

**CITY OF MERCED  
REGIONAL AIRPORT AUTHORITY MINUTES  
“SPECIAL MEETING”**

**COUNCIL CHAMBERS  
MERCED CIVIC CENTER  
678 WEST 18<sup>TH</sup> STREET  
MERCED, CA**

**Tuesday  
November 27, 2012**

**A. CALL TO ORDER**

Chair Janet Young called the meeting to order at 7:00 p.m.

**B. ROLL CALL**

Members present: Janet Young, Larry Morelock, John Sundgren, Russ Cowperthwaite, Al Osborn and Josh Franco.

Members absent: None

Staff Present: Ron Elliott, Mike Wegley and Jessica Cortright

**C. WRITTEN PETITIONS AND COMMUNICATION**

None

**D. ORAL COMMUNICATIONS**

None

**E. CONSENT CALENDAR**

**1. REGIONAL AIRPORT AUTHORITY MEETING MINUTES FOR OCTOBER 16, 2012.**

M/S/C –Sundgren/Morelock motioned to approve and file the minutes for October 16, 2012 as submitted.

**F. REPORTS**

**1. AIRPORT MANAGER'S REPORT**

Airport Manager, Ron Elliott reviewed the October 2012 Monthly report.

## **2. AIRPORT MARKETING UPDATE**

Airport Manager, Ron Elliott reviewed the airport marketing efforts that have taken place within the last year at the Merced Regional Airport. The board members encouraged promotion of the Merced Regional Airport at our destination airports as well.

## **3. STATUS UPDATE ON FAA GRANT 20, RUNWAY SAFETY AREA STUDY**

Airport Manager, Ron Elliott introduced Joe Jackson of RS&H who provided a PowerPoint presentation to the board and audience. The presentation was an update and overview of the Runway Safety Area Study, FAA Grant #20. After the presentation and some discussion, the board supported and recommended alternative #4, reclassifying the Airport Reference Code from a C-III to a B-II, as the best choice.

## **G. AUTHORITY BUSINESS**

### **1. POSSIBLE INCOMPATIBLE LAND USE ACTIVITY**

None

### **2. OTHER BUSINESS FROM AUTHORITY MEMBERS**

#### **1) MEMBER'S RESIGNATION**

Chair, Janet Young informed the board that Mr. Basart, who served as the vice chair had resigned from the board, and thanked him for his years of service. The vacancy notice will be on the next city council agenda, and applications are currently being accepted.

#### **2) NOMINATION AND APPOINTMENT OF A VICE CHAIR**

Board member, John Sundgren nominated board member, Larry Morelock to serve as Vice-chair.

M/S/C – Cowperthwaite/Osborn motioned to approve and accept the nomination that Larry Morelock be appointed as the Vice-chair.

## **H. ADJOURNMENT**

Janet Young called the meeting adjourned at 8:26 PM until the next Regional Airport Authority meeting on Tuesday, December 18, 2012 at 7:00 pm at the Civic Center, 678 W 18<sup>th</sup> Street, in the Council Chambers.

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Janet Young, Chairperson  
Regional Airport Authority



## Merced Regional Airport

Manager's Report December 2012

### OPERATIONS

Great Lakes Airlines enplaned 171 total passengers for the month of December. Airline revenue enplanements were down 65 percent from the month before. Compared to December 2011, enplanements were down 42 percent. As identified in last month's Manager's Report, this decrease in enplanements from the previous year was expected due to Great Lakes Airlines changing their schedule and decreasing the number of scheduled trips to Las Vegas. No further schedule changes are foreseen in the near future. There were 9 cancellations this month out of the 79 scheduled departures; two of these cancellations were due to weather...fog.

### CAPITAL PROJECTS AND CONSTRUCTION

Airport staff has been working with RS&H Consulting on the Federal Aviation Administration (FAA) Airport Capital Improvement Program (ACIP) Grant for 2011. This grant provides funding for a new commercial airline terminal study. The study will include site design and a needs assessment for the location and layout of a new airline terminal, aircraft parking apron, additional access roads, and vehicle parking needs. We're waiting on a letter from TSA regarding office space needs and current limitations. Nothing new to report since last month.

Additionally, airport staff has been working on the Federal Aviation Administration (FAA) Airport Capital Improvement Program (ACIP) grant for 2012. On June 27<sup>th</sup>, the FAA approved the Runway Safety Area (RSA) study to determine the best and most advantageous option for clearing the airport's RSA. FAA is asking the study be completed as soon as possible. Airport staff met with the FAA and RS&H in November to review the study and discuss possible fixes to the RSA. All parties are now looking at changing the Airport Reference Code from a C-III to a B-II. This reference code will change the RSA dimensions and realign the airport design criteria to meet current needs, but will not require extensive modifications or change the types and size of aircraft able to utilize the airport. Changing the RSA will only require an update to the Airport Layout Plan (ALP). RS&H is currently working on an update to the ALP. Expect this grant to close out in the next few months.

