

Project Name	Fresno Yosemite International Airport (FAT) Master Plan Update
Meeting Topic	Planning Advisory Committee (PAC) Meeting #1 – Kickoff and Introduction
Meeting Date	11/9/2016
Location	Terminal Conference Room
Prepared By	Erin Sheelen, Kevin Clarke, Pam Keidel-Adams, Mark Davis, Kevin Meikle
Date	12/13/16

Attendee Name	Company/Organization
Mark Davis	City/Airport Staff
Beth McDonell	City/Airport Staff
Kevin Meikle	City/Airport Staff
Ron Ames	City/Airport Staff
Pam Keidel-Adams	Kimley-Horn
Kevin Clarke	Kimley-Horn
Erin Rowett	Kimley-Horn
Brian Mohr	InterVISTAS
Kenneth Currie	InterVISTAS
Jennifer Johnson	Delta Global Services
Randy Braland	FedEx
Dan Carter	AVIS
Robin Deman	Alaska/Horizon
Glen Dildine	Ross Aviation
Alex Prather-Seuers	Ross Aviation
Jose Mora	Fresno EDC
Carrie Garcia	Allegiant Air
Connie Gurich	Hertz
Andy Haussler	City of Clovis

Attendee Name	Company/Organization
Chris Hovda	UPS
Brent Kendrick	Signature
Sophia Pagoulatos	City of Fresno
Arturo Quezada	Volaris
Mike Davirro	Enterprise
Andrew McVicker	Enterprise
Myra Scroggins	SP Parking
Kimbree Tourangeau	FAA ATCT
Ken Powell	FAA ATCT
Rick Duncan	Alaska
Todd Taniguchi	Hertz
Brenda Veenendaal	Fresno Council of Governments (COG)
Major Walter Miller	California Air National Guard
Lloyd Wilfong	1106 th TASMG
Ron Bettencourt	California Air National Guard
Andrew Hernandez	Cal Military Department
MSgt Tammy Treat	CA Air National Guard
TSgt Blake Glazebrook	CA Air National Guard
TSgt James (Rob) Pirkle	CA Air National Guard

The following is a compilation of notes from the above referenced meeting and is not intended to be detailed meeting minutes.

Introduction

The City of Fresno is preparing a Master Plan Update (MPU) for the Fresno Yosemite International Airport (FAT). The City has hired a team of consultants led by Kimley-Horn to perform the study. To engage the airport stakeholders and tenants throughout the course of the study, a Planning Advisory Committee (PAC) was established. The PAC has been invited to participate in the master planning process by providing insight on their organization’s operational needs, future plans and interests. The PAC also forms a link to the individual stakeholders constituency thus providing a conduit for increased public engagement and outreach. The PAC consists of representatives from the following organizations:

- Federal Express (FedEx)
- United Parcel Service (UPS)
- AeroMexico
- Alaska Air
- Allegiant Air
- American Airlines
- Delta Airlines
- Sky West
- United Airlines
- Volaris
- Ross Aviation
- Signature Flight Support
- California Air National Guard (CANG)
- Army National Guard
- California State University – Fresno
- CALTRANS
- City of Clovis
- City of Fresno
- US Customs and Border Protections
- Federal Aviation Administration (FAA)
- US Forest Service
- Fresno Chamber of Commerce
- Fresno Council of Governments
- Fresno Economic Development Corporation
- US Transportation Security Administration (TSA)
- AVIS/Budget Group
- Enterprise Rent-A-Car
- Hertz Corporation
- SP+ Parking

The first of five planned PAC meetings was held on 11-9-16. The purpose of the meeting was to introduce the Consultant Team and Airport Staff, review the process and objectives of the Master Plan Update project, and gain insight from the PAC to establish the study context and identify specific issues that should be addressed within the study. The Consultant Team will reach out to the various PAC members throughout the study for additional information such as facility inventory, operational characteristics, ongoing planning efforts, emerging trends, etc. The PAC will also be offered the opportunity to review and comment on interim study documents and findings (i.e. working papers) at key points during the study. The attached presentation was used to guide the various discussions during the first meeting.

Project Overview

An airport Master Plan provides a tool to manage the airport’s development and operational sustainability over a 20-year planning period. Master Plans are typically updated every 7-10 years. The City is preparing this MPU as the last update was completed 10 years ago and the majority of recommendations in that plan have since been implemented. Local, regional and national market

conditions have changed since then and the FAA has implemented new standards and guidance that must be addressed. This new MPU will help ensure that ongoing airport development and improvement is planned, logical, feasible, flexible, fiscally responsible, sustainable, regionally supported, and meets federal and state requirements.

The basic scope of work and study process were discussed. Aerial survey and mapping and the inventory of existing conditions has already begun. The next steps include activity and demand forecasting, capacity analysis and identification of facility requirements, evaluation of alternative development concepts. This effort will result in a recommended development plan that will be further evaluated for environmental and financial feasibility. Once the final plan and implementation program have been determined, they will be depicted on an updated Airport Layout Plan (ALP) drawing set.

