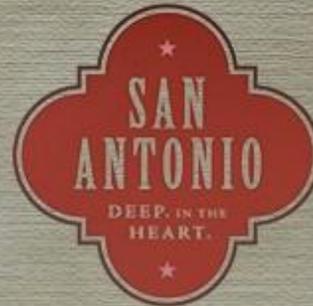


APPENDIX A

Public Involvement Presentations

Stinson Municipal Airport Master Plan

Planning Advisory Committee



Meeting #1

September 14, 2011



Introductions

- **Planning Advisory Committee (PAC) members**
- **Frank Miller, Aviation Director**
- **Loyce Clark, Assistant Aviation Director**
- **Morris Martin, Stinson Airport Manager**
- **Consultant Team**



Overview

- Airport Background and History
- 2002 Master Plan
- Purpose of a Master Plan Update
- Study Process and Milestones
- Effort Completed to Date
- Purpose and Role of the PAC
- Issues, Goals and Objectives
- Next Steps



Airport Background/History

- 6 miles south of Downtown
- Opened in 1915
- Second Oldest Continuously Operated Airport in the US
- Nearly 370 acres
- Reliever Airport
- Previous Master Plan – 2002
- Current Airport Layout Plan – 2006



2002 Master Plan

Phase 1 Recommended Projects (2001-2004)

- **Phase 1 Projects Completed:**
 - Extend Runway 9-27 and Taxiway D
 - Terminal Building Improvements
 - Extend Taxiway D2 and Associated Infrastructure
 - PAPI for Runway 14-32 and Taxiway A lights
 - Land Acquisition of 66-Acre Tract and Associated Infrastructure



2002 Master Plan

Phase 2 Recommended Projects (2005-2009)

- Phase 2 Projects In Process:
 - Extend Echo Street
 - RPZ Land Acquisition



2002 Master Plan

Phase 3 Recommended Projects (2010-2014)

- **Phase 3 Projects Completed:**
 - Relocate Sanitary Sewer Line

- **Phase 3 Projects In Process/to be considered in this Study:**
 - EIS for New Runway
 - Additional Administration Facilities
 - Reconstruct Taxiway D



2002 Master Plan

Phase 4 Recommended Projects (2015-2019)

- **Phase 4 Projects to be considered in this Study**
 - Land Acquisition for New Runway
 - Relocation of Six Mile Creek
 - Realign/Reconstruct Roadways
 - Construct New Runways & Taxiways



What Is A Master Plan?

- Articulates the City's strategy for the operation and development of the Airport
- Supports the modernization, optimization, capacity enhancement, and safety of the Airport



What Is A Master Plan?

- Framework to guide future airport development that is
 - cost-effective
 - satisfies demand
 - considers environmental and socioeconomic impacts
- Describes the need for and timing of improvements – typically over a 20-year period

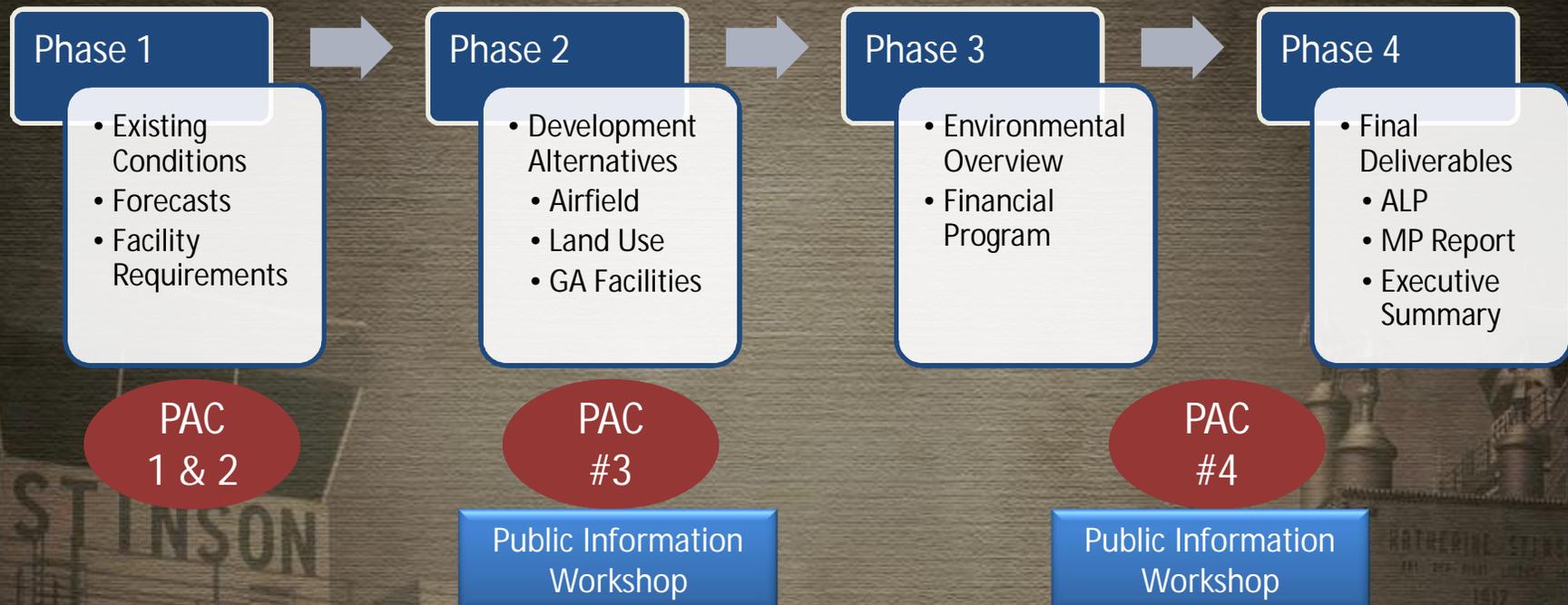


What Is A Master Plan?

- **Final Deliverables:**
 - Master Plan Technical Report
 - Executive Summary
 - Airport Layout Plan Set
- **Approved by the City of San Antonio, TxDOT, and the FAA**
- **Collaborative effort with staff, users, and stakeholders**



Master Plan Study Process



- **Anticipated Timeframe: 12 + months**
- **Project Milestones:**
 - Project notebooks with technical reports
 - Business Development Workshop (Phase I)
 - Airport Advisory Committee Briefings



Desired Study Outcomes

- Achieve established Goals and Objectives
- Collaboration with:
 - Airport users and patrons
 - Federal, State, and local agencies
 - Elected officials & public
- Plan that is implementable and feasible
 - Operationally
 - Financially
 - Environmentally
- Meet or exceed economic/business objectives



Efforts Completed to Date

- **Goals and Objectives – Today**
- **Background and History**
- **Inventory – 50% Complete**
- **Forecast – 35% Complete**
 - Stakeholder Interviews, Surveys and Business Development Workshop to be completed



PAC Purpose

- Participate in establishing Goals & Objectives of this Study
- Provides local expertise
- Provides a venue to identify issues
- Directly engages interested parties
- Facilitates a variety of viewpoints
- Encourages diverse participation
- Guiding in nature



PAC Role

- Attend all meetings, if possible
- Provide individual perspectives on issues
- Share technical knowledge openly
- Value each other's unique insight
- Support study efforts and each other
- Support shared goals
 - Airport infrastructure
 - Community values
 - Local business



PAC Communications

- Positive teamwork – internal & external
- Be supportive of all viewpoints
- Disseminate study information
- No bad ideas
- Ask questions
 - Airport staff
 - Consultants
 - Each other



Issues, Goals and Objectives

- Identify for this project, today!
 - Issues
 - Goals
 - Objectives
- Consider the City's and the San Antonio Airport System's fundamental goals & objectives, and how they relate to Stinson and this Study



Issues, Goals and Objectives

City of San Antonio Mission Statement

We deliver quality City services and commit to achieve San Antonio's vision of prosperity for our diverse, vibrant, and historic community.

