component 7.

Responsibilities:

Consultant: Update current drawings.

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Sponsor: Review.

Product: Update of airport layout drawings.

Task 6.3 - Prepare Airport Plans Working Paper

Description: Using the results of the preceding tasks, prepare a working paper that describes the airport plan set. In addition, reduced plans will be printed and included in the working paper. Up to thirty (30) copies of the Airport Plans working paper will be provided for review.

Responsibilities:

Consultant: Narrative, graphics, printing, and distribution of working papers.

Sponsor: Review.

Product: Working paper covering airport layout plans.

ELEMENT 7 - FINANCIAL MANAGEMENT PROGRAM

The purpose of this study element is to establish a strategic financial management program to provide airport development requirements necessary to meet aviation activity demands during the planning period at the airport. This will include developing schedules, a Capital Improvement Program, Financial Implementation Plan, and a Financial Management Review.

Task 7.1 - Prepare Airport Development Schedules

Description: Based upon the previous evaluations and technical meetings, refine the recommended airport development to reflect the revised requirements and schedule. Prepare a general schedule for the development of each individual item required to meet future demands at the airport.

Responsibilities:

Consultant: Refine all development items and organize them as to when they should be undertaken.

Sponsor: Review.

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Product: A schedule for the improvements proposed as a part of the selected master plan concepts.

Task 7.2 - Prepare Airport Development Cost Estimates

Description: Based upon the previous evaluations and technical meetings, refine the airport development cost estimates to reflect the revised requirements and schedule of development associated with the recommended airport concepts for the airport.

Responsibilities:

Consultant: Refine all development costs.

Sponsor: Review.

Product: Cost estimates for the improvements proposed as a part of the selected master plan concepts.

Task 7.3 - Prepare Capital Improvement Program

Description: Prepare a preliminary financial analysis of up to three capital improvement program (CIP) alternative scenarios. This preliminary evaluation includes considering Santa Fe Municipal Airport's overall capability to fund the CIP and finance Airport operations. The analysis will identify potential funding sources that are practical alternatives for financing the capital development projects. This preliminary analysis will include the following steps:

- Review financial and legal information gathered during the inventory of financial information (Task 2.7) related to financial condition, airport policies, administrative regulations, grant status, and airport user agreements which affect the financial feasibility of implementing the capital improvement program.
- Review the aviation forecast and the proposed development concept. Review development costs and facility requirement schedules to consider possible revisions in the development scope and timing.
- Develop summary level financial projections of funding sources, funding requirements and other information to provide the basis for assessing preliminary financial plans of the CIP

alternatives. Revenue and capital funding projections will be compared with operating & maintenance expense and capital expenditure projections to identify a balanced approach for developing and funding the program.

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Responsibilities:

Consultant: Develop capital improvement program scenarios and perform preliminary financial analysis.

Sponsor: Provide input and review.

Product: A recommended Capital Improvement Program with financing schedules which indicate whether the potential sources of funding will be reasonably available in the amounts and time frame required to support the CIP.

Task 7.4 - Prepare Rates and Fees Analysis

Description: Prepare a real estate rental and market study pertaining to certain airport properties including Fixed Base Operation (FBO) facilities, tie-downs, hangars, terminal spaces, and several other leased and vacant sites. The analysis will provide the appraisers' recommendations to the City of Santa Fe, New Mexico for establishing rental amounts in order to be in compliance with Federal Regulations.

Responsibilities:

Consultant: Prepare rates and fees analysis.

Sponsor: Provide input and review.

Product: Detailed rental analysis.

Task 7.5 - Prepare Financial Implementation Plan

Description: Prepare a detailed financial plan for implementation of the Master Plan. The Financial Implementation Plan resulting from this task will present reasonable guidelines for matching projected financial resources with financial needs on a project by project basis, and will include the following steps:

- Develop projection of operating & maintenance expenses – review historical O&M expenses and identify trends and anticipated increases/decreases. Review the potential effect of the selected CIP on projected O&M expenses. Interview airport management and City officials to develop appropriate O&M projection assumptions and to identify other anticipated changes.

- Develop projection of operating revenues – review historical revenues (including airline, concessions, parking, car rentals, general aviation fees, FBO activities, fuel flowage, hangar leases, commercial/industrial and other leases) and determine trends for future projections. Interview airport management to develop appropriate revenue assumptions. 1842270
- Develop projection of capital improvement expenditures – review the selected CIP project list with construction cost estimates, escalation rates and scheduling of expenditures to determine the annual need for capital funding. Interview airport management and review the proposed Master Plan to develop appropriate projection assumptions.
- Determine funding sources for the financial plan and develop projection for financing the CIP – review the summary of potential funding sources developed in the Preliminary Financial Analysis task (including federal and state grants, economic development funds, debt funding, net revenues, bank financing, City subsidies and other sources) with airport management and determine sources to be used for financing the program. Develop projection of capital financing based on the annual amount and availability of funds. Interview airport management to develop appropriate projection assumptions.

Responsibilities:

Consultant: Prepare a Financial Implementation Plan suitable for the Master Plan.

Sponsor: Provide input and review.

Product: Detailed Financial Implementation Plan.

Task 7.6 - Prepare Economic Benefit Analysis

Description: Utilizing current airport economic impact models, identify and measure the impacts of economic activity related to Santa Fe Municipal Airport. The three primary impact indicators include: (a) employment, (b) payroll, and (c) economic activity (operating expenses or expenditures by firms and government agencies). In addition, the study will measure the induced (or multiplier) effects of the primary benefits, using the Regional Input-Output Multiplier System (RIMS II) developed by the U.S. Department of Commerce. The study will also consider the change in economic benefits if the effective runway length must be reduced. The following categories of economic benefit will be analyzed:

Direct impacts of suppliers of aviation services.