Construction of the new Medi-Flight Alert Facility is complete. Medi-Flight delivered their modular and has started efforts to bring the building up to City code.....sewer, electrical, water, phone, etc. Carter Construction will also do the upgrades on Medi-Flight's maintenance hangar as well. Contracts are now in place and work is moving forward to finish this project. Carter Construction has submitted the required paperwork to obtain needed building permits and connection fees.

### OTHER

Expected renovations on Hangar BBQ have stopped. However, a lease amendment has been approved by City Council and the Hangar BBQ has submitted plans to acquire building permits. No permits have been issued as of January 1st.

Legal and Airport staff are working with Gateway Air Center on consolidating numerous lease amendments into one lease. Progress is being made, but a completion date has not yet been determined.

To: Regional Airport Authority  
From: Ronald K. Elliott, Airport Manager  
Date: January 18, 2013  
Re: **FAA AIRPORT CAPITAL IMPROVEMENT PLAN 2013**

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### **Discussion**

The Merced Regional Airport is required to send a detailed list of all potentially eligible Capital Improvement Projects that require federal grant assistance to the FAA Airports District Office each year for consideration of all future Capital Improvement Projects.

This detailed list is based on recommendations from the FAA's Airport Compliance Specialists, City and FAA Engineering Departments, State of California DOT/Cal-Trans Aviation Office and Merced Regional Airport Consultants. Since last year's update, three projects have been added:

1. Airport Wildlife Assessment
2. Pavement Maintenance
3. Fuel Farm Replacement for the underground storage tank (UST)

Project priority is based on a number of factors to include safety, federal fund availability, needs, etc. The FAA has mandated that all Part 139 Certificated Airports obtain a Wildlife Assessment; therefore this project will have the highest funding priority for our 2013 projects.

The ACIP does not obligate the City of Merced to perform. The ACIP provides FAA a list of potentially eligible projects that necessitate Federal Grant assistance for completion and may be altered or changed at any time by the sponsor. The benefit from having a living document means that alteration and change to the ACIP are easily accomplished, providing that changes to capital projects are based upon information and updates contained in the Airport Layout Plan. Merced's current Airport Layout Plan was approved in September 2007. Currently, RS&H Consulting is in the process of updating our ALP as part of last year's RSA Study. All projects listed in this ACIP are contained in the updated ALP.

Based on the updated ACIP, airport staff will complete two an FAA ACIP Grant applications for 2013. The first application will be for the Wildlife Assessment

and a second application for the Pavement Maintenance. Funding for the second application will be dependent on FAA “discretionary” funding available.

**Costs and Funding:** Funding for capital projects comes from matching City funds, capped at 5% for each FAA grant issued. The Wildlife Assessment Grant will cost the City \$3,938 and if approved, the Pavement Maintenance will cost \$7,500.

**SUMMARY/RECOMMENDATION:**

Airport staff requests the Regional Airport Authority make a motion to recommending the Merced City Council approve the Airport Capital Improvement Plan for FY 2013-2024, and both FAA ACIP Grant applications, one each for the Wildlife Assessment and Pavement Maintenance.

Attachment:

Airport Capital Improvement Plan 2013-2024

**Merced Regional Airport (MCE)  
Airport Capital Improvement Plan  
Future Projects Overview  
(FAA Grant-funded Projects Only)  
Fiscal Year 2013-2024**