City of San Antonio Core Values

Honest communications, effective teamwork, excellence in public service, work with integrity, continuous improvement—achieve great results, and value our employees.

The Aviation Department Goals

The Aviation Department, through its facilities at San Antonio International and Stinson Municipal Airport, provides to the citizens of San Antonio and the traveling public safe and secure, cost efficient, first class facilities while providing a catalyst for economic opportunity and fostering an environment for business development.



Source: City of San Antonio , sanantonio.gov; accessed September 10, 2011

Next Steps

- **Finalize Issues, Goals & Objectives**
- **Complete Data Collection/Inventory**
- **Stakeholder Interviews**
 - National Park Service
 - Airport Users
 - Public Officials
 - TxDOT



Next Steps

- **Generate and Distribute User Surveys**
 - Pilots
 - Registered Owners
 - Business Users
- **Business Development Workshop**
- **Generate Activity Forecasts**
- **Develop Facility Requirements**
- **Next PAC Meeting after Forecasts or Facility Requirements**



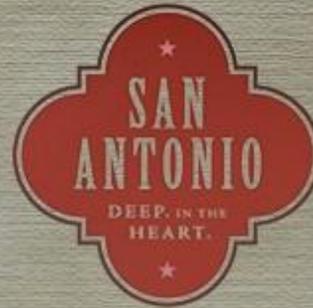
**Thank You For Your
Participation**

**Questions & Answers
Comments**



Stinson Municipal Airport Master Plan

Planning Advisory Committee



Meeting #2

November 15, 2011

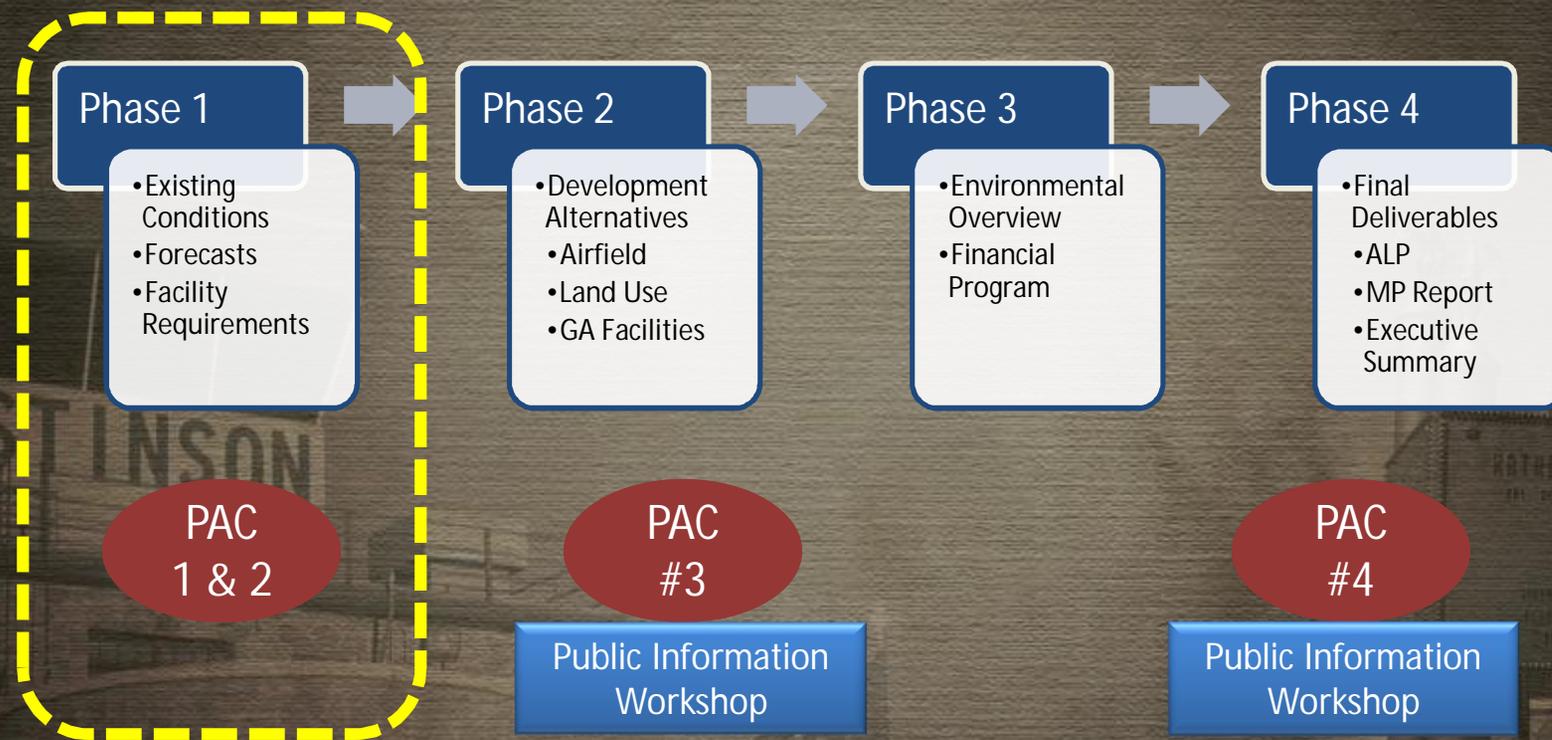


Agenda

- Study Process Update
- Existing Conditions
- Tenant and User Surveys
- Forecast Overview
 - Service Area Demographics
 - Future Activity Projections
- Next Steps
- Questions & Answers