- Airport concessionaires
- Ground transportation
- Government agencies
- Airlines
- Military
- Cargo

- Fixed base operators
- General aviation aircraft owners

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Direct impacts of major aviation-related employers on or nearby the airport.

Indirect impacts of aviation from expenditures by travelers and tourists that arrive in the area via Santa Fe Municipal Airport.

Impacts of aviation on the various sectors of the local economy not necessarily involved in air transport, due to multiplier effects as aviation dollars are spent and re-spent.

Estimate of tax revenues created by aviation activity.

Responsibilities:

- Consultant:*** Conduct a detailed analysis of the economic benefit of the Santa Fe Municipal Airport, including a consideration of the economic benefit if the effective runway length is reduced.
- Sponsor:*** Assist the Consultant in identifying the data necessary to conduct the economic analysis.
- Product:*** Detailed economic benefit analysis report for the airport to be included in the Master Plan document.

Task 7.7 - Prepare Financial Program Working Paper

Description: Prepare a detailed financial working paper which outlines the overall airport capital improvement program for the selected airport master plan concept. Organize narrative and graphical presentations of the information in this working paper to allow for a final review and adjustment of the overall master plan concept. Up to thirty (30) copies of the working paper for the master plan will be prepared for distribution.

Responsibilities:

- Consultant:*** Develop complete graphics and narrative for the working paper.
- Sponsor:*** Responsible for the distribution of the working paper to the PAC members.
- Product:*** Thirty (30) copies of the working paper for the master plan covering the items outlined in the Financial Program element.

ELEMENT 8 - Environmental Overview

Task 8.1 - Environmental Evaluation

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Description: Identify the primary environmental consequences of the proposed development concept in general terms and the efforts that have been made to minimize or eliminate them during the development of the master plan. Outline the environmental process and what general requirements will be required to proceed with the refined airport concept. Prepare a map with the current and 20-year future noise contours for the airport.

Responsibilities:

Consultant: Prepare environmental analysis

Sponsor: Review

Product: An Environmental Overview of the proposed development in the master plan.

ELEMENT 9 - Final Documentation/Coordination Meetings

Task 9.1 - Master Plan Document

Description: Review comments received during the study process and incorporate them, as appropriate, into a final Master Plan document. This document shall incorporate the revisions to previous working papers prepared under earlier elements into a usable Master Planning document. Up to fifty (50) copies of the Master Plan will be provided. If a draft report is determined to be necessary for approvals, the quantity of copies can be split into two different submittals. Upon approval, eight (8) blackline copies of the Airport Layout Plan set will be submitted for signature by the City and FAA.

Responsibilities:

Consultant: Prepare and print fifty (50) copies of the Master Plan document, and eight (8) blackline sets of the Airport Layout Plan Drawings.

Sponsor: Review and Comment.

Product: Fifty (50) Master Plan Reports and eight (8) blackline sets of the Airport Layout Plan Drawings.

Task 9.2 - Prepare Master Plan Executive Summary Brochure

Description: Prepare an executive summary brochure for the airport. The executive summary is anticipated to summarize recommendations of the master plan and the economic benefit study. The

brochure will be composed of two 11 x 17-inch sheets of paper folded in the middle and printed on both sides of the paper. Review comments from client and print in suitably large volume for mass distribution. Up to 500 copies of the summary brochure will be submitted to the City for the airport.

Responsibilities:

Consultant: Prepare 500 copies of the summary brochure for the airport.

Sponsor: Review and comment prior to distribution.

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Product: Summary brochure (500 copies) for the airport.

Task 9.3 - Conduct Final Planning Meeting

Description: Prepare graphical display and handout information necessary to adequately describe the evaluation and findings of the airport master plan. Meet with the Planning Advisory Committee to review the materials prepared and the Final Master Plan.

Responsibilities:

Consultant: Provide notices to the PAC and present master plan to PAC.

Sponsor: Review and provide comments and analysis.

Product: PAC meeting.

Task 9.4 - Conduct Final Public Information Workshop

Description: Conduct a public workshop during the same trip as the planning meeting in the preceding element to allow the public to review the airport master plan through one-on-one interaction with the Consultant and airport staff. The public will be presented with a discussion of the recommendations at this time. This will permit the public to provide comments and input prior to establishment of the final master plan concept.

Responsibilities:

Consultant: Provide public notices and conduct workshop.

Sponsor: Publish public notices.

Product: Public information workshop.

Task 9.5 - Coordination Meetings

Description: Conduct two meetings with the representatives of the City of Santa Fe, New Mexico to discuss key issues and options for the future development of the airport. These meetings will be held as needed during the course of the master plan process so that the consultant can have an opportunity for detailed input and direction from the sponsor.

Responsibilities:

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Consultant: Attend Coordination meetings as required.

Sponsor: Attend Coordination meetings as required.

Product: Input and direction from the Sponsor to the Consultant.

