



GRAND CANYON
NATIONAL PARK AIRPORT
ARIZONA

AIRPORT MASTER PLAN



ADOT





AIRPORT MASTER PLAN

- Comprehensive study of the Airport that evaluates the facility's aviation demand.
- Establishes development objectives to best meet those demands.
- Provides for short, intermediate, and long term planning horizons that encompass a 20-year planning period.
- Serves as a strategic business tool for establishing Airport improvement priorities and obtaining funding.



MASTER PLAN OBJECTIVES

- Maintain and ensure safety and security for the Airport.
- Plan for phased, incremental development that meets foreseeable aviation demand and maintains flexibility for change while reflecting long-term fiscal responsibility.
- Consider environmental stewardship in all phases of the study process and develop policies and objectives for a sustainability program at the Airport.
- Incorporate an active and productive public involvement and community outreach program throughout the study process.
- Coordinate the Master Plan with local, state, and federal agencies.



PLANNING ADVISORY COMMITTEE (PAC)

- Grand Canyon National Park Airport
- FAA – Phoenix ADO Office
- FAA – Airport Traffic Control Tower
- ADOT – Aeronautics Group
- ADOT – Environmental Group
- ADOT – Communications
- Arizona Military Airspace Working Group
- Arizona State Land Department
- USDA – Forest Service
- Grand Canyon National Park
- Town of Tusayan
- Coconino County
- Havasupai Tribe
- Sierra Club
- Grand Canyon Airlines
- Maverick Airlines
- Papillon Grand Canyon Helicopters
- Grand Canyon Coaches
- Arizona Pilots Association
- Hydro Resources
- U.S. Department of Homeland Security – TSA
- Grand Canyon Chamber of Commerce



MASTER PLAN PROCESS

INITIATION

INVENTORY

FORECASTS

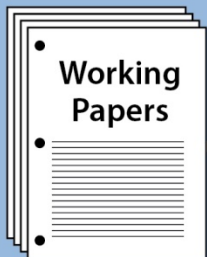
DEMAND/CAPACITY

FACILITY REQUIREMENTS

PAC #1

PAC #2

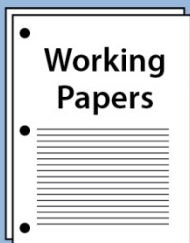
PIW(S)





MASTER PLAN PROCESS

DEVELOPMENT ALTERNATIVES





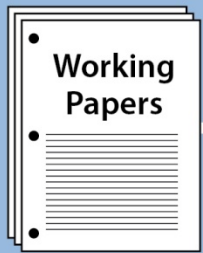
MASTER PLAN PROCESS

MASTER PLAN CONCEPT/
FINANCIAL PLAN

ENVIRONMENTAL OVERVIEW

SUSTAINABILITY ANALYSIS

AIRPORT PLANS



PAC #4

PIW(S)





FORECAST SUMMARY

	2015	2020	2025	2035
ENPLANED PASSENGERS				
Fixed Wing Air Tour	132,198	170,280	190,060	232,200
Helicopter Air Tour	196,930	225,720	251,940	307,800
Airline/Air Charter	-	42,000	67,000	125,000
TOTAL ENPLANED PASSENGERS	329,128	438,000	509,000	665,000
BASED AIRCRAFT				
Single Engine	2	2	3	5
Multi-Engine	0	0	0	0
Turboprop	6	7	8	10
Jet	0	0	1	1
Helicopter	29	32	34	38
TOTAL BASED AIRCRAFT	37	41	46	54
ANNUAL OPERATIONS				
ITINERANT				
Airline/Air Charter	-	2,200	2,400	3,600
Fixed Wing Air Tour	20,982	24,800	28,000	33,400
Helicopter Air Tour	70,506	80,800	90,200	110,200
General Aviation	2,731	3,030	3,400	4,000
Air Taxi	9,402	10,850	12,150	14,750
Military	604	600	600	600
Total Itinerant	104,225	122,280	136,750	166,550
LOCAL				
General Aviation	1,181	1,210	1,235	1,285
Military	553	550	550	550
Total Local	1,734	1,760	1,785	1,835
TOTAL OPERATIONS	105,959	124,040	138,535	168,385



ALTERNATIVE CONSIDERATIONS

- Evaluate airfield improvements necessary to meet FAA design and geometry standards.
- Examine a potential extension on Runway 3-21 to meet ultimate aircraft operational requirements.
- Provide options for terminal facility enhancements to meet existing and ultimate commercial passenger activity related to air tour and airline/air charter operations.
- Determine land uses that allow the Airport to meet the needs of aviation and non-aviation demand while enhancing revenue support.
- Consider environmental sensitivities and incorporate sustainable initiatives as appropriate.