Study Process Update

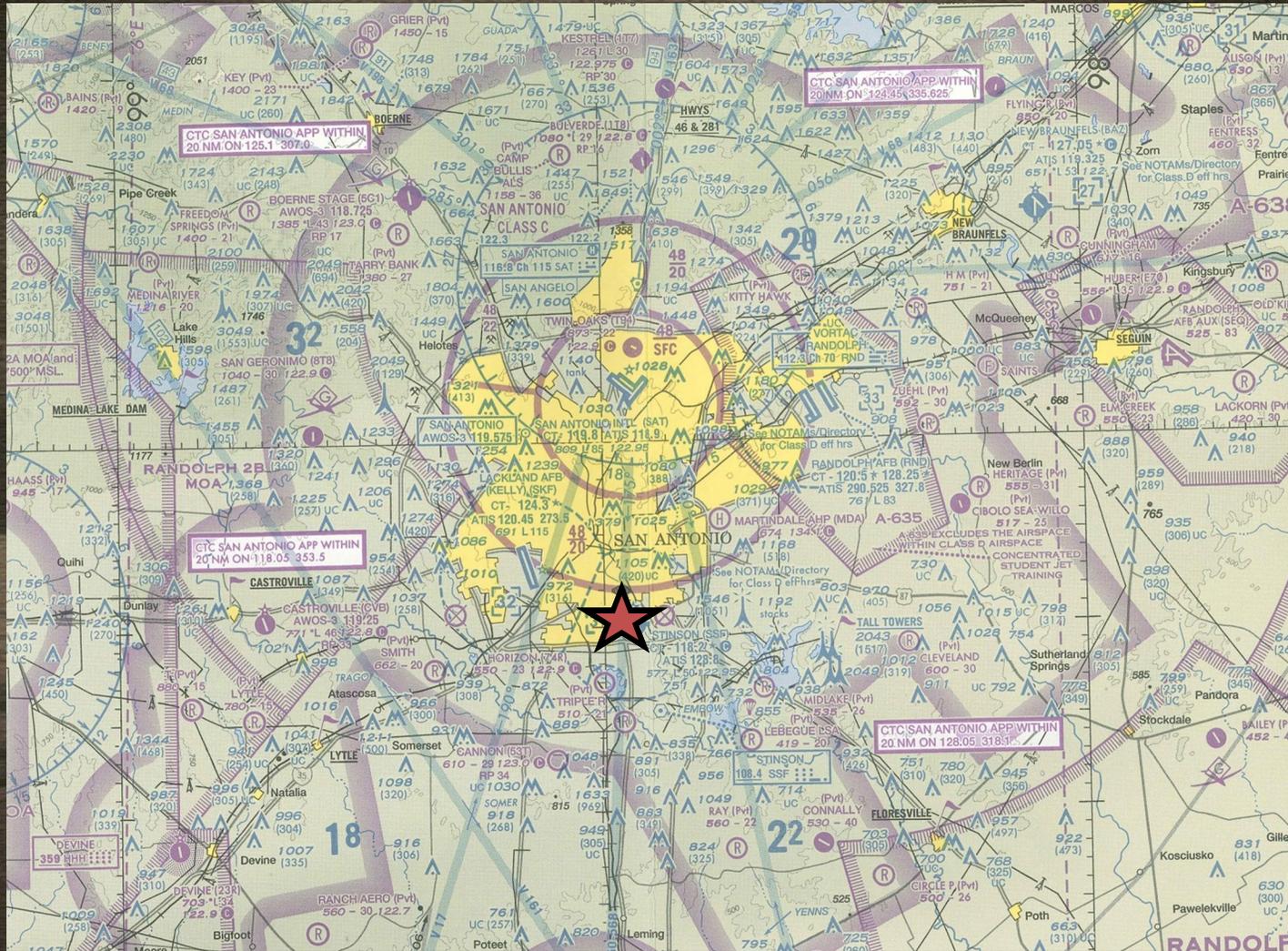


Existing Conditions

- **Approximately 370 acres**
- **General Aviation Reliever Airport**
 - National Plan of Integrated Airport Systems (NPIAS)
 - Texas Airport System Plan (TASP)
- **Runway 14-32 – 4,128 feet long**
- **Runway 9-27 – 5,000 feet long**



Surrounding Airspace



Existing Airfield Facilities

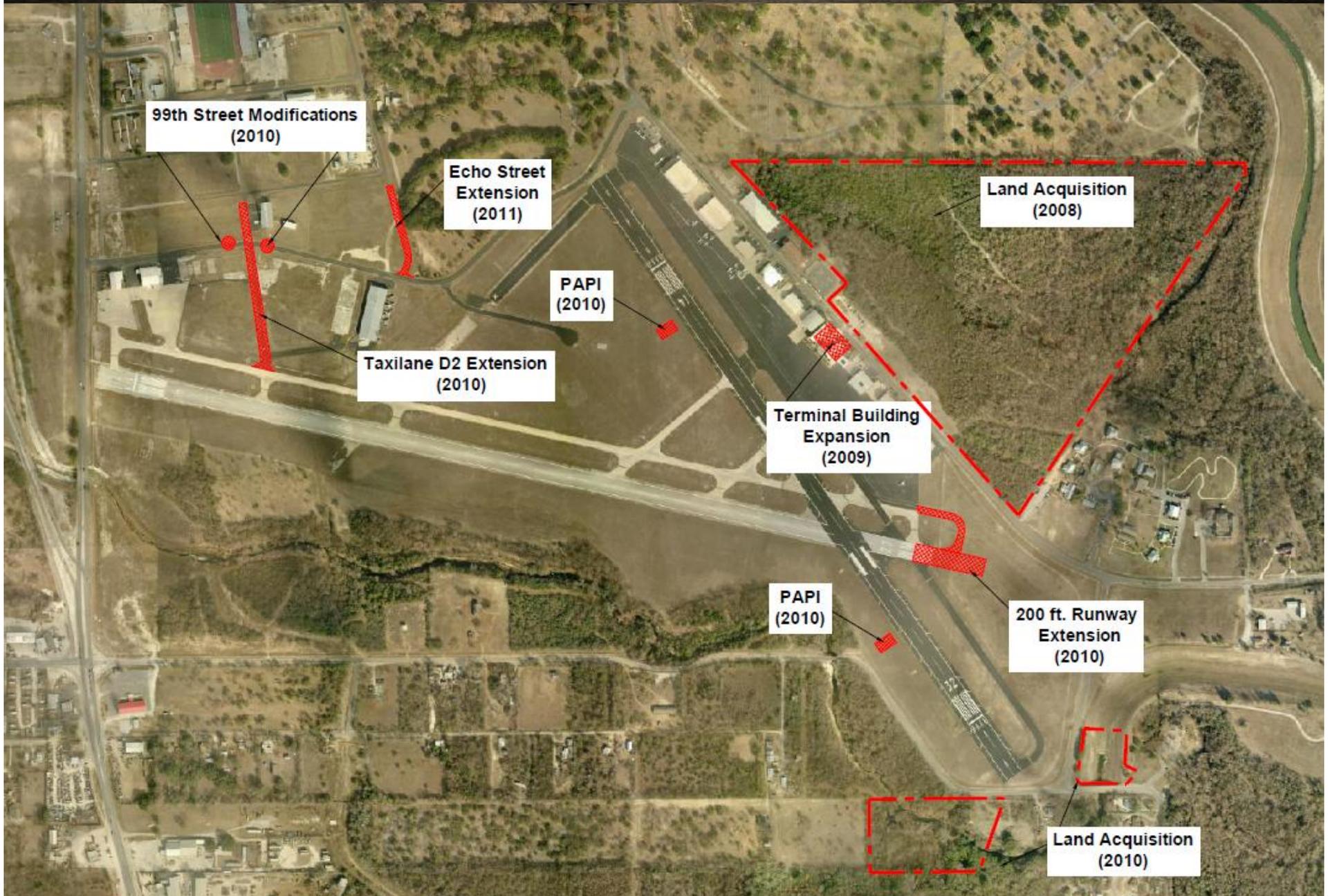


Recent Capital Improvements

- 74 Acres of Land Acquisition – 2008 & 2010
- Terminal Building Expansion – 2009
- Runway 9-27 extended to 5,000 feet – 2010
- Runway 14-32 PAPI installation – 2010
- Taxiway D2 Extension & 99th Street modifications – 2010
- Echo Street Extension – 2011



Recent Capital Improvements



Existing General Aviation Facilities – East



Existing General Aviation Facilities – West



Existing Conditions

- **Additional Items for Documentation**
 - Land Use/Compatibility
 - Roadways/Access
 - Airspace/Air Traffic Operating Conditions
 - Meteorological Conditions
 - Airport Security/Fence
 - Airship Mooring
 - Fire Fighting Facilities
 - Airport Utilities
 - Environmental/Financial



Tenant and User Surveys

- **Monthly Tenant Meeting**
- **Printed and electronic formats**
 - Survey Monkey version for distribution
 - Response Timeframe: anticipate 30 days
- **Tenant Survey**
 - To be distributed to all 18 tenants
 - Questions regarding anticipated growth of operations, services, etc.
- **User Survey**
 - Questions regarding use of existing facilities
- **Both surveys ask questions regarding:**
 - Current Needs
 - Future Facilities
 - Issues and Concerns



Aviation Activity Forecasts

- Airport demand – past, present, and projected
- Assumes unconstrained conditions
- Assesses national, state, and regional growth
- Data Sources:
 - Federal Aviation Administration Aerospace Forecasts
 - U.S. Census Bureau
 - Texas State Data Center
 - Woods and Poole Economics
- Implementation will be based on demand