**Cost Summary
Santa Fe Municipal Airport
Master Plan Study**

Element/Task	Principal		Professional		Support		Expenses	Total
	PD	\$1,350	PD	\$775	PD	\$475		
1.0 Initiation								
1.1 Study Design	2	\$2,700	0	\$0	0	\$0	\$0	\$2,700
1.2 Establish Planning Advisory Committee	0	0	1	775	0	0	0	775
1.3 Prepare Committee Workbooks	0	0	0	0	1	475	500	975
Subtotal-Element 1.0	2	\$2,700	1	\$775	1	\$475	\$500	\$4,450
2.0 Inventory								
2.1 Inventory Airfield Facilities	1	\$1,350	1	\$775	0	\$0	\$3,600	\$5,725
2.2 Inventory Non-Airfield Physical Facilities	1	1,350	1	775	0	0	0	2,125
2.3 Inventory Airport Access, Signage, and Parking	0	0	1	775	0	0	0	775
2.4 Inventory Aircraft Activity	0	0	1	775	0	0	0	775
2.5 Inventory Airspace and Air Traffic Control	0	0	1	775	0	0	0	775
2.6 Inventory Financial and Administrative Data	1	1,350	1	775	0	0	0	2,125
2.7 Inventory Socioeconomic Data	0	0	1	775	0	0	0	775
2.8 Inventory Vicinity Land Use and Control	0	0	1	775	0	0	0	775
2.9 Obtain Aerial Photography	0	0	1	775	1	475	11,000	12,250
2.10 Obtain Tabulated Wind Data	0	0	0	0	1	475	200	675
2.11 Prepare Inventory Working Paper	1	1,350	2	1,550	2	950	500	4,350
Subtotal-Element 2.0	4	\$5,400	11	\$8,525	4	\$1,900	\$15,300	\$31,125
3.0 Forecasts								
3.1 Review Historical Statistics and Socioeconomic Forecasts	0	\$0	2	\$1,550	0	\$0	\$0	\$1,550
3.2 Prepare Commercial Passenger Forecasts	1	1,350	2	1,550	0	0	0	2,900
3.3 Prepare Commercial Service Fleet Mix and Ops Forecasts	0	0	1	\$775	0	0	0	\$775
3.4 Prepare General Aviation, Military and Air Cargo Forecasts	0	0	1	\$775	0	0	0	\$775
3.5 Prepare Forecasts Working Paper	1	1,350	2	1,550	2	950	500	4,350
Subtotal-Element 3.0	2	\$2,700	8	\$6,200	2	\$950	\$500	\$10,350
4.0 Facility Requirements								
4.1 Establish Physical Planning Criteria	0	\$0	1	\$775	0	\$0	\$0	\$775
4.2 Determine Airfield Capacity and Delay	0	0	1	775	0	0	0	775
4.3 Determine Airfield Requirements	0	0	1	775	0	0	0	775
4.4 Determine Airline Terminal and Parking Requirements	0	0	1	775	0	0	0	775
4.5 Determine GA, Military and Air Cargo Requirements	0	0	1	775	0	0	0	775
4.6 Determine Support Requirements	0	0	1	775	0	0	0	775
4.7 Prepare Facility Requirements Working Paper	1	1,350	2	1,550	2	950	500	4,350
4.8 Conduct Planning Meeting	1	1,350	1	775	1	475	2,000	4,600
4.9 Conduct Public Information Workshop	1	1,350	1	775	1	475	250	2,850
Subtotal-Element 4.0	3	\$4,050	10	\$7,750	4	\$1,900	\$2,750	\$16,450
5.0 Airport Alternatives								
5.1 Identify Potential Airfield Alternatives	0	\$0	1	\$775	0	\$0	\$0	\$775
5.2 Identify Airline Terminal and Access Alternatives	0	0	1	775	0	0	0	775
5.3 Identify Air Cargo Alternatives	0	0	1	775	0	0	0	775
5.4 Identify General Aviation Alternatives	0	0	1	775	0	0	0	775
5.5 Identify Support and Non-Aviation Alternatives	0	0	1	775	0	0	0	775
5.6 Develop Preliminary Master Plan Concept	1	1,350	1	775	0	0	0	2,125
5.7 Prepare Alternatives Working Paper	1	1,350	2	1,550	2	950	500	4,350
5.8 Conduct Planning Meeting	1	1,350	1	775	1	475	2,000	4,600
5.9 Conduct Public Information Workshop	1	1,350	1	775	1	475	0	2,600
Subtotal-Element 5.0	4	\$5,400	10	\$7,750	4	\$1,900	\$2,500	\$17,550
6.0 Airport Plans								
6.1 Refine Master Plan Concept	1	\$1,350	2	\$1,550	1	\$475	\$0	\$3,375
6.2 Prepare Airport Layout Plan Drawings	0	0	1	775	28	13,300	750	14,825
6.3 Prepare Airport Plans Working Paper	1	1,350	2	1,550	2	950	500	4,350
Subtotal-Element 6.0	2	\$2,700	5.0	\$3,875	31	\$14,725	\$1,250	\$22,550
7.0 Financial Management Program								
7.1 Prepare Airport Development Schedules	0	\$0	1	\$775	0	\$0	\$0	\$775
7.2 Prepare Airport Development Cost Estimates	0	0	1	775	0	0	0	775
7.3 Prepare Capital Improvement Program	0	0	1	775	0	0	0	775
7.4 Prepare Rates and Fees Analysis	0	0	0	0	0	0	25,000	25,000
7.5 Prepare Financial Implementation Plan	0	0	1	775	0	0	0	775
7.6 Prepare Economic Benefit Analysis	0	0	1	775	0	0	15,000	15,775
7.7 Prepare Financial Program Working Paper	1	1,350	2	1,550	3	1,425	500	4,825
Subtotal-Element 7.0	1	\$1,350	7	\$5,425	3	\$1,425	\$40,500	\$48,700
8.0 Environmental Overview								
8.1 Environmental Evaluation	0	\$0	4	\$3,100	1	\$475	\$200	\$3,775
Subtotal-Element 8.0	0	0	4	3,100	1	475	200	\$3,775
9.0 Final Documentation/Coordination Meetings								
9.1 Master Plan Document	1	\$1,350	4	\$3,100	4	\$1,900	\$2,275	\$8,625
9.2 Prepare Master Plan Executive Summary Brochure	0	0	1	775	3	1,425	1,000	3,200
9.3 Conduct Final Planning Meeting	1	1,350	2	1,550	2	950	2,100	5,950
9.4 Conduct Final Public Information Workshop	1	1,350	2	1,550	1	475	0	3,375
9.5 Coordination Meetings	4	\$4,400	2	1,550	2	950	2,000	9,900
Subtotal-Element 9.0	7	\$9,450	11	\$8,525	12	\$5,700	\$7,375	\$31,050
Project Total	25	\$33,750	67	\$51,925	62	\$29,450	\$70,875	\$186,000

