



Pinal Airpark Master Plan Fact Sheet 2



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What is the status of the Pinal Airpark Master Plan?

Pinal County is currently conducting an Airport Master Plan to determine the extent, type, and schedule of development necessary to accommodate existing needs and future aviation demand at Pinal Airpark. The draft existing conditions and needs report is complete and is available for public review and comment. The report focuses on three major topics:

1. Existing conditions of the Airport
2. Forecast of aviation activity and selection of a design aircraft (see below for details)
3. Facility requirements, or necessary improvements/upgrades to accommodate existing and future demand

This fact sheet presents the key findings of these efforts. Once feedback from the public and Airport stakeholders has been received and addressed, the County will identify and evaluate potential development alternatives to meet the Airport's needs.

What's there now?

The Airport has one active runway, designated 12-30 and measuring approximately 6,849 feet long and 150 feet wide, with a northwest-southeast orientation. There is a full paral-

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lel taxiway, Taxiway A, and four connecting taxiway segments. There are approximately 203,000 square yards of aircraft parking apron, with additional space available in the "storage triangle," consisting of several old, decommissioned runways. Nearly all pavement is in poor condition and in need of reconstruction or rehabilitation.

There are a number of facilities and structures at the Airport, the majority of which are in poor to fair condition. These include, but are not limited to the following:

- Office buildings used by Airport tenants.
- Recently constructed County administrative building in excellent condition that serves as office space for the airport manager and a general aviation (GA) public-use terminal building for visiting pilots.



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- Storage buildings and warehouses.
- Structures used for maintenance purposes, including garages, modular buildings, and hangars.
- Three conventional hangars located adjacent to the apron and used for maintenance, repair and overhaul (MRO) and fixed-base operator (FBO) activities.
- Single-story non-aeronautical structures (motel units, dormitories, apartments, classrooms, and residences) and support facilities that were constructed between 1942 (when the Airport opened as a military training facility) and the 1960s.
- Race track and firing range.

There are no hangar facilities available to store privately owned and operated aircraft, which is likely a deterrent to area pilots.

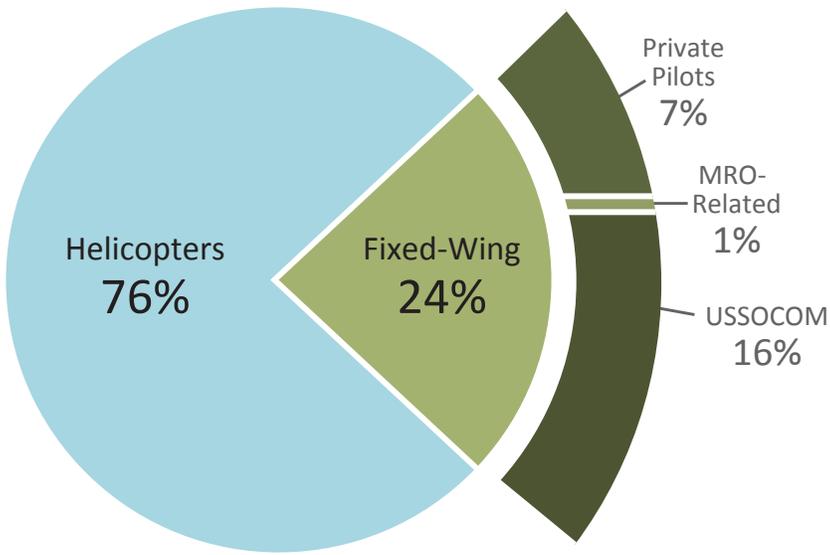
A fuel facility located in a secured area is operated by the FBO and consists of seven 30,000-gallon, above-ground storage tanks with aviation gasoline (avgas), Jet-A fuel, and unleaded gasoline for ground vehicles.

Currently, aviation activity at the Airport is dominated by helicopter activity associated with the Arizona Army National Guard and

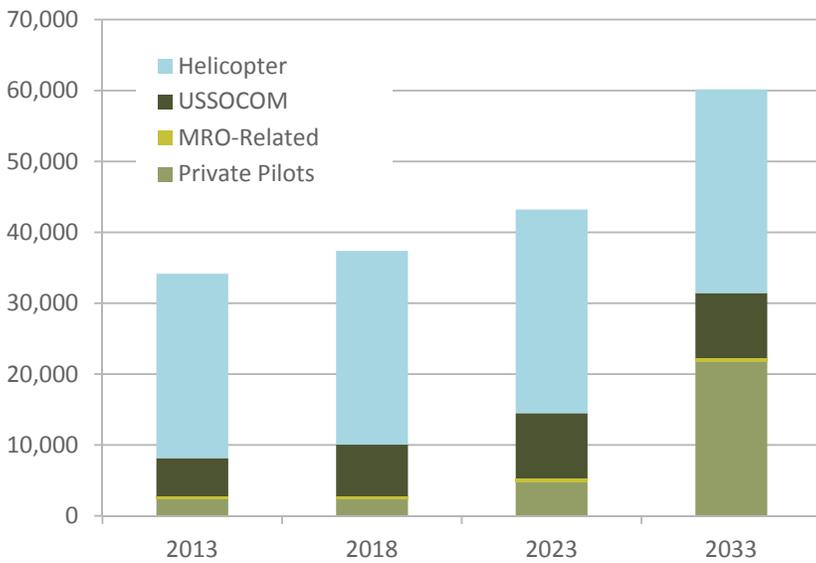
other tenant organizations from the adjacent Silver Bell Army Heliport (located just north of the Airport). The remaining fixed-wing activity accounts for 8,160 operations (landings and takeoffs). These are made up of private pilots, activity related to the MRO services, and parachute training and testing by the United States Special Operations Command (USSO-COM), which uses a landing site and facilities immediately west of the Airport.