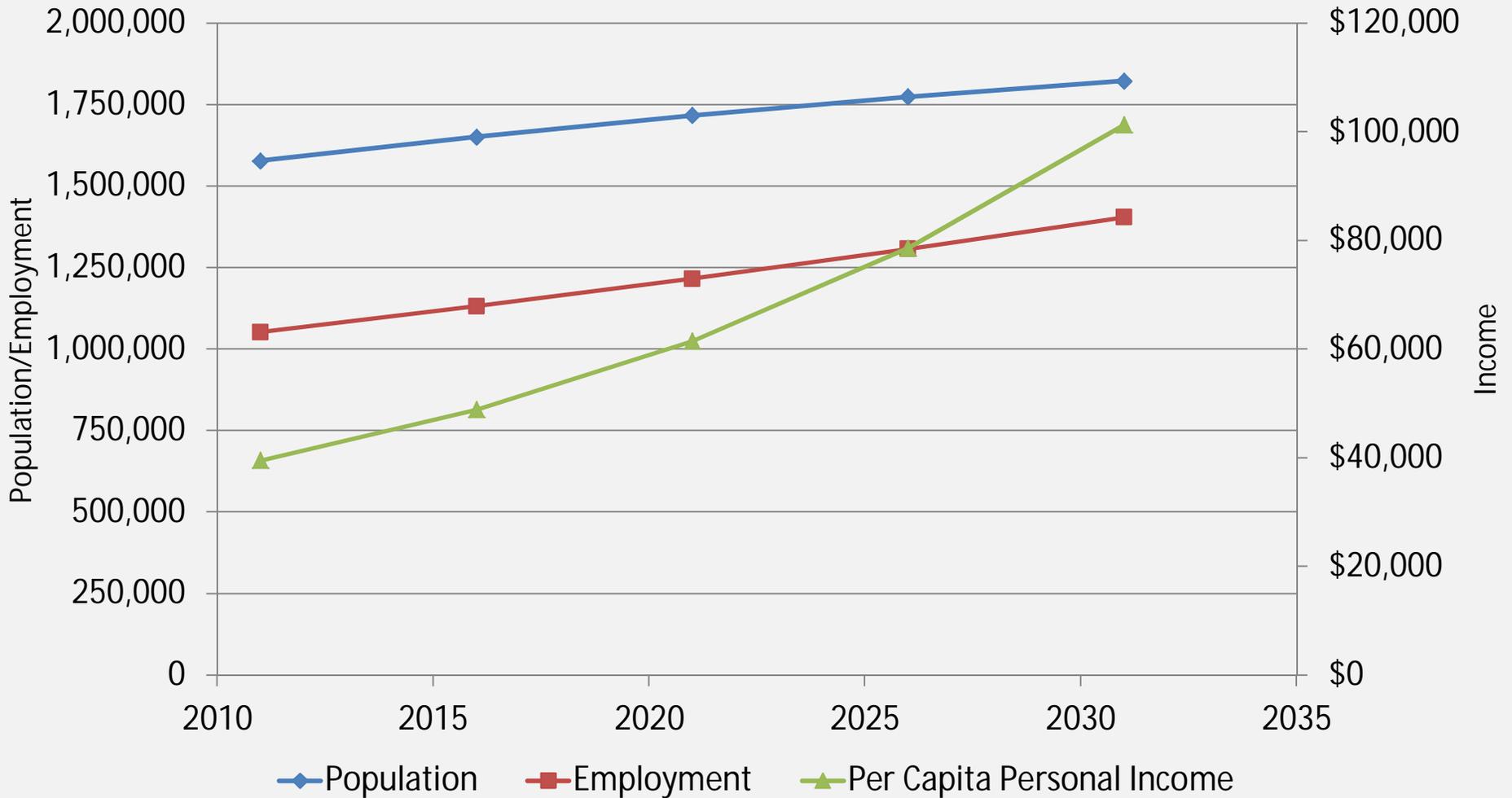


Service Area Demographics

- **Airport service area – Bexar County**
- **Texas and Bexar County higher than national average growth between 1990 and 2010.**
- **Bexar County (2000 – 2010)**
 - **Population – 19% increase; annual average 2.1%.**
 - 1.9% in Texas, 1.1% in U.S.
 - **Employment – 17+% increase; annual rate of 1.9%.**
 - 1.8% in Texas, 0.9% in U.S.
 - **Per Capital Income – 26% increase; annual rate of 3.3%.**
 - 3.8% in Texas, 3.4% in U.S.



Service Area Demographic Projections

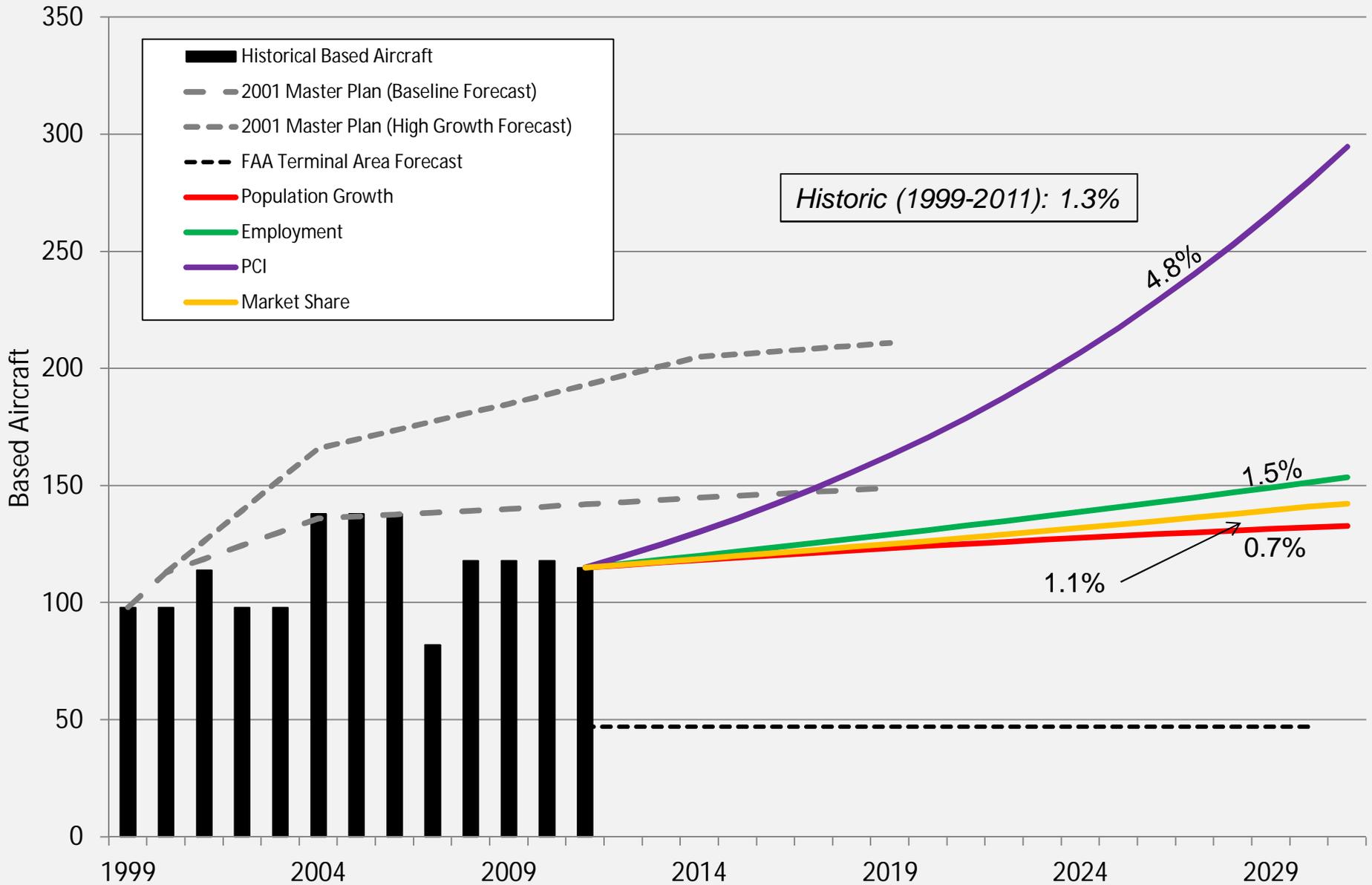


Based Aircraft Forecast

- Increased 17% to 115 aircraft since 1999.
- Based aircraft survey recently completed.
- Recommendation formed using a Market Share approach
- Projected to grow to 142 by 2031



