

MEETING MINUTES



Pensacola International Airport Master Plan
RS&H Project No. 201-0005-001

Date: November 30, 2016
Subject: City Advisory Committee
Prepared For: Public release
Prepared By: Ken Ibold

Minutes of City Advisory Committee Meeting 1/30/2016 5:30 pm

Dan Flynn opened the meeting. Greeted attendees. Gave background on the fact that the last Master Plan was in 1999 and that participation of CAC was critical in getting it right. Mr. Flynn stated the meeting was a public meeting and that it had been noticed in the Pensacola News Journal. The meeting was recorded, and the recording is available separately.

Attendees introduced themselves:

Dan Flynn, Airport Director
Jeff Mishler, RS&H (Consulting team)
Owen Curtis, Curtis Transportation Consulting, (Consulting team)
Ken Ibold, RS&H, (Consulting Team)
Andrea Kvech, Airport Planning
Matt Coughlin, Airport Maintenance and Operations
Shannon Ogletree, Santa Rosa County
Sam Mathews, Scenic Heights Neighborhood Association
Erin Kadan, Scenic Heights Neighborhood Association
Lara McKnight, Scenic Heights Neighborhood Association
Dax Gill, Cordova Park Neighborhood Association
Robin Reshard, Belmont-DeVilliers Neighborhood Association
Steve Hayes, Visit Pensacola
Alan Bint, Silverleaf Homeowners Association
Richard Sullivan, InterVistas Consulting (Consulting team)
Marilynn Wiggins

Mr. Flynn then introduced Jeff Mishler, project manager for RSH, the consulting team leading the master plan. A copy of the presentation referenced below is available separately.

Mr. Mishler delivered a presentation that outlined the purpose of the master plan, the master planning process, the purpose of the Technical Advisory Committee. Mr. Mishler also summarized the technical work that had been completed to date.

Owen Curtis delivered a presentation that outlined the results of the traffic counting effort on the terminal approach roads and curbside. Two discussions began during Mr. Curtis' presentation.

One question regarded general aviation operations. The attendee asked why GA operations don't continue on runway heading until out over the bay as commercial aircraft do. Mr. Flynn stated that the airport does not have any control over the aircraft after they take off; that is the responsibility of FAA and the pilot. Mr. Flynn pointed out that the Airport has published in the Airport Facilities Directory that pilots should remain on runway heading to the Airport boundary, but that is advisory only. Mr. Mishler stated that commercial aircraft typically fly under Instrument Flight Rules and must fly designated routes, whereas general aviation aircraft often fly Visual Flight Rules and are free to select their own flight paths.

One question regarded the recently opened cell phone lot. The attendee wanted to know if there are any covered area or trees, that is, protection from weather while sitting in the car. Mr. Flynn agreed to examine the potential for creating an area with amenities such as a flight display, wifi, and benches. This led to a discussion regarding curbside loitering by vehicles (both attended and unattended). Mr. Curtis stated that additional operating and infrastructure analysis will be done during the course of the master plan.

Richard Sullivan delivered a presentation that outlined the results of the forecast of aviation activity, which has been approved by FAA. Two discussions began during Mr. Sullivan's presentation.

One question involved military aircraft, and whether operations by military jets and helicopters would increase. Mr. Flynn responded that the military activity is not predictable because the military's various future activity plans are not known outside of the military. However, the military uses most airports in the area extensively to accommodate training requirements for military pilots.

Another question involved airport finances, how Airport expansion would be financed. Specifically, the attendee asked about the financial impact of the cell phone lot. Mr. Flynn stated that the impact of the cell phone lot on parking revenue is negligible. Mr. Flynn also stated that one task of the master plan is to determine how to fund proposed improvements.

Mr. Mishler closed the presentation by explaining the extent of the public involvement effort, to include social media, the CAC and the associated Technical Advisory Committee. Mr. Mishler also explained the use of the master plan website. The master plan documents will be available as a link from the Airport's main website, www.flypensacola.com, and as a freestanding site, www.pnsmasterplan.com. The website will have a library of all documentation available for use. There will also be two City Council presentations.

Mr. Mishler briefed the CAC on the next steps, determining Facility Requirements, and stated that the next meeting of the CAC would be at the end of the first quarter of 2017.

Mr. Flynn thanked attendees for participating and encouraged them to provide their feedback and expertise to ensure the master plan develops properly.

Mr. Flynn then opened the floor to additional questions. There were none. The meeting adjourned at 7:15 pm.