

MEETING MINUTES



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

Date: June 26, 2017
Subject: Technical Advisory Committee Meeting #2
Prepared For: Public release
Prepared By: Gareth Hanley

Minutes of Technical Advisory Committee Meeting 6/20/2017 1:30 pm

Dan Flynn opened the meeting and greeted attendees. Mr. Flynn then introduced Jeff Mishler of RS&H (the consulting team leading the master plan). Mr. Mishler introduced the consulting team and the other meeting attendees introduced themselves.

Attendees introduced themselves:

Dan Flynn, Airport Director
Matt Coughlin, Assistant Airport Director
Andrea Kvech, Assistant Airport Director
Belinda Zephir, Pensacola International Airport
Rebecca Oberto, Pensacola International Airport
Joe Baucum, Pensacola News Journal
Caitlin Cerame, West Florida Regional Planning Council (on behalf of Brian Youpataoff)
Georgette Corliss, OHM Concessions Group LLC (on behalf of Milan Patel)
Rob Danforth, Enterprise Holdings
Mike Deaton, FAA Air Traffic Control Tower
Sam Frontera, Heliworks
Steve Giles, Pensacola Aviation Center (on behalf of Bill Hudgens)
Bill Hafner, VT MAE
Katie Hill, Pensacola Aviation Center (on behalf of Bill Hudgens)
Drew Holmer, Escambia County
Robert Jolley, FAA TRACON
Juan Lemos, Escambia County
Scott Meader, Delta Air Lines
Sherry Morris, City of Pensacola
Jeff Mishler, RS&H (Consulting team)
Ken Ibold, RS&H, (Consulting Team)
Owen Curtis, Curtis Transportation Consulting, (Consulting team) (on phone)
Gareth Hanley, RS&H (Consulting team)

Invited but not in attendance

Kevin Hoffman, UPS
Scott Walters, FDOT
Todd Cox, FDOT

Pedro Blanco, FAA ADO
Chastity Clark, FAA ADO

Mr. Mishler started the presentation by outlining the purpose of the master plan, the master planning process, and the purpose of the Technical Advisory Committee. Mr. Mishler summarized the facility requirements analysis results for the key functional areas of the Airport. Meeting attendees were free to ask questions throughout the presentation. The following represents key discussion topics during the meeting.

Mr. Flynn stressed that both runways are necessary for the safe and efficient operation of the Airport during the discussion of airside requirements. Mike Deaton confirmed that the current runway utilization is approximately 50-50. Further, Runway 8-26 is integral to the Airport's operation because Runway 8 is the preferred departure runway per the Airport's Part 150 Noise Compatibility program.

A meeting attendee asked about the impact to Remote-Transmitter-Receiver (RTR) Site 2 (located in the Northeast Quadrant) related to the VT MAE development. Mr. Flynn indicated that the current issue has been resolved, which allows for the current development plans to continue. However, further development in the Northeast Quadrant may be affected due to impacts to signal integrity of RTR Site 2.

Sam Frontera indicated that Heliworks was recently awarded a new contract that may result in Heliworks doubling their labor force in the near-term. Mr. Frontera indicated that this may affect the general aviation landside requirements.

A meeting attendee asked about the process by which the employee parking was calculated. Based on her observation, the employee lot seems to be at capacity but the analysis results indicate that there is sufficient space to accommodate forecast demand. Mr. Flynn responded saying that the analysis included the existing capacity of the Overflow Lot near the fuel farm, which is currently underutilized.

Mr. Flynn confirmed the need for a Customs and Border Protection (CBP) Federal Inspection Service (FIS) station. The Airport has had ongoing discussions with CBP regarding the implementation of an FIS. CBP would like a facility to house equipment and facilitate passenger processing.

Mr. Mishler briefed the TAC on the next steps, which includes preparing and evaluating the alternatives. The next TAC meeting is tentatively planned for late summer to discuss.

Mr. Mishler then opened the floor to additional questions. Katie Hill from Pensacola Aviation Center indicated that it would be beneficial to accommodate larger aircraft on the general aviation apron and on Taxiway C2. Insufficient pavement strength for large aircraft was identified as an item to be addressed as part of the Facility Requirements results.

Mr. Flynn thanked attendees for participating and encouraged them to review Working Paper 4, which is available for download at <http://www.pnsmasterplan.com/>.

The meeting adjourned at 3 pm. A copy of the presentation slides and meeting recording are available separately.