Proposed Aviation Forecast Based Aircraft Projections

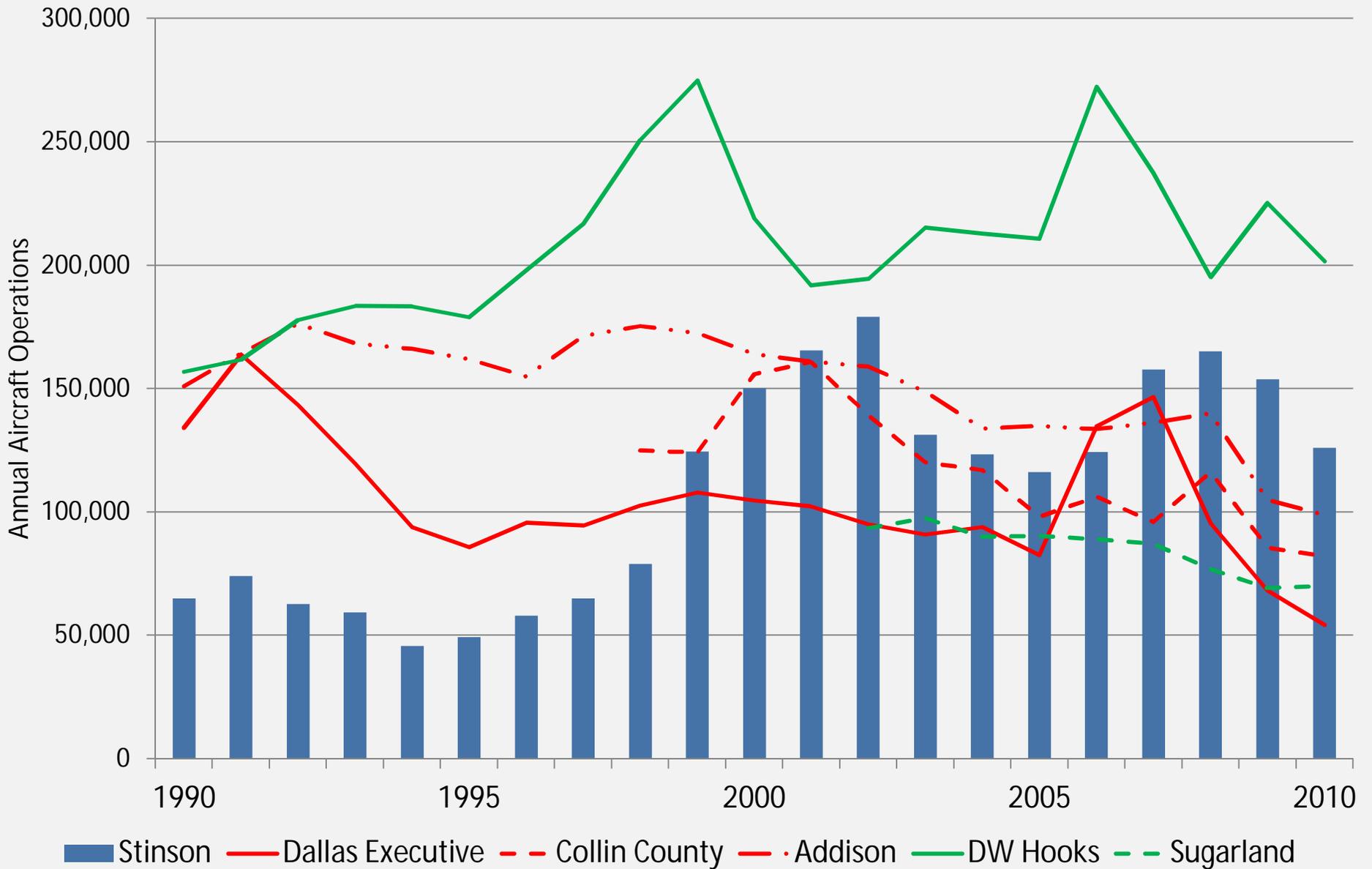


Operations Forecast

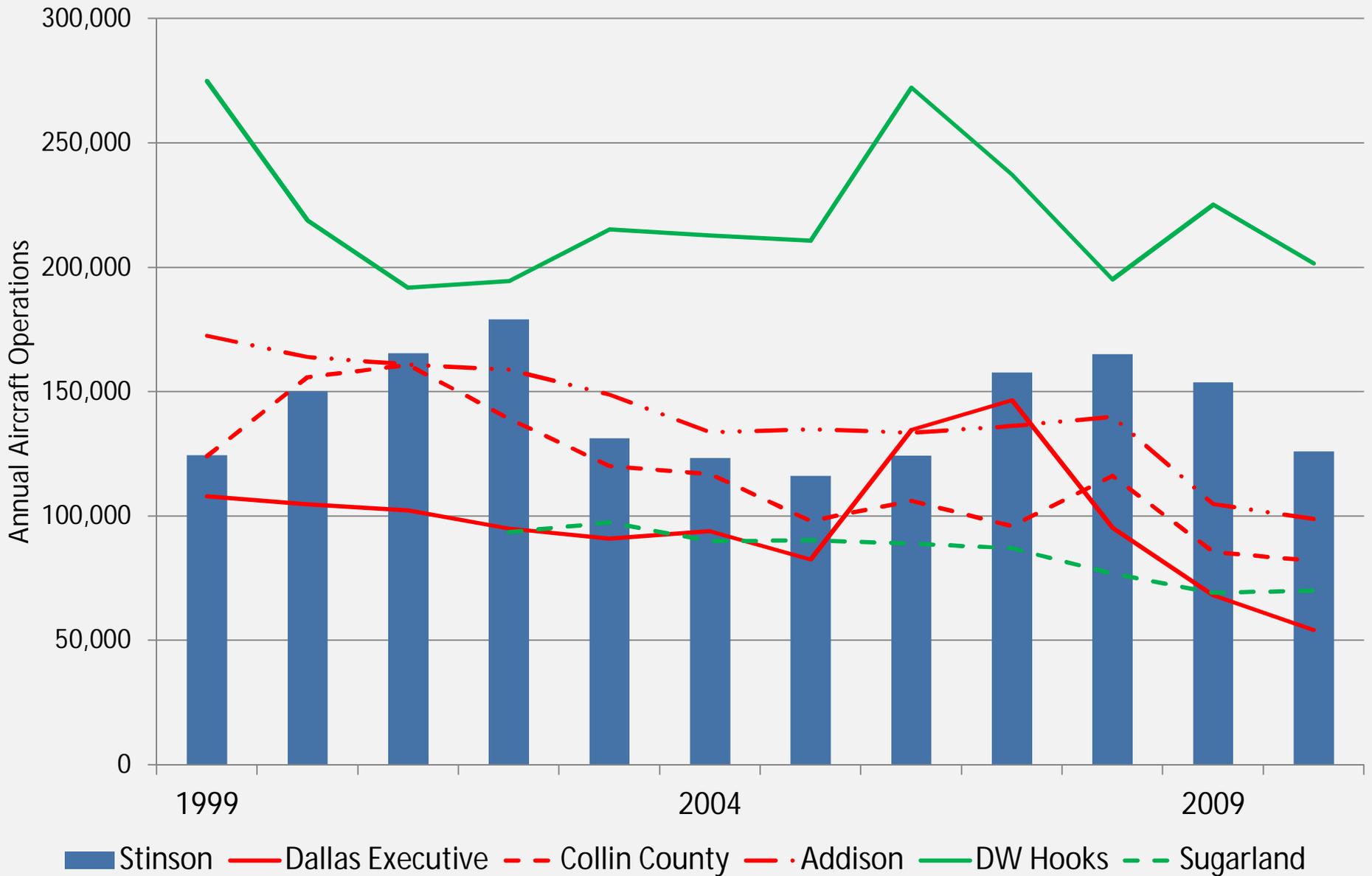
- Operations increased 94% from 1990 to 2010
- Operations decreased 16% from 2000 to 2010
 - Flight Schools
 - Economic Conditions
 - Wright Flyers



