

Peachtree City Airport Authority (PCAA)
Tuesday, July 6, 2021
City Hall, 153 Willowbend Road, Peachtree City, GA
Community Room (Downstairs)
5:30 p.m.

Members Present: Max Braun – Chairman, Greg Garmon – Vice Chairman, Allen Morrison – Secretary Treasurer, Tom Lacy – Member, Gary Zarlengo – Member, Mark Oldenburg – Attorney, and Hope Macaluso, A.A.E. – Airport Manager.

Members Not Present: N/A

I. CALL THE MEETING TO ORDER

Max Braun called the meeting to order at 5:30 PM.

II. AIRPORT LAYOUT PLAN UPDATE WORKSHOP

Max Braun thanked everyone for coming to the workshop. Max said that Hope Macaluso planned to speak about the Airport Layout Plan (ALP) in greater detail, however he explained that the ALP is a roadmap for airport development. Max said that our last ALP was done in 2008. Typically, it would have been redone before now. Max said that future development depends on the ALP. Max said that there will be points during the 18-month process that the Authority will be asked for input or to take action, however ultimately the FAA will sign off on it. Max wanted to make sure that everyone is aware of the process so that they can participate in it, making sure that the airport continues to develop in a sustainable way and continues to serve the community. Max said that the purpose of the meeting is not to determine the future of the airport. That will be part of the ALP process. Max said that at the end of the workshop, there will be a time for questions.

Hope said that an ALP is a scaled drawing depicting both the existing and future conditions of the facilities and property. It is necessary for the operation and development of the airport. Hope said that it is a key and an agreement document between the airport sponsor (Airport Authority) and the FAA. Hope said that there are multiple components of the ALP. There is an overall drawing of the airport. There is a narrative report, which is the part of the process that we are currently in. There is an airspace drawing, which will also show the inner portions of our

approach surfaces in detail. There is a terminal area drawing. Finally, there is a land use drawing. The “Exhibit A” to the ALP is our property map. Hope said that depending on the size of the airport, the ALP should be updated every two to five years. Hope said that according to FAA Order 5100.38, the sponsor must maintain a current ALP. The sponsor is also prohibited from altering the airport unless the FAA has determined that the project will not adversely affect the safety, utility, and efficiency of the airport. The FAA provides guidance for the ALP. They are very specific about how it is to be done. There is an advisory circular that spells it out, along with a 46-page checklist. There are six basic steps to getting this document approved. The airport authority will submit a one sided drawing with a cover letter. In our case, GDOT will review it, since we are under a state block grant program. Once GDOT reviews it, they may ask us to re-submit the letter with any proposed changes. They will provide comments and we will make corrections. Once that revision is ready, we will schedule a meeting with GDOT, prior to re-submitting the corrected document. Once GDOT finds it acceptable from a standpoint of safety, utility and efficiency, we give them seven copies. The FAA then circulates it through many departments, which takes a while. Max asked Hope about the time frame between now and submitting it to the FAA. Hope asked Phil Cannon with W.K. Dickson, the airport engineering firm, to clarify this.

Phil said that right now we are in the narrative stage. We have submitted the forecast, it was reviewed, and we received it back today. It should be ready at the end of the week to submit again. Hope said that based on the preliminary narrative that we received, we will be moving from a C2 airport to a D2 airport. It will be a different geometry of the airport based on that category and class. Phil said that we received notice to proceed in March. The process takes approximately 12 months. By the end of March 2022, we should have the drawings completed and it will then be in the hands of the FAA.

Hope said that after the comment period, the FAA will come back with any comments that they have. At that point, we will either get back an unconditional approval or a conditional approval. According to the National Environmental Policy Act, we should expect unconditional approval of our document.

Gary Zarlengo asked in what way will the transition from a C2 to a D2 airport affect the size of aircraft we work with? Phil answered by saying that the taxiway width, runway width, and runway protection zones are all modified by this category. Max said that it is determined by our critical aircraft. Hope explained that our critical aircraft is the largest aircraft that operates out of our airport on a

regular basis. Currently, we have two G4s based on the airport. The G4 is our critical aircraft. Not only do we have those two large based aircraft, but we also have large transient aircraft. Hope said that before this, the Falcon 50 was our critical aircraft.