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AIRPORT MASTER PLAN – PLANNING ADVISORY COMMITTEE (PAC)

AIRPORT STAFF (1)

Airport Manager

PUBLIC WORKS STAFF (1)

Maya Martinez, Office Manager

PLANNING DIVISION STAFF (1)

Reed Liming

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COMMUNITY SERVICES STAFF (1)

Joseph Montoya, Director

COUNTY PLANNING STAFF (1)

Tom Dominguez, Planning & Development Review

AIRPORT TOWER STAFF (1)

George Kemp, Airport Tower Manager

NEW MEXICO AVIATION DIVISION

Mike Rice, Division Director

FAA STAFF (1)

Fred Gurule, FAA

NATIONAL GUARD STAFF (1)

Mr. Cecil Lynn

CHAMBER OF COMMERCE (1)

Jerry Easely

FIXED BASE OPERATOR STAFF (2)

Randy Harmon, Santa Fe Jet Center
Gehrrard Seeburger, Executive Aviation

COMMERCIAL AIRLINE STAFF (2)

Lucy Vigil, United Express Airlines
Nicole Allen, America West Express

CITIZENS (3)

Lance Tunick
Frank Schulteis
Helen Newton

AREA PILOTS (2)

Carter Dubois, AOPA
Carolyn Cook, Area Pilot
Paul H. Smith, NBAA

Table 11
 AVIATION DEMAND FORECASTS
 Santa Fe Municipal Airport
 1983, 1990, 2000

The forecasts in this table have been prepared on the basis of information and assumptions set forth in the text. Although we believe the information and assumptions used constitute a reasonable basis for preparing the forecasts, the achievement of any such forecasts may be affected by fluctuating conditions and is dependent upon the occurrence of future events which cannot be assured. Therefore, the actual results achieved may vary from the forecasts, and such variations could be material.

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	1978 (actual)	Forecasts		
		1983	1990	2000
<u>Enplaned passengers</u>	3,100	11,000	30,000	75,000
<u>Aircraft departures</u>				
Annual	1,800	2,400	3,000	4,200
Daily	6	8	10	14
<u>Enplaned passengers per departure</u>	2	5	10	18
<u>Cargo and mail (pounds)</u>				
Enplaned	40,000	60,000	110,000	190,000
Deplaned	130,000	190,000	320,000	560,000
Total	170,000	250,000	430,000	750,000

Based aircraft

<u>Civil aircraft</u>				
Fixed wing				
Single-engine	42	54	62	72
Multiengine	24	33	42	54
Helicopter	3	4	6	9
Subtotal	69	91	110	135
<u>Military aircraft</u>				
Fixed wing				
Multiengine	2	2	3	4
Helicopter	10	15	20	25
Subtotal	12	17	23	29
Total based aircraft	81	108	133	164

Aircraft operations

<u>Air carrier and commuter/air taxi</u>	4,000	4,700	6,700	9,300
<u>General aviation</u>				
Itinerant	31,600	43,400	56,100	71,900
Local	38,100	48,900	56,200	71,800
<u>Military</u>	6,500	10,000	13,000	20,000
Total operations	80,200	107,000	132,000	173,000

Source: PHM&Co., March 1979.

Table 10

HISTORICAL AIRCRAFT OPERATIONS TRAFFIC
 Santa Fe Municipal Airport
 1960-1978

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Calendar Year	Air Carrier	Commuter Airline/ Air Taxi ^a	General Aviation		Military	Total Operations
			Itinerant	Local		
1960	5,633	--	22,236	10,703	1,618	40,190
1965	5,605	--	24,864	14,338	1,488	46,293
1966	5,690	--	28,376	28,154	1,390	63,610
1967	6,534	--	29,554	31,758	1,364	69,210
1968	5,656	--	33,554	40,067	1,268	80,545
1969	5,238	--	31,469	38,765	1,127	76,599
1970	4,792	--	31,704	30,497	1,674	68,667
1971	5,381	--	31,010	24,287	2,151	62,829
1972	2,622	850	26,019	26,912	1,919	58,322
1973	3 ^b	2,829	27,422	27,765	2,189	60,208
1974	0	5,146	26,691	24,509	2,122	58,468
1975	0	4,033	26,465	25,398	3,014	58,910
1976	55	4,199	29,065	27,527	6,716	67,562
1977	7	3,481	30,954	31,072	5,542	71,056
1978 ^c	0	4,000	31,600	38,100	6,500	80,200

-- not applicable.

- a. Included with general aviation itinerant operations until 1972.
Reported separately by FAA since 1972.
- b. CAB-certificated service was discontinued in 1972.
- c. Estimate by PMM&Co.

Source: FAA, Air Traffic Activity.