Historical Aircraft Operations



Historical Aircraft Operations

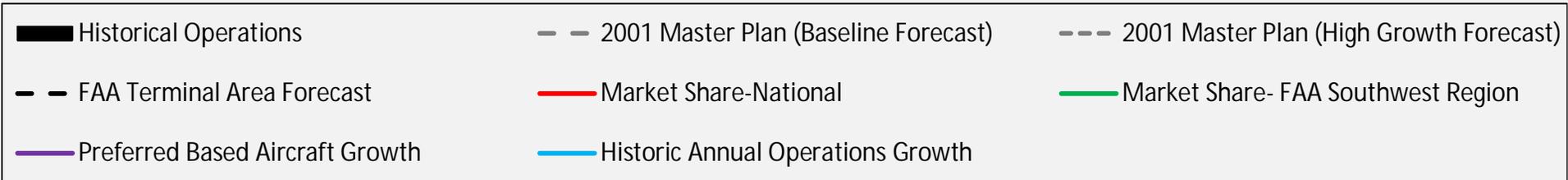
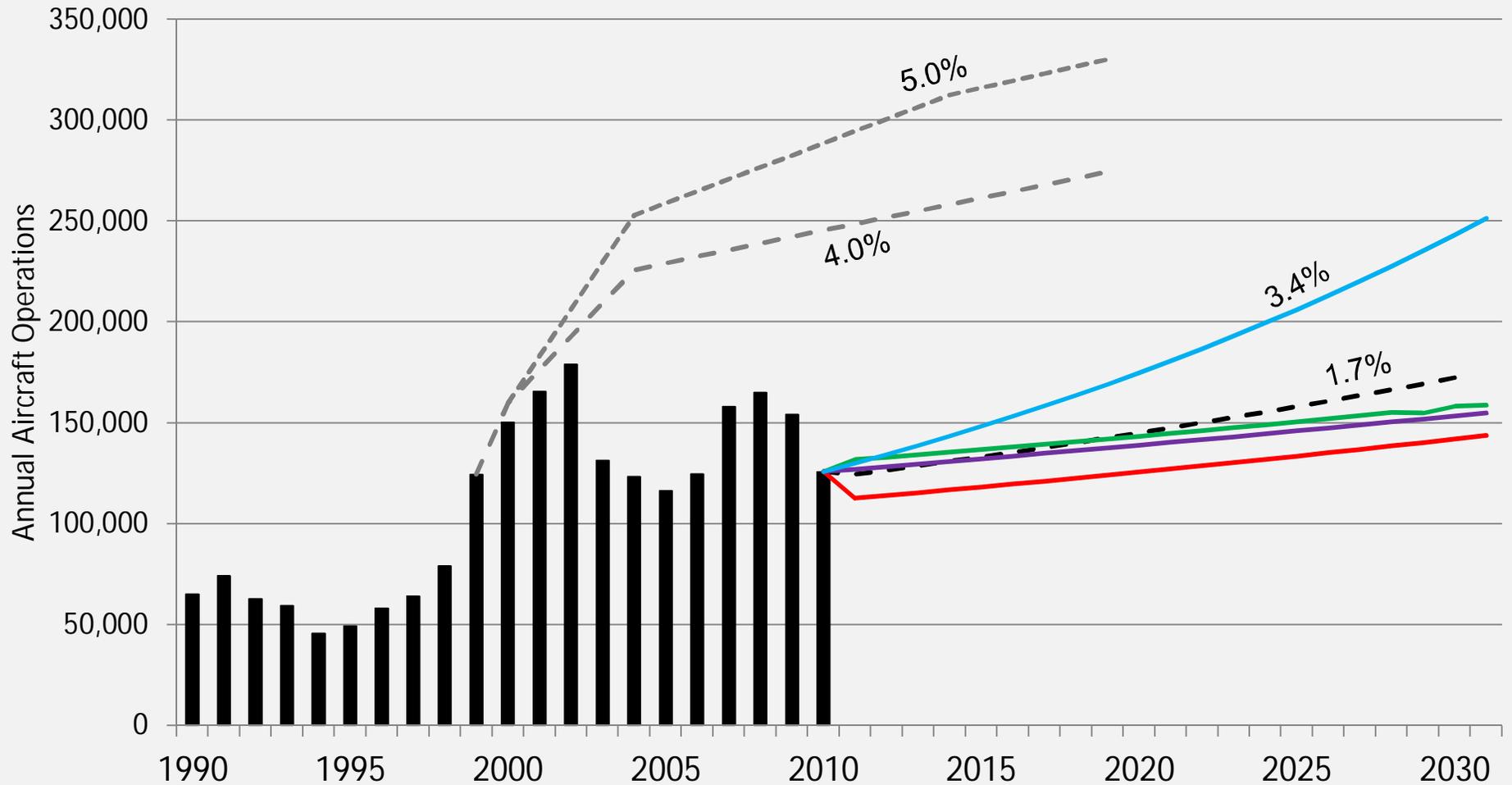


Operations Forecast

- **Operations have decreased from 179,122 in 2002 to 125,634 in 2010**
 - Flight Schools
 - Economic Conditions
 - Wright Flyers
- **Operations through September 2011 – 97,759**
- **Operations during same period in 2010 – 94,700**
- **Preliminary operations forecast for 2031:**
 - Range from 143,700 to 251,400 operations annually
 - Several methodologies used



Proposed Aviation Forecast Aircraft Operations Projections



Forecast Summary

- **Based aircraft growth to 142 by 2031.**
- **Operations increase projected**
 - At least 55,000+; as much as 163,000+
 - Baseline and high growth options for planning purposes.
- **Split between local and itinerant operations assumed to remain at approximately 62% and 38%, respectively**



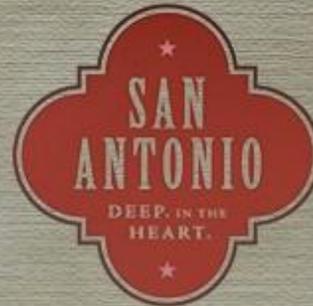
Next Steps

- Tenant and User Surveys
- City Review and Approval of Inventory and Forecast
- Develop Facility Requirements
- Develop Alternative Concepts
 - Airfield
 - Land Use
 - General Aviation Facilities
- Business Development Workshop
- PAC Meeting #3 / Public Information Workshop #1



Stinson Municipal Airport Master Plan

Planning Advisory Committee



Meeting #3
May 15, 2012



Agenda

- Airport Survey Results
- Business Development Workshop
- Airport Facility Requirements Overview
- Proposed Development Alternatives
- Next Steps