Because of the MRO activity, the most demanding and regularly operating aircraft is the Boeing 747-400, which was selected as the “design aircraft.” This means that the Federal Aviation Administration (FAA) design standards for a Boeing 747-400 were used to determine compliance of airfield infrastructure to ensure that these aircraft can operate safely at the Airport.

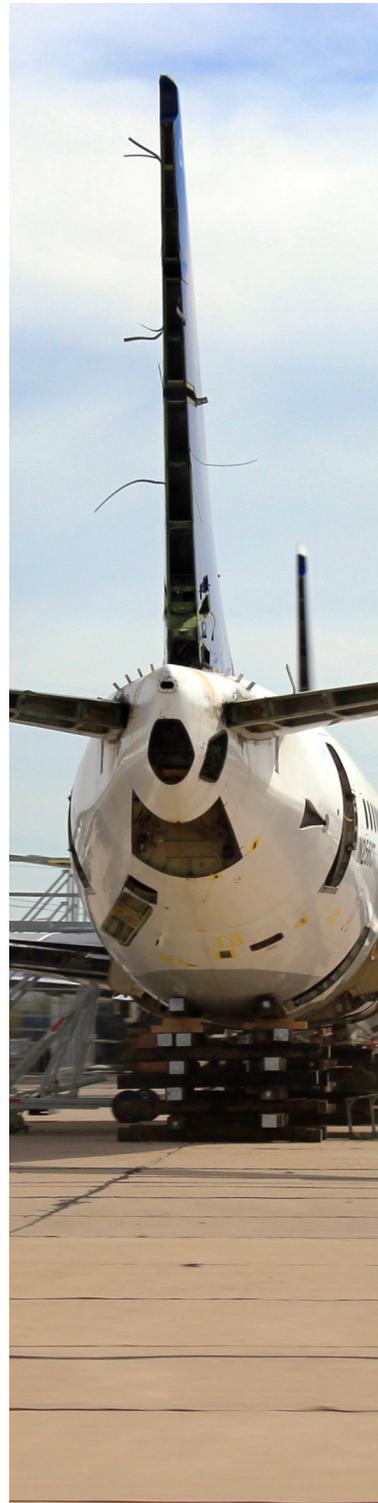
The County has made significant efforts to resolve previous FAA compliance issues and reverse public perception that the Airport is a restricted-access airfield.



Aviation Activity by Type



Forecasted Aviation Activity



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What will future activity look like?

The County has made significant efforts to resolve previous FAA compliance issues and reverse public perception that the Airport is a restricted-access airfield. These efforts, along with ongoing and planned airfield improvements to address deteriorated infrastructure, are expected to lead to more GA activity. This growth will also be driven by an expanding

local population and the national increase in GA activity projected by the FAA. In addition, growth is anticipated within the MRO industry and by both military entities that operate at Pinal Airpark.

What needs to be done?

Based on current and projected demand, the condition of the existing facilities, and FAA



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design standards, the Airport needs significant improvements/upgrades.

- Nearly all pavement areas are in poor condition and require reconstruction or rehabilitation—especially the runway, taxiways, and apron area.
- Several areas do not meet FAA design standards, including those for minimum taxiway widths, clearance of object free areas surrounding the runway, and conditions standards for the runway safety area.
- A runway extension should be considered to determine if there is a feasible alternative.
- Land needs to be acquired (or controlled via easement) that is currently outside the Airport boundary but within the runway protection zones (trapezoidal areas that extend from the runway ends, within which an airport owner should control the land uses and activities to ensure a safe operating environment).

- Upgrades are needed to airfield lighting and signage and the navigational aids that assist pilots in navigating to the Airport.
- The County should consider building (or coordinating with a private developer to construct) private aircraft hangars to support GA activity because the climate of this region may discourage outdoor storage.

Additional facility requirements and further detail are provided in the draft report.

Where can I get a copy of the draft report?

The Draft Existing Conditions and Needs report can be found on Pinal County's website.

Comments and Questions

Comments and questions should be directed to Carly Shannon of C&S Companies, at cshannon@cscos.com.