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Area of Complaint	Date of Incident	Time of Incident	Nature of Complaint	Disposition/Ca	Street
Puesta del Sol	7/26/99		noise		Morning Drive
Pinon Hills	7/28/99		noise		Puesta de Sol
La Cienega	7/29/99		noise		Pinon Hills
La Cienega	8/4/99		noise		La Cienega
La Tierra	8/18/99		noise		La Tierra
Casa Alegre	9/1/99		noise		Casa Alegre
La Cienega	10/23/99		noise		Camino Alondra
La Tierra	10/25/99		noise		La Tierra
La Cienega	6/7/00	12:00:00 AM	noise-low		Camino Montoya
La Cienega	6/8/00	12/31/1899	increase traffic		Calle Lisa
	6/19/00	12:00:00 AM	Forest seeding		Fairly Road
	6/21/00	12:00:00 AM	Forest seeding		San Marcos
	6/22/00	12:00:00 AM	Forest seeding		Rodeo Road
	6/22/00	12:00:00 AM	Forest seeding		Morning Drive
La Cienega	6/23/00	12/31/1899	noise-low		Camino Alondra
La Cienega	6/23/00	12:00:00 AM	noise-low		Camino Montoya
La Cienega	6/27/00	12:00:00 AM	noise		Calle Lisa
La Cienega	6/28/00	6:30AM	noise-low		Camino Torcido
La Cienega	6/28/00	10:30AM	noise-low		Camino Torcido
La Cienega	6/29/00	6:30AM	noise-low		Camino Torcido
La Cienega	6/29/00	12:00PM	noise-low		Camino Torcido
La Cienega	6/30/00	6:30AM	noise		Camino Torcido
La Cienega	6/30/00	10:30AM	noise		Camino Torcido
La Cienega	6/30/00	4:30PM	noise		Camino Torcido
La Cienega	6/30/00	8:30PM	noise		Camino Torcido
La Cienega	7/1/00		noise		Camino Torcido
La Cienega	7/2/00		noise-low		Camino Torcido
La Cienega	7/5/00	6:30AM	noise-low		Camino Torcido
La Cienega	7/5/00	12:00PM	noise-low		Camino Torcido
La Cienega	7/7/00	8:20AM	noise-low		Camino Torcido
La Cienega	7/7/00	8:25AM	noise-low		Camino Torcido
La Cienega	7/7/00	8:30AM	noise-low		Camino Torcido
La Cienega	7/7/00	8:35AM	noise-low		Camino Torcido
La Cienega	7/7/00	10:30AM	noise-low		Camino Torcido

Area of Complaint	Date of Incident	Time of Incident	Nature of Complaint	Disposition/Ca	Street
La Cienega	7/7/00	5:00PM	noise-low		Camino Torcido
La Cienega	7/7/00	6:15PM	noise-low		Camino Torcido
La Cienega	7/7/00	6:20PM	noise-low		Camino Torcido
La Cienega	7/10/00	4:35PM	noise-low		Camino Torcido
La Cienega	7/13/00	12:40PM	noise-low		Camino Torcido
La Cienega	7/13/00	4:26PM	noise-low		Camino Torcido
La Cienega	7/13/00	4:40PM	noise-low		Camino Torcido
La Cienega	7/13/00	6:05PM	noise-low		Camino Torcido
La Cienega	7/13/00	12:53PM	noise-low		Camino Torcido
La Cienega	7/13/00	6:15AM	noise-low		Camino Torcido
La Cienega	7/13/00	6:30AM	noise-low		Camino Torcido
La Cienega	7/14/00	7:10AM	noise-low		Camino Torcido
La Cienega	7/14/00	7:15AM	noise-low		Camino Torcido
La Cienega	7/14/00	7:17AM	noise-low		Camino Torcido
La Cienega	7/14/00	7:20AM	noise-low		Camino Torcido
La Cienega	7/14/00	7:22AM	noise-low		Camino Torcido
La Cienega	7/14/00	7:25AM	noise-low		Camino Torcido
La Cienega	7/14/00	7:27AM	noise-low		Camino Torcido
La Cienega	7/14/00	7:30AM	noise-low		Camino Torcido
Silverado	7/19/00		noise		Silverado
La Cienega	7/20/00	10:20AM	low		Camino Alondra
La Cienega	7/20/00	11:30AM	low		Camino Alondra
La Cienega	7/8/00	5:30PM	low		Camino Alondra
La Cienega	7/15/00	9:30AM	noise-low		Camino Alondra
La Cienega	7/15/00	11:45AM	noise-low		Camino Alondra
La Cienega	7/16/00	8:40AM	noise-low		Camino Alondra
La Cienega	7/16/00	8:45AM	noise-low		Camino Alondra
La Cienega	7/16/00	8:50AM	noise-low		Camino Alondra
La Cienega	7/17/00	8:00AM	noise-low		Camino Torcido
La Cienega	7/17/00	10:15AM	noise-low		Camino Torcido
La Cienega	7/18/00	8:45PM	noise-low		Camino Alondra
La Cienega	7/18/00	9:00PM	noise-low		Camino Alondra
La Cienega	7/18/00	9:10PM	noise-low		Camino Alondra
La Cienega	7/18/00	9:20PM	noise-low		Camino Alondra

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Area of Complaint	Date of Incident	Time of Incident	Nature of Complaint	Disposition/Ca	Street
La Cienega	7/18/00	5:20AM	noise		Camino Alondra
	7/20/00	7:00PM	low		Morning Dr.
	6/14/00	morning	Forest seeding		Morning Dr.
	6/15/00	morning	Forest seeding		Morning Dr.
	6/16/00	morning	Forest seeding		Morning Dr.
	6/19/00	morning	Forest seeding		Morning Dr.
	6/20/00	morning	Forest seeding		Morning Dr.
	6/21/00	morning	Forest seeding		Morning Dr.
La Cienega	2/28/00	9:10AM	low		Camino Alondra
La Cienega	3/10/00	3:40PM	flying over resident		Camino Alondra
La Cienega	3/10/00	3:47PM	flying over resident		Camino Alondra
La Cienega	3/10/00	3:53PM	flying over resident		Camino Alondra
La Cienega	3/10/00	4:03PM	flying over resident		Camino Alondra
La Cienega	3/10/00	4:08PM	flying over resident		Camino Alondra
La Cienega	3/10/00	4:13PM	flying over resident		Camino Alondra
	7/22/00	8:45AM	low-noise		Morning Dr
	7/24/00	5:30AM	low-noise		Morning Dr
	7/30/00	8:55AM	low-noise		Morning Dr
La Cienega	8/2/00	6:10PM	low		Camino Alondra
La Cienega	8/5/00	9:45AM	near miss		Camino Alondra
La Cienega	8/6/00	11:15AM	low-noise		Camino Alondra
La Cienega	8/7/00	6:25PM	low-noise		Camino Alondra
La Cienega	8/16/00	no time noted	helicopters		Camino Torcido
La Cienega	8/18/00	6:05AM	noise-jets		Camino Torcido
La Cienega	8/18/00	2:00PM	noise-jets		Camino Torcido
La Cienega	8/18/00	3:00PM	noise-jets		Camino Torcido
La Cienega	8/18/00	5:00PM	noise-jets		Camino Torcido
La Cienega	8/18/00	6:30PM	noise-helicopters		Camino Torcido
La Cienega	8/18/00	7:30PM	noise		Camino Torcido
La Cienega	8/19/00	9:55AM	helicopters		Camino Torcido
La Cienega	8/19/00	5:00PM	helicopters		Camino Torcido
La Cienega	8/19/00	6:00PM	helicopters		Camino Torcido
La Cienega	8/19/00	7:00PM	helicopters		Camino Torcido
La Cienega	8/20/00	4:15AM	helicopter		Camino Torcido