Airport Survey Results

- **21 total responses (6 tenants, 15 users)**
- **Services like to see more of: (Answers > 50% Yes)**
 - Aircraft Maintenance & Repair
 - Avionics, Radio and Nav Equipment
 - Aircraft Rental
 - Aircraft Storage
 - Hangar Construction
 - Hangar Subleasing
 - Flight School
 - Sale of Pilot Supplies
 - Office (Aeronautical)
 - Aircraft Interiors
 - Aerial Tours
 - Fuel Storage
 - Restaurant
 - Snack Bar/Vending



Airport Survey Results

6 Tenant Responses

- **Issues Mentioned**
 - Precision Approach
 - US Customs Facility
 - Ground Access



Airport Survey Results

15 Airport User Responses

- **Issues Mentioned**
 - ILS/Precision Approach
 - FBO Competition / None in Terminal
 - Lack of Restaurant
 - Limited Hangar Space
 - Limited Paved Parking
 - Growth Potential



Business Development Workshop

- Held on Thursday, May 10, 2012
- Approximately 20 participants
- Discussion points
 - No major airfield issues or constraints
 - Roadways and access, including signage, landscaping, branding
 - Vehicular parking
 - Capitalizing on the role of the Airport – enhance the facilities and image
 - Emphasize the historic nature of the Airport, and it's role as a “destination”
 - Be prepared to develop as needed given the economic growth in the region
- Input incorporated into development plan



Facility Requirements - Airfield

- Airfield Overview
 - Demand/Capacity
 - Separation Standards
 - Runway Length



Airfield Overview

Demand/Capacity Summary

Item	2011	2016	2021	2026	2031
Based Aircraft	115	144	155	167	179
Annual Operations	140,700	166,400	195,200	229,100	268,800
ASV	309,600	309,600	309,600	309,600	309,600
D/C	45%	54%	63%	74%	87%
Peak Hour Demand	58	68	80	94	110
Peak Hour Capacity (VFR)	135	135	135	135	135



Airfield Overview

- **Airfield Requirements**
 - **Critical aircraft/separation standards**
 - ARC B-II can be justified based on current operations
 - **Runway length**
 - All small aircraft (less than 12,500 lbs) can be accommodated by current airfield
 - Large aircraft (12,500 – 60,000 lbs) can operate with weight/range restrictions
 - **Potential capacity improvements**
 - High Touch and Go percentage
 - **Instrument approach capabilities**



Proposed Airfield Development Alternatives

- **Alternative 1: Upgrade to Airport Reference Code (ARC) B-II Standards**
 - 1A: Taxiway Separation 240' (> ¾ Mile Visibility)
 - 1B: Taxiway Separation 300' (< ¾ Mile Visibility)
 - 1C: Relocate Runways to Achieve Separation
- **Alternative 2: Runway Extension**
 - 2A: Extend Runway 32 (6,000' or 7,500')
 - 2B: Extend Runway 14 (6,000' or 7,500')
 - 2C: Extend Runway 27 (6,000' or 7,500')
 - 2D: Extend Runway 09 (6,000' or 7,500')
- **Alternative 3: Construct Realigned Runway**
 - Runway 15-33 (5,000', 6,000' or 7,500')



Existing Airfield

Legend



Mission



National Park Service

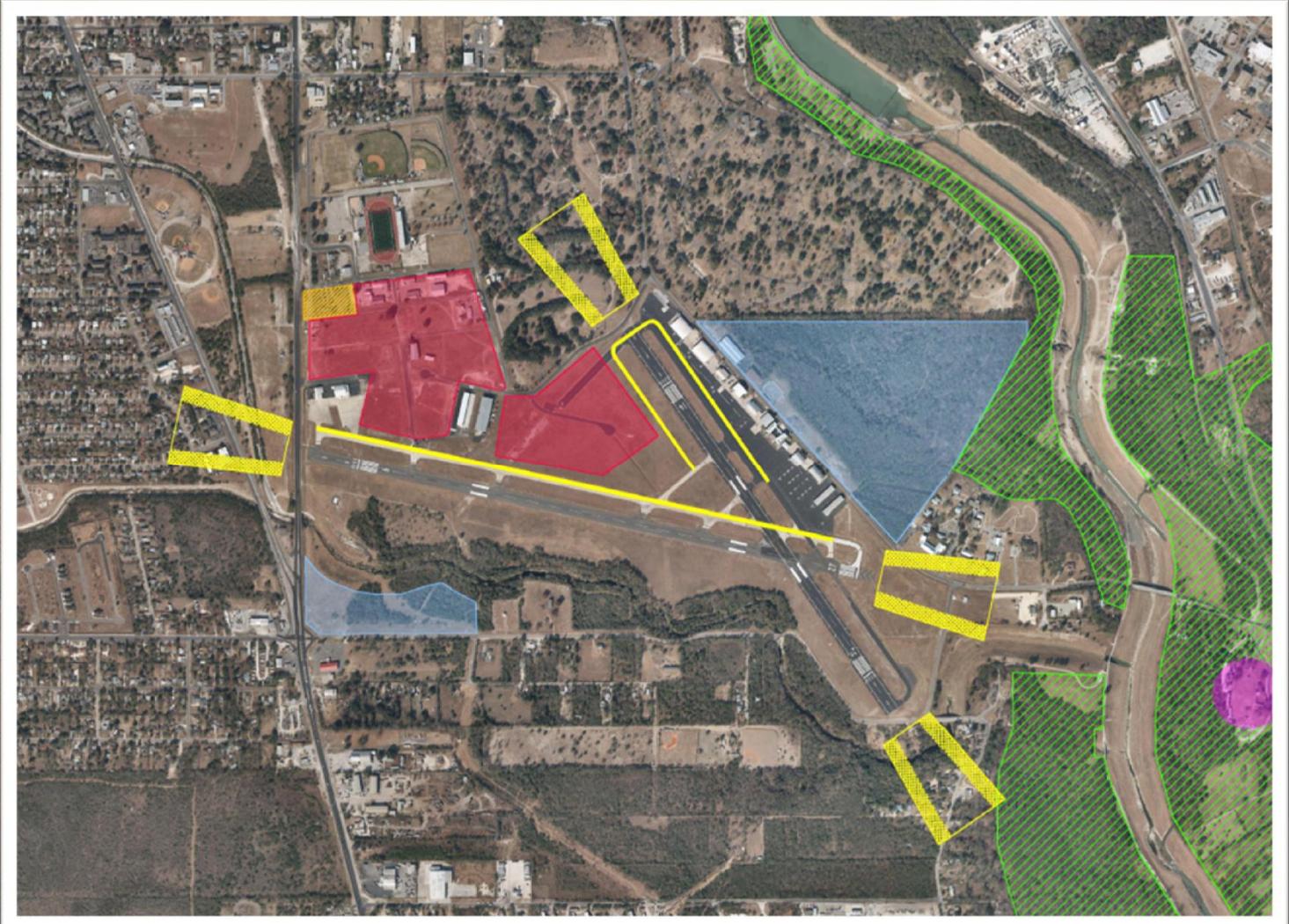


Airfield Alternative 1A

Taxiway Separation 240' (> 3/4 Mile Visibility)