FAA FY	Project	Project Description / Justification	FAA Grant	PFC Revenues	City Share	Total
2013	Wildlife assessment	Conduct, per FAA Part 139 requirements, wildlife hazard assessment.	\$75,000		\$3,938	\$78,750
2013	Pavement maintenance (includes design, construction/chip seal/crack seal, restriping, 25% soft costs / contingency)	Per the 2011 Airport Pavement Management System Update (APMS) for MCE, pavement areas as identified in the report will need to be maintained.	\$150,000		\$7,500	\$157,500
			<b>\$225,000</b>	<b>\$0</b>	<b>\$11,438</b>	<b>\$236,250</b>
2014	Fuel farm tank replacement	The fuel farm underground storage tank is old and outdated and will need to be replaced.	\$475,000		\$25,000	\$500,000
			<b>\$475,000</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$500,000</b>
2015	Engineering and any needed environmental for new passenger terminal area	Per FAA guidance in AC 5050.4A and Executive Order 1050.1, the work performed in this project will serve to ensure no environmental issues are present prior to commencement of construction. Further work will consist of pre-engineering for the construction of 562,000 square feet of paved ramp and connecting taxiway surface.	\$631,000		\$143,000	\$774,000
			<b>\$631,000</b>	<b>\$0</b>	<b>\$143,000</b>	<b>\$774,000</b>
2016	Construct new Passenger Terminal Area (terminal building, access, and parking)	The current passenger terminal building was built in the early 1950s. The current structure is not ADA compliant, fails to meet current federal energy guidelines for government buildings, is undersized, is hard to maintain, and presents a security problem for scheduled air carrier operations. Growing passenger enplanements have been met by the addition of a modular building for additional secured waiting area, but this is a temporary measure and not a long term solution.	\$4,157,000		\$163,000	\$4,320,000
			<b>\$4,157,000</b>	<b>\$0</b>	<b>\$163,000</b>	<b>\$4,320,000</b>
2017	Construct new Passenger Terminal Apron and Taxiway to Taxiway A	A new apron area and taxiway is needed for aircraft utilizing the new passenger terminal. The approximate area is 15,000 square yards.	\$3,018,000		\$217,000	\$3,235,000
			<b>\$3,018,000</b>	<b>\$0</b>	<b>\$217,000</b>	<b>\$3,235,000</b>
2018	Acquire land in fee	Runway extension requires the acquisition of additional land for the Runway Safety Area (RSA). This is necessary at the same time or before the runway extension project. The 2007 Master Plan shows acquisition of a 9.5-acre parcel, but actual acquisition is approximately 1-acre after final design and RSA / OFA configuration.	\$950,000		\$50,000	\$1,000,000
2018	Acquire avigation easements	Runway extension requires the acquisition of additional easements, as identified in the 2007 Master Plan and current Airport Layout Plan. This is necessary at the same time or before the runway extension project.	\$1,045,950		\$55,050	\$1,101,000
			<b>\$1,995,950</b>	<b>\$0</b>	<b>\$105,050</b>	<b>\$2,101,000</b>
2019	Engineering and environmental for relocation of Taxiway A	Per FAA guidance contained in AC 5050.4A and Executive Order 1050.1, the work performed in this project will serve to ensure that no environmental issues are present prior to commencement of construction. Further work will consist of pre-engineering for the construction of the runway extension project in 2010.	\$150,000		\$7,895	\$157,895
			<b>\$150,000</b>	<b>\$0</b>	<b>\$7,895</b>	<b>\$157,895</b>
2020	Extend Runway to 6,450 feet, extend Taxiway A at 400-foot separation, relocate glide slope, PAPI, MALSR, and underground power lines along Dickenson Ferry Road	Increasing capacity demands, coupled with a growing number of large cabin class turbine aircraft utilizing the Merced Airport, support the addition of additional paved surface that will adequately meet published accelerate stop distance requirements, at a total runway length of 6,450 feet. Most turbojet aircraft have published accelerate stop distance requirements that exceed Merced's current published runway length. This project will greatly enhance the Airport's operational safety, while allowing larger aircraft to operate from Merced Regional Airport, without being penalized in their operational safety requirements.	\$5,740,000		\$309,150	\$6,049,150
2021	Relocate taxiway A for 400-foot separation		\$5,347,200		\$267,300	\$5,614,500
			<b>\$11,087,200</b>	<b>\$0</b>	<b>\$578,450</b>	<b>\$11,665,650</b>
2022	ARFF Support	Adequate equipment is essential to provide for safety and effective operation of fire crews. Strengthened ARFF support systems are needed to increase safety at Merced Regional Airport. Fire hydrant distribution is necessary to adequate firefighting.	\$399,000		\$21,000	\$420,000
2023	Overlay of GA Parking Area, New Passenger Apron, Ramp, and Freight Ramp	The service life of the GA ramp is approaching its maximum ability to support continuous traffic. With the anticipated increases in GA and corporate traffic into the Airport, coupled with the significant increased FBO activity in and around the service and storage hangars, repaving this area will be of prime importance to continued safe operations. The project also accommodates the relocation of the main airline terminal, to an area that is compliant with the Airport Master Plan. The relocation of the terminal building and ramp areas are necessary for the projected passenger growth within the projected ten year period.	\$1,363,300		\$72,000	\$1,435,300
2024	Apron lighting enhancements		\$1,762,300		\$93,000	\$1,855,300
2024	ARFF Support		\$855,000		\$45,000	\$900,000
			\$25,000		\$1,316	\$26,316
			<b>\$880,000</b>	<b>\$0</b>	<b>\$46,316</b>	<b>\$926,316</b>
			<b>\$22,774,450</b>	<b>\$0</b>	<b>\$1,665,140</b>	<b>\$24,439,590</b>

\* Actual cost will be determined by bids. FY projects subject to change - based on need.

**Related plans:**

1. Merced Municipal Airport Master Plan, 2007: project listings are consistent; some costs have been revised.

Current demand for hangar storage has outstripped supply. Present demand supports construction of additional infrastructure (e.g. taxiways, 4 additional hangar spaces, and associated ramp areas) that will supply significant revenue to the airport, while supplying growth needed as additional capacity increases.

To: Regional Airport Authority  
From: Ronald K. Elliott, Airport Manager  
Date: January 18, 2013  
Re: **Possible Incompatible Land Use**

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No activity this month.