SUSTAINABILITY MANAGEMENT PLAN GOALS

- **Air Quality** – Improve regional air quality by reducing GHG emissions from GCN users & enacting policies to reduce emission from Airport-controlled sources.
- **Energy** – Expand energy efficiency measures and renewable energy opportunities.
- **Natural Resource Management** – Incorporate procurement, landscaping, and janitorial practices that reduce the burden on surrounding natural resources.
- **Land Use** – Preserve surrounding environment by encouraging alternative transportation modes to and from the Airport, and reducing noise and light pollution caused by Airport activities.
- **Planned Development** – Develop capital improvement projects that consider both present and future needs.
- **Construction Methods** – Incorporate sustainability into all Airport construction methods.
- **Resiliency & Preparedness** – Protect the Airport from climate risks and cyber security threats by incorporating these hazards into all Airport planning efforts.
- **Waste Management** – Increase waste diversion rate through increased recycling and composting efforts.
- **Water** – Reduce potable water consumption with expanded efficiency measures and reclaimed/grey water use.



PUBLIC OUTREACH

ADOT prepared a Public Involvement Plan at the onset of the Master Plan study process that established the following goals:

- 1) Conduct a robust public process
- 2) Improve Airport/Community communications
- 3) Provide feedback
- 4) Provide multiple means in which the public can learn about and participate in the study process



PUBLIC OUTREACH

PUBLIC INFORMATION WORKSHOPS

- Allow the public an opportunity to obtain information, ask questions, and provide input regarding the Master Plan.
- Multiple Workshops are scoped during the course of the study process.
- To date, the following Workshops have been conducted:
 - May 25, 2016 (Tusayan, AZ)
 - July 20, 2016 (Flagstaff, AZ)
 - October 27, 2016 (Tusayan, AZ)
 - February 15, 2017 (Williams, AZ)
- Upcoming scheduled Workshop locations include:
 - Tusayan, AZ
 - Havasupai Tribe
 - Phoenix, AZ



PUBLIC OUTREACH

MASTER PLAN STUDY WEBSITE

- Provides an overview of the Master Plan.
- Hosts “draft” working papers and presentations that have been prepared as part of the study process.
- Allows an opportunity to provide comments and questions related to the study.

www.azdot.gov/gcnairportmasterplan



MASTER PLAN NEXT STEPS.....

- Develop a recommended Master Plan Concept and associated capital improvement program (CIP).
- Implement a Sustainable Management Plan based on the recommended Master Plan Concept.
- Prepare Market Rent Study and Rates & Charges Analysis.
- Approval/adoption of the Master Plan by ADOT.
- FAA review and approval of the Airport Layout Plan (ALP).



Update on improvements at GCN

- Repaired the retaining wall and steps on the runway side of the terminal
- Enhanced security at the Grand Canyon Airlines terminal by installing a fence that better controls runway access
- The exterior of the terminal has been painted
- HVAC is being modernized- new AC unit and new heating unit
- Lighting in our parking lots have been converted to LED lights with shields
- Installed and rehabilitated airfield lighting and added 20' shoulders to Runway 3/21 including pavement preservation on Taxiway P and the aircraft apron
- The current FBO and Fuel Farm leases expire 9/30/17 and these are being put out for bid
- ADA improvements were in our main parking lot when it was crack sealed



General Updates for GCN

- Paragon Tandem skydiving started jumping April 2016. The only operation of its kind in North American
- Helicopter leases come up for renewal in 2018/2019
- Replaced the security system with fiber optic cabling to repair the automated gates and to make them more reliable.
- Replaced the badging system
- For the last 3 years the airport has been very close to being completely self sufficient
- Energy conservation efforts are paying off
- We no longer have scheduled air at GCN – Vision Airlines did not renew their lease



Questions





Before



Before



Before

After



After





Before



Before



After