Legend

-  Pavement / RPZ
-  Mission
-  National Park Service

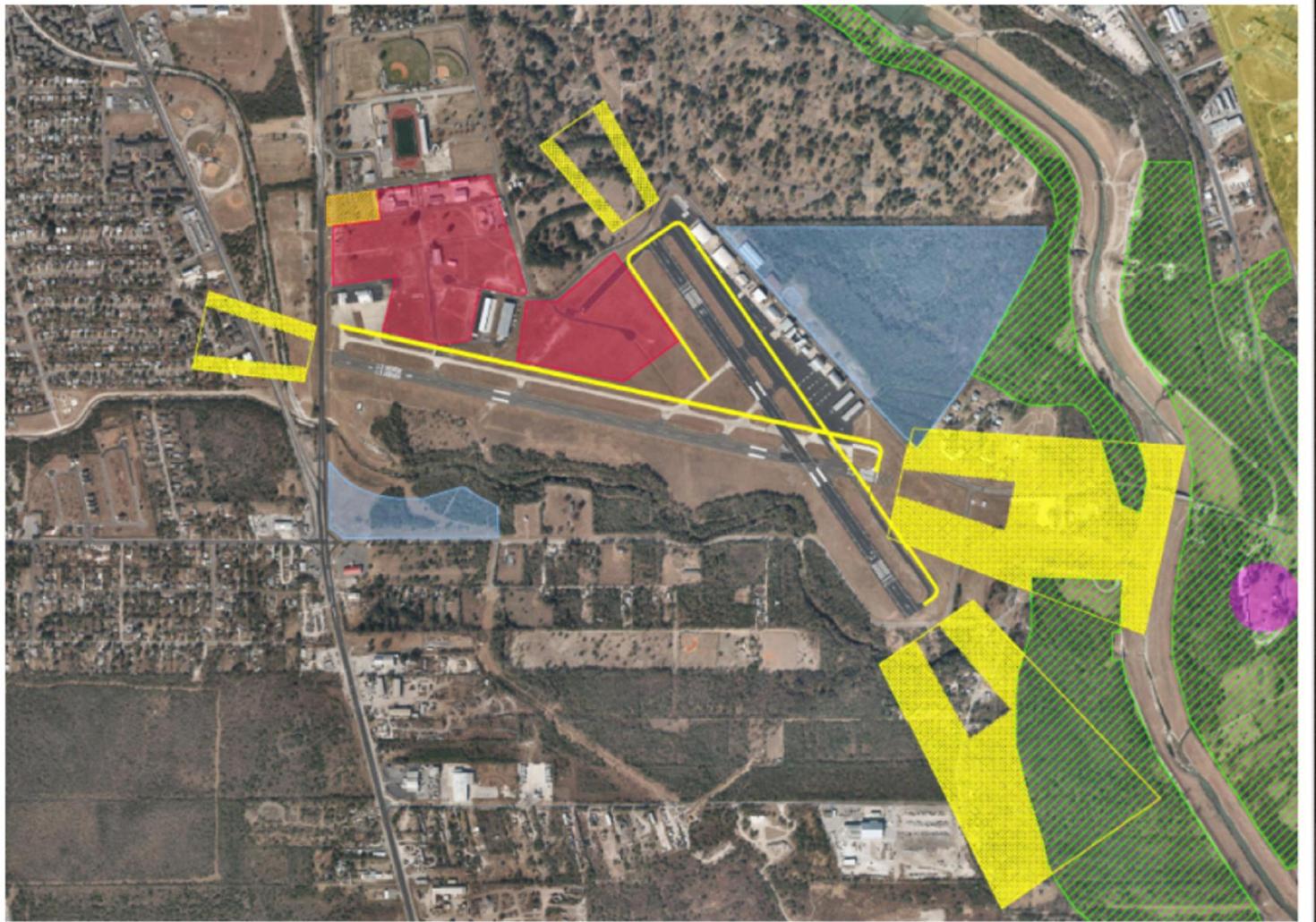


Airfield Alternative 1B

Taxiway Separation 300' (< ¾ Mile Visibility)

Legend

-  Pavement / RPZ
-  Mission
-  National Park Service

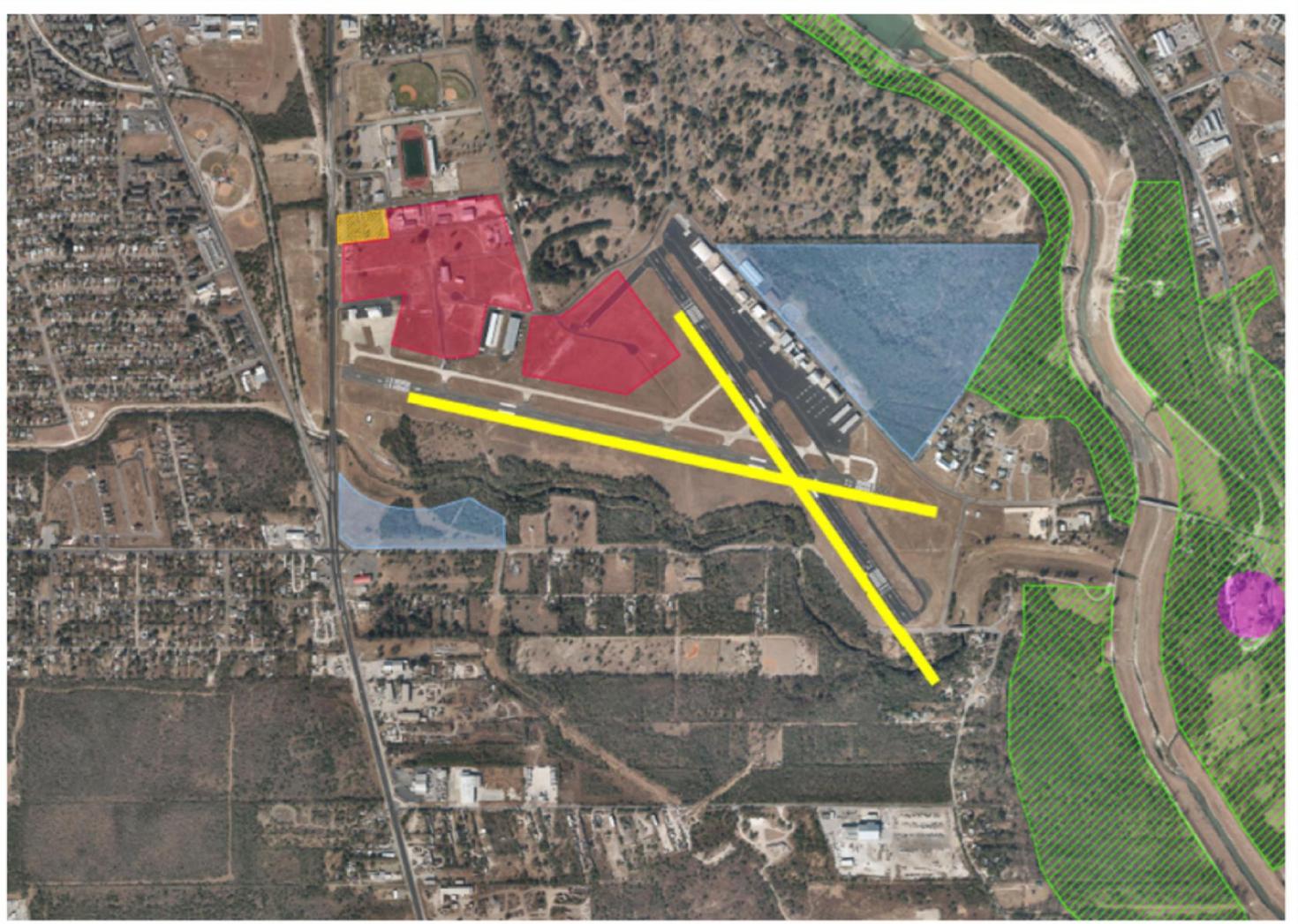


Airfield Alternative 1C

Relocate Runways to Achieve Separation

Legend

-  Pavement
-  Mission
-  National Park Service



Airfield Alternative 2A

