



MEETING MINUTES – MPAC #2

Subject: TTA Master Plan

Date: Wednesday, August 22, 2018, 3:30PM

Location: Wings of Carolina Training Room

Participants:

Ken Ibold, RS&H	Bob Heuts, TTA Airport Director
Tarryn Little, RS&H	Carter Keller, TTA Board, Tenant
Don Kovasckitz, Sanford Lee County	Joe Soderquist, Tenant
Tom Slater, RS&H	David Montgomery, Sanford Lee County
Ken Haelein, Sanford Aircraft	Greg Sheets, Tenant
Tom Dossenbach, TTA Board	Jonathan Shockey, Pope Army Airfield
Jan Squillace, Wings of Carolina	Dustin Haigler, Deep River Fire Dept.
Jacob Welltow, Deep River Fire Dept.	

Mr. Heuts kicked off the meeting with a brief overview of the Master Plan and introductions of those present. Project team members from RS&H included Tarryn Little and Tom Slater based in Raleigh and Ken Ibold out of Jacksonville, FL.

Mr. Ibold began the presentation with an update on the TTA Master Plan website where Working Papers 1, 2, and 3 may be viewed. The approved forecast (Working Paper 3) was approved in mid-June. The Terminal Area Forecast (TAF) produced by the FAA shows 63,000 total operations for the Airport. Mr. Ibold explained that the TAF for general aviation airports can be under estimated. The forecast produced by RS&H used various evaluation methods including market share, growth rates, and operations per based aircraft. The current critical aircraft is the Gulfstream II and an ultimate aircraft of the Gulfstream G500. The critical aircraft is the most demanding aircraft utilizing the airport with over 500 annual operations.

Facility requirements are associated with Planning Activity Levels (PALs). They are not tied to distinct years. Facility requirements are also only based upon the approved forecast which include PALs 1, 2, and 3. PALs 4 and 5 are used to protect future development. The current runway is not experiencing capacity constraints. Mr. Ibold made a distinction that although an additional runway cannot be planned, the space for an additional runway can be preserved. The runway does not need an extension.

There are 9.852 acres of the runway protection zone (RPZ) that are not owned by the Airport Authority. Mr. Ibold explained that the Authority should control these areas but it is not a requirement. Mr. Heuts explained that 9.138 acres is a City of Sanford law enforcement firing range. Mr. Ibold commented that the Airport should consider pursuing a use-restriction from the City if the firing range is moved elsewhere.

Other facility requirements include adding conventional hangars, T-hangars, itinerant apron space, and support facilities including fuel and fuel truck storage. Please refer to accompanying PowerPoint for additional requirements.

After the presentation, Mr. Ibold explained the items that need to be discussed. The discussion then directs the course of action for the development of alternatives.

Mr. Soderquist voiced his concern that the Airport is not planning to the GA community (Gulfstream IIs are not currently present) and would like to see a grass runway. Mr. Ibold stated that a design aircraft is used to plan the size of facilities. If an airport can accommodate a Gulfstream II, it can accommodate a smaller aircraft. A grass area can be explored during the next phase of the master plan update (development of alternatives).

Other concerns of members include not including making contact with Raleigh control to get an IFR clearance. The discussion turned to constructing an air traffic control tower (ATCT). Mr. Slater recommending a cost-benefit analysis. Mr. Ibold explained that the FAA is not accepting any new applications for the contract tower program and that entry in to the program is very difficult but acknowledged the situation could change.

Mr. Dossenbach asked about the Airport's ability to respond to growth compared to the surrounding airports. Mr. Ibold explained that the future growth of other airports was not evaluated but the analysis did provide confidence that the Airport is very well positioned compared to the others. The approved forecast reviewed the current services of all airports within a 45-minute drive-time radius of the Airport. The analysis concluded that these other airports are unlikely to attract a significant share of customers strictly based on facilities and services.

Additional items of concern include:

- » Inadequacies of the existing security fence
- » An entrance road from Farrell Road

These items and the following will be explored during the next phase of the master plan:

- » A grass landing strip
- » A separation of corporate and GA aircraft operations
- » Future land acquisitions and an additional parallel taxiway on the eastern side of the runway
- » Sewer and stormwater plans

Mr. Ibold commented that because the MPAC meeting was pushed back by a month the next scheduled meeting is for mid-October. He also mentioned that the next meeting is extremely interactive and will distribute materials and request feedback prior to the scheduled meeting.

Mr. Heuts concluded by thanking the Committee for their time and participation. The next MPAC meeting is scheduled for Thursday, November 1, 2018.