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Area of Complaint	Date of Incident	Time of Incident	Nature of Complaint	Disposition/Ca	Street
La Cienega	8/20/00	4:45AM	noise-jet		Camino Torcido
La Cienega	8/20/00	5:15AM	noise-jet		Camino Torcido
La Cienega	8/20/00	6:15AM	noise		Camino Torcido
La Cienega	8/20/00	9:04PM	helicopters		Camino Torcido
La Cienega	8/25/00	9:20AM	noise-low		Camino Torcido
La Cienega	8/25/00	9:25AM	noise-low		Camino Torcido
La Cienega	8/25/00	9:30AM	noise-low		Camino Torcido
La Cienega	8/25/00	9:30PM	noise-low		Camino Torcido
Agua Fria	9/9/00	7:30AM	noise		Agua Fria
La Cienega	8/5/00	10:05AM	noise-low		Camino Alondra
La Cienega	8/5/00	10:35AM	noise-low		Camino Alondra
La Cienega	8/5/00	11:36AM	noise-low		Camino Alondra
La Cienega	8/5/00	11:45AM	noise-low		Camino Alondra
La Cienega	8/5/00	11:46AM	noise-low		Camino Alondra
Agua Fria	9/19/00	9:30AM	noise-low		Agua Fria
Agua Fria	9/20/00	6:05PM	noise low		Agua Fria
Vista Primera	9/19/00	9:00AM	noise-low		Arapahoe Rd.
Vista Primera	9/20/00	6:05AM	noise		Arapahoe Rd.
Agua Fria	9/24/00	9:00AM	noise-low		Agua Fria
Bellamah	9/30/00	8:10AM	noise-low B25 WWII		Camino Principe
Bellamah	9/30/00	8:20AM	noise-low B25 WWII		Camino Principe
Bellamah	9/30/00	8:25AM	noise-low B25 WWII		Camino Principe
Bellamah	9/30/00	8:55AM	noise-low B25 WWII		Camino Principe
Bellamah	9/30/00	9:00AM	noise-low B25 WWII		Camino Principe
Bellamah	9/30/00	9:07AM	noise-low B25 WWII		Camino Principe
Vista Primera	10/21/00	9:30AM	noise-low	10/30/00	Arapahoe
Vista Primera	10/21/00	11:05AM	noise-low	10/30/00	Arapahoe
Vista Primera	10/21/00	11:12AM	noise-low	10/30/00	Arapahoe
Vista Primera	10/21/00	11:14AM	noise-low	10/30/00	Arapahoe
La Cienega	10/29/00	10:25AM	noise-low	10/30/00	Camino Alondra
La Cienega	11/4/00	9:00PM	noise-low	11/07/00	Camino Torcido
La Cienega	11/8/00	3:50PM	noise-low	11/09/00	Camino Torcido
La Cienega	11/9/00	1:30PM	noise-low	11/09/00	Camino Colores
La Cienega	11/24/00	11:40AM	noise	11/27/00	Camino Alondra

11/30/00

public information

Area of Complaint	Date of Incident	Time of Incident	Nature of Complaint	Disposition/Ca	Street
	11/15/00	8:15PM	compliment/good job		

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1999 SANTA FE MUNICIPAL AIRPORT OPERATIONS

MONTH	ITINERANT		Military	LOCAL		Total Local	TOTAL OPERATIONS
	Air Taxi	Gen. Avia		Total Itinerant	Civilian		
Jan-99	373	2475	96	2944	3750	3840	6784
Feb-99	370	2555	87	3012	3318	3508	6520
Mar-99	302	2650	100	3052	2908	3034	6086
Apr-99	295	2160	124	2579	2436	2576	5155
May-99	345	2957	129	3431	3152	3300	6731
Jun-99	390	3072	165	3627	3528	3668	7295
Jul-99	410	3696	174	4280	4018	4184	8464
Aug-99	533	3393	228	4154	3990	4162	8316
Sep-99	455	3325	171	3951	3614	3794	7745
Oct-99	362	3397	165	3924	3742	3926	7850
Nov-99	319	3039	181	3539	3430	3652	7191
Dec-99	387	2365	141	2893	3002	3138	6031

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2000 SANTA FE MUNICIPAL AIRPORT OPERATIONS

MONTH	ITINERANT		Military	LOCAL		Total Local	TOTAL OPERATIONS
	Air Taxi	Gen. Avia		Total Itinerant	Civilian		
Jan-00	422	2477	157	3056	3852	4050	7106
Feb-00	454	2372	128	2954	3072	3318	6272
Mar-00	450	2389	95	2934	2832	2924	5858
Apr-00	642	2634	99	3375	3304	3458	6833
May-00	722	4303	314	5339	3056	3292	8631
Jun-00	721	3649	153	4523	2882	2996	7519
Jul-00	762	3295	163	4220	3480	3702	7922
Aug-00	809	3262	152	4223	3528	3644	7867
Sep-00	938	3385	148	4471	3670	3780	8251
Oct-00	991	2561	110	3662	2386	2444	6106
Nov-00				0	0	0	0
Dec-00				0	0	0	0