Key points include:

- The PAC will be asked to comment on the Working Papers and attend five meetings over the approximate two-year study process.
- Two main project deliverables – a Master Plan Update Report and an updated ALP
- The FAA will approve the aviation activity forecasts and the ALP.
- A public website will be established: <http://www.fresnoairportsmasterplan.com/>
- The second PAC meeting and first Public Workshop are anticipated in February 2017.
- Environmental considerations will be reviewed in the MPU, but will not result in a detailed/actionable NEPA/CEQA document.

Airport Vision & Mission Statements

Prior to the PAC meeting, Airport Staff and the Consultant Team crafted the following vision and mission statements to provide purpose and context for the MPU. These state statements encapsulate the role of the airport and core values of the Airport Management and Staff.

Vision: *Be an exemplary regional transportation hub that provides access to the world.*

Mission: *Provide safe, sustainable, and secure facilities that meet the transportation needs of Central California while enabling regional economic growth and providing excellent service.*

Strengths, Weaknesses, Opportunities, and Threats (SWOT)

An informal SWOT analysis was conducted with Airport Staff and the PAC. This information will help provide insight into the role, structure and operations of the airport as well as identify topics that may need to be reviewed as part of the MPU. The following are the results of this analysis.

Strengths:

- Proactive management structure
- Pride of ownership culture
- Solid/growing customer base

- FBOs and MROs
- Location minimizes competition
- Financial position, revenue diversity
- Airfield access and capabilities
- Passenger accessibility and convenience
- Available developable land
- City land use planning

Weaknesses:

- Capacity constraints – terminal, apron, parking
- Airfield length – weight restricted on hot days (can impact Chicago flights)
- Governance limitations
- Obsolete and inefficient ATC tower

Opportunities:

- Mexico market
- Port of entry
- GA growth
- Non-aeronautical development
- Increasingly diverse economy, business traveler growth

Threats:

- CBP staffing and level of service
- City budget – airport strength
- Military impact on civilian operations at the airport and the national airspace system (*during the PAC meeting this was also noted as being a strength due in part to the employment and business activity generated by the military functions at FAT*)
- Non-City land use plans, zoning controls, grandfathered uses
- Staff transition, replenishment, knowledge/experience gap

General Notes and Comments from the PAC Meeting

1. During the SWOT discussion, it was reiterated that as a City department, certain airport management functions must follow standard City procedures. Sometimes these procedures may be less efficient for the operation of an airport. These procedures can sometimes impact the ability of the Airport to react to changing market conditions and opportunities in a highly competitive environment, as compared to other airports that might be managed by an authority.
2. It was noted that some amount of Fresno area passengers will drive to LAX or SFO to capitalize on airline schedules and fare pricing at those locations. It was also noted that FAT attracts some level of passengers from those other markets due to FATs ease of access (both roadways and terminal throughput).
3. The California Central Valley is a growing region, expanding beyond its historic agriculture based market/economy.

4. Airlines are upgauging from the smaller 50 and 70 seat regional jets.
5. Because of the international flight schedules, FAT experiences two peak passenger activity periods – morning and late night.
6. Customs and Border and Protection (CBP) staffing constraints currently limits the ability to serve/process more international passengers.
7. Additional concessions and extended hours are desired to accommodate both staff and late night international passengers. Additional variety and lower costs.
8. Ticket lobby is rather narrow and get congested during morning peak, especially if international passengers are still arriving.
9. It was discussed that the FAA is very unlikely to modify the airport’s identifier from FAT to FYI due to complexity of its usage.
10. Airport Land Use Compatibility (ALUC) Plans are currently being updated by the Fresno COG as one document. The local cities will be able to adopt them.
11. There are a few studies from the City of Fresno that the Consultant Team may want to look at like Southeast Specific Plan, Parks, Industrial Compatibility Plan
12. Baggage carts near the rental car area would be nice for passengers returning vehicles would be nice
13. The possibility of consolidating/relocating all military facilities and activities to the north side of the airfield (e.g. golf course area) was discussed. While this may be a desirable use of land, providing operational and development benefits for both the ANG and the airport, it would be very costly to implement. The MPU will consider the possibility of relocating military in terms of optimizing land use.
14. Several tenants noted that they would like to see concession offers grow to show the local flavor as well as provide something for the transient GA traffic. More variety of offerings and price points in terminal.
15. Currently there are no flight kitchens or catering services for the airlines. Flights to and from FAT carry all food items obtained elsewhere. Future on-airport catering should be considered

Project Schedule

The next PAC meeting is expected to take place in February 2017 to discuss Working Paper #1 – Introduction, Working Paper #2 – Inventory, and on-going steps such as Activity Forecasts and Facility Requirements.