Hope said that the biggest effect that this will have on us is that we will probably need a longer runway and the runway will need to be strengthened. Currently, our weight limit for the runway is 60,000 pounds for dual wheels. The G4 is considerably heavier than that, not to mention the larger transient traffic, such as the G6 that we had in here recently. Phil said that the drawing depicts the dimensions of our current critical aircraft and our forecasted critical aircraft. The drawing shows what will need to be done to evolve to the forecasted operations over a 20-year planning period for that ultimate critical aircraft. Phil said that from an FAA standpoint, there must be at least 500 operations of that aircraft to justify the development before they will agree to pay for it. Hope said that some of the aircraft that come into our airport are 100,000 lbs, which will wear down the asphalt over time. Allen Morrison asked if this includes strengthening the taxiways. Phil said that it does, but not for all taxiways on the airport. It only applies to the taxiways that these aircraft would be using. Hope said that the pavement by the Chick-Fil-A hangar is the worst pavement on the airport.

Hope showed the authority what the airport looked like in 2008. Phil noted that we will consult the flight procedures office about whether our runway heading numbers will change. They will be able to give us an estimated time frame. Phil said that this change may not be necessary for another five years. Hope said that our last couple of inspections have noted that it may soon be necessary.

Hope said that although the runway is 5,768 feet, not all of it is usable for both takeoff and landing. Hope said that what drives these numbers mostly, is obstructions. The railroad and the road are the other two factors. Hope said that eventually, we would like to move back the runway threshold. GDOT asked the airport to think about alternatives that will give us safe use of more of the runway. An Engineered Material Arresting System (EMAS) was one of the things GDOT asked us to look into. Phil stated that we are supposed to have at least 1,000 feet off the end of the pavement, for the runway safety area. Phil said that you can mitigate that through declared distances and EMAS.

Hope said that she would like the authority to consider switching the portable units to box hangars, in the long term. Hope said that those buildings have been

here since the early 1980s and she believes that it would serve the community better to have slightly larger hangars there.

Max commented by saying that one of the nice things about the ALP is that we are not necessarily committing to anything, but we are putting ourselves in a position that if we choose to in the future, we may do so. Hope explained that if something is not on the ALP, we cannot do it. Hope said that this also allows the tenants to have plenty of time to plan for the change, before it actually happens. Hope pointed out Area B to the authority and said that she foresees it being the next area that we develop, because it does not have the same challenges that Area C does. Hope said that they would be corporate style hangars. Hope said that if the authority wants more t-hangars, she recommends that they go on the other side of the field. Allen asked if we have built Area C out completely, to which Hope responded that we have for what has been developed so far. Hope said that she thinks it makes the most sense to put general aviation on one side of the field and leave corporate aviation on the other side. Allen asked if there would be a self-serve fuel pump on both sides of the field. Hope said that our engineers would need to identify a spot on both sides of the runway for that to happen. Hope said that we recently received guidance from the FAA about vertical takeoff and landing areas and that GDOT has agreed for us to include that. We will also include a wash rack and self serve. All of this will be added. Gary asked that if there were to be more t-hangars built, would they be paid for by a corporate company, such as Chick-Fil-A, or would we pay for them. Hope said that we have considered a public-private partnership.

Greg Garmon asked what our clearance is between hangar B1 and the Commemorative Air Force hangar. Hope said that she does not think we have enough taxiway clearance. We would have to relocate B1, at our expense.

Hope said that with the current amount of tie-down spots for transient traffic and also our auto parking in the parking lot, we are running short.

Max asked if this has an impact on the local ability to develop certain hills. Hope said that the zoning ordinance took care of that. Gary asked if that is a closed action item. Hope said that yes, it is. Max said that when we think about development for our airport, we need to be cognizant of development around the airport. Especially since we have an interest in expanding our runway. Hope said that it will require those protections to be expanded. Hope said that it is not just Part 77, our approaches are affected as well.