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MESA - UNITED EXPRESS
ENPLANEMENTS/DEPLANE

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1988	MONTH	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPT	OCT	NOV	DEC	ENPLANE	DEPLANE	TOTAL
	JAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	FEB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	MARCH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APRIL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	MAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	JUNE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	JULY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AUGUST	578	510	546	432	376	552	510	579	449	421	5130	1130	578	510	1130
	SEPT	510	546	432	376	552	510	579	449	421	5130	1020	1130	510	579	1020
	OCT	546	432	376	552	510	579	449	421	5130	1130	881	797	546	432	1125
	NOV	432	376	552	510	579	449	421	5130	1130	881	797	4953	432	376	4953
	DEC	376	552	510	579	449	421	5130	1130	881	797	4953	4953	376	552	4953
1989	MONTH	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPT	OCT	NOV	DEC	ENPLANE	DEPLANE	TOTAL
	JAN	372	338	456	530	510	515	527	539	504	562	395	388	372	358	730
	FEB	338	456	530	510	515	527	539	504	562	395	388	388	338	358	730
	MARCH	456	530	510	515	527	539	504	562	395	388	388	388	456	358	730
	APRIL	530	510	515	527	539	504	562	395	388	388	388	388	530	358	730
	MAY	510	515	527	539	504	562	395	388	388	388	388	388	510	358	730
	JUNE	515	527	539	504	562	395	388	388	388	388	388	388	515	358	730
	JULY	527	539	504	562	395	388	388	388	388	388	388	388	527	358	730
	AUGUST	539	504	562	395	388	388	388	388	388	388	388	388	539	358	730
	SEPT	504	562	395	388	388	388	388	388	388	388	388	388	504	358	730
	OCT	562	395	388	388	388	388	388	388	388	388	388	388	562	358	730
	NOV	395	388	388	388	388	388	388	388	388	388	388	388	395	358	730
	DEC	388	388	388	388	388	388	388	388	388	388	388	388	388	358	730
1990	MONTH	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPT	OCT	NOV	DEC	ENPLANE	DEPLANE	TOTAL
	JAN	494	530	619	838	966	805	739	784	803	972	777	597	494	557	1051
	FEB	530	619	838	966	805	739	784	803	972	777	597	597	530	607	1137
	MARCH	619	838	966	805	739	784	803	972	777	597	597	597	619	662	1281
	APRIL	838	966	805	739	784	803	972	777	597	597	597	597	838	856	1694
	MAY	966	805	739	784	803	972	777	597	597	597	597	597	966	938	1904
	JUNE	805	739	784	803	972	777	597	597	597	597	597	597	805	820	1625
	JULY	739	784	803	972	777	597	597	597	597	597	597	597	739	800	1539
	AUGUST	784	803	972	777	597	597	597	597	597	597	597	597	784	871	1655
	SEPT	803	972	777	597	597	597	597	597	597	597	597	597	803	850	1653
	OCT	972	777	597	597	597	597	597	597	597	597	597	597	972	973	1945
	NOV	777	597	597	597	597	597	597	597	597	597	597	597	777	775	1552
	DEC	597	597	597	597	597	597	597	597	597	597	597	597	597	575	1172
	TOTAL	557	607	662	856	938	820	800	871	850	973	775	575	557	575	18208

1991

MONTH	ENPLANE	DEPLANE	TOTAL
JAN	736	692	1428
FEB	551	576	1127
MARCH	622	619	1241
APRIL	582	649	1231
MAY	728	697	1425
JUNE	627	673	1300
JULY	642	692	1334
AUGUST	688	696	1384
SEPT	640	699	1339
OCT	734	779	1513
NOV	643	571	1214
DEC	489	561	1050
		TOTAL	15586

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1992

MONTH	ENPLANE	DEPLANE	TOTAL
JAN	620	621	1241
FEB	602	718	1320
MARCH	785	783	1568
APRIL	736	783	1519
MAY	847	935	1782
JUNE	927	981	1908
JULY	831	878	1709
AUGUST	929	921	1850
SEPT	865	885	1750
OCT	922	894	1816
NOV	721	750	1471
DEC	713	783	1496
		TOTAL	19430

1993

MONTH	ENPLANE	DEPLANE	TOTAL
JAN	724	717	1441
FEB	765	822	1587
MARCH	872	948	1820
APRIL	924	962	1886
MAY	990	999	1989
JUNE	902	980	1882
JULY	929	962	1891
AUGUST	1049	1069	2118
SEPT	877	907	1784
OCT	955	997	1952
NOV	887	827	1714
DEC	730	847	1577
		TOTAL	21641

1994

MONTH	ENPLANE	DEPLANE	TOTAL
JAN	828	810	1638
FEB	828	852	1680
MARCH	905	919	1824
APRIL	875	932	1807
MAY	1053	1091	2144
JUNE	916	1018	1934
JULY	937	976	1913
AUGUST	967	928	1895
SEPT	820	896	1716
OCT	947	973	1920
NOV	886	694	1580
DEC	527	650	1177
		TOTAL	21228

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1995

MONTH	ENPLANE	DEPLANE	TOTAL
JAN	490	580	1070
FEB	574	626	1200
MARCH	693	711	1404
APRIL	691	675	1366
MAY	710	751	1461
JUNE	848	862	1710
JULY	1184	1273	2457
AUGUST	1379	1343	2722
SEPT	1431	1440	2871
OCT	1585	1531	3116
NOV	1363	1353	2716
DEC	1178	1242	2420
		TOTAL	24513

1996

MONTH	ENPLANE	DEPLANE	TOTAL
JAN	1241	1226	2467
FEB	1316	1301	2617
MARCH	1553	1502	3055
APRIL	1543	1468	3011
MAY	1621	1621	3242
JUNE	1560	1587	3147
JULY	1500	1554	3054
AUGUST	1544	1512	3056
SEPT	1399	1396	2795
OCT	1499	1486	2985
NOV	1366	1289	2655
DEC	1199	1259	2458
		TOTAL	34542

1997

MONTH	ENPLANE	DEPLANE	TOTAL
JAN	1088	1056	2144
FEB	1189	1260	2449
MARCH	1392	1338	2730
APRIL	1606	1606	3212
MAY	1708	1596	3304
JUNE	1816	1734	3550
JULY	1474	1537	3011
AUGUST	2274	2070	4344
SEPT	2281	2224	4505
OCT	2270	2286	4556
NOV	1955	1822	3777
DEC	1815	1984	3799
		TOTAL	41381

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UNITED EXPRESS/GREAT LAKES
ENPLANEMENTS/DEPLANEMENTS

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1998			
MONTH	ENPLANE	DEPLANE	TOTAL
JAN	1205	1186	2391
FEB	1261	1203	2464
MARCH	1417	1373	2790
APRIL	1456	1459	2915
MAY	1694	1660	3354
JUNE	1948	2008	3956
JULY	2075	2078	4153
AUGUST	2575	2543	5118
SEPT	2294	2345	4639
OCT	2723	2696	5419
NOV	1760	1695	3455
DEC	1731	1898	3629
		TOTAL	44283

1999			
MONTH	ENPLANE	DEPLANE	TOTAL
JAN	1819	1821	3640
FEB	2029	2011	4040
MARCH	1926	1872	3798
APRIL	1854	1823	3677
MAY	2173	2188	4361
JUNE	2419	2494	4913
JULY	2530	2592	5122
AUGUST	2782	2748	5530
SEPT	2606	2676	5282
OCT	2688	2547	5235
NOV	2059	1916	3975
DEC	1938	2067	4005
		TOTAL	53578

2000			
MONTH	ENPLANE	DEPLANE	TOTAL
JAN	2208	1977	4185
FEB	2180	2181	4361
MARCH	2399	2430	4829
APRIL	3091	3125	6216
MAY	3535	3406	6941
JUNE	3885	3952	7837
JULY	3940	4060	8000
AUGUST	4325	4046	8371
SEPT	4018	3987	8005
OCT	4905	4670	9575
NOV	0	0	0
DEC	0	0	0
		TOTAL	68320

AMERICAWEST/MESA
ENPLANEMENTS/DEPLANEMENTS

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2000

MONTH	ENPLANE	DEPLANE	TOTAL
JAN	0	0	0
FEB	0	0	0
MARCH	0	0	0
APRIL	0	0	0
MAY	0	0	0
JUNE	0	0	0
JULY	0	0	0
AUGUST	0	0	0
SEPT	629	700	1329
OCT	985	995	1980
NOV	0	0	0
DEC	0	0	0
		TOTAL	3309

2001

MONTH	ENPLANE	DEPLANE	TOTAL
JAN	0	0	0
FEB	0	0	0
MARCH	0	0	0
APRIL	0	0	0
MAY	0	0	0
JUNE	0	0	0
JULY	0	0	0
AUGUST	0	0	0
SEPT	0	0	0
OCT	0	0	0
NOV	0	0	0
DEC	0	0	0
		TOTAL	0

SANTA FE MUNICIPAL AIRPORT
AIRPORT MASTER PLAN
MONTHLY PROGRESS REPORT
OCTOBER, 2000

1842270

DESCRIPTION

This progress report for the Santa Fe Municipal Airport Master Plan Study summarizes the Consultant's efforts on this study through October, 2000.

WORK ACCOMPLISHED AND PROJECTED BY ELEMENT

Element 1 - Initiation. The Study Design was been completed with the approval of the scope of work. The Consultant has worked with the interim Airport Director in establishing the Planning Advisory Committee. The study workbooks are on order and the Master Plan cover is awaiting the aerial photo before a mock-up will be completed.

Element 2 - Inventory. Work is well underway on the preparation of inventory working paper. Most of the background information requested from the City has been provided. The bad poor weather conditions during the last two weeks of the month has caused the aerial photography to be delayed. It will be completed as soon as possible. It was scheduled to be shot during October. The photos will include a lower level photo of the airport, and a higher level photo covering the surrounding environs.

Element 3 - Forecasts. This element was been started this month. Historic information is being evaluated to determine potential trends for projecting passenger enplanements and area aircraft ownership.

Element 4 - Facility Requirements. Not yet started. This element is expected to be underway in November.

Element 5 - Airport Alternatives. Not yet started.. This element should be fully underway in January.

Element 6 - Airport Plans. Not yet started. After the aerial photograph is received, the CAD technicians will begin to update the existing information on the ALP set. Updating of the future plan is not expected to begin until the alternatives analysis settles on a recommended concept in late March or April.

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Element 7 - Financial Management Program. Not yet started. As with the Airport Plans, this element will not start until a concept is recommended in March or April. Dr. Lee McPheters, of the College of Business Economic Outlook Center at Arizona State University has been subcontracted to prepare the Economic Benefit Study. He will begin work this fall, and should have his report complete by next May or June.

Element 8 - Environmental Overview - Not yet started. This will not begin until the alternatives are formulated. Expect work on this element to start in February.

Element 9 - Documentation/Coordination. Not yet started. The first set of working papers should be completed in December. Because of the holidays, we anticipate that the first meeting with the Planning Advisory Committee will be scheduled in early January. A public information workshop will also be planned to coincide in the evening after PAC meeting. These meetings will cover the first set of working papers which will include Inventory, Forecasts, and Facility Requirements.

SANTA FE MUNICIPAL AIRPORT

MASTER PLAN PROJECT SCHEDULE