Hope said that she mainly wanted to brief the authority on what her vision is. Hope said that if anyone wanted anything added, it was time to discuss it. Gary asked how much space would be required for Vertical Takeoff and Landing (VTOL). Hope said that she is unsure, as she only recently received the guidance on it. Phil said that generally speaking, it has a much steeper approach slope. Phil said that there is a lot of movement in the industry right now regarding automated pilotless air taxis. Hope said that people could get a ride here and go downtown for a meeting. Phil said that there is a lot of momentum in the industry right now to develop a system such as this. Max asked if this is the type of thing that can be overlaid on the runway. Max said that he is trying to think of ways to preserve the land for development. Phil said that this may be possible, but he is not positive. Max said that it is something we should look into.

Allen formally requested that we put self serve on both sides of the field. Hope summarized that what has been asked for is self serve on both sides of the field, a wash rack, VTOL, putting T-Hangars in Area C, and renaming of the hangar areas on the ALP.

Gary asked what road is on the west side of the airport. Greg told him that it is TDK Boulevard. Hope said it is an obstacle, but that there is nothing we can do about it. The FAA has already put dollars into it and they will not be willing to do that again.

Hope said that we need to depict an access road to get to Area C with the fuel trucks, because as of right now, we are crossing the runway with the fuel trucks.

Greg asked to talk a little more about VTOL. Hope said that we need to look into it a bit more, but that having it on our ALP will speed up the process. Gary asked if anyone else in Georgia has VTOL. Greg said that no, nobody else has it. Hope said that she reached out to GDOT asking if this should be a part of our ALP and they said yes.

Allen asked if going from a C2 airport to a D2 airport would require us to have a tower in the future, even if it was a remote tower. Hope said that is driven by operations. Hope said that classification is not a part of the determining factor. Max asked if we have to fund a tower in the beginning. Hope said that yes, we would have to fund it for a period of time. Hope said that there is a tower on our ALP right now and it will stay there. Greg said that it is good to have a tower on the ALP, however if a tower were to actually go up, it would not necessarily be in

that spot. Greg said that the FAA would determine the best location for the tower on the field.

Hope said that the flight school that leases the “Toy Box” (1130 Echo Court) from us will soon be able to accept foreign students. They have requested to be able to build a dormitory on the airport. GDOT’s initial verbal answer was to tell them “no”. However, if we did do such a thing, it makes sense for it to be at the corner of Aviation Way and Dividend Drive. Hope said that this is the furthest point from the runway.

Gary asked if any of our through-the-fence leases would cause a problem with getting the ALP approved. Hope said that no, that would not be a factor.

Greg asked what the process is, for moving forward. Hope said that the authority can review the ALP in a regular meeting before it gets sent. Phil said that the authority can sit down to go over the concepts before it is time to vote.

Greg asked if Aircraft Spruce has plans to develop behind their building. Hope said that there has been talk in the past of them building warehouses.

Allen asked that there be a simple drawing of the airport developed for the authority to use.

Hope said that Taxiway Charlie will have to be offset because it goes straight from an apron to a runway. It is no longer standard to have an apron directly access to runway via a taxiway because of runway incursions.

Gary asked if we will be adding on to the runway. Hope said that we will be adding 250 feet with an additional overrun. Hope said that this will not give us any more landing distance on runway 13 because of the railroad. However, it will give us more take off distance on Runway 13 and more landing distance on Runway 31.

Gary asked where we would use EMAS. Hope said that it would be on the departure end of Runway 31. Max said that might be far-fetched for us, as it costs a lot of money. Hope said that it is being considered because GDOT requested that we look at ways to gain higher declared distances.

Max asked where our nearest fire station is. Hope said that the one on Pascal Road is the closest one.

Kevin Madden (City Council Member and a member of the audience) mentioned the American Recovery & Reinvestment Act (ARRA) that the city will be receiving in the amount of \$25 million. He said that one of the infrastructure pieces of it can be used for sewers. He suggested that the authority request specific areas that the city put those sewer systems to benefit the airport, specifically with building new corporate hangars in the future.

Max thanked everyone for coming.

III. ADJOURNMENT

Greg Garmon made a motion to adjourn, seconded by Allen Morrison.

Motion carried 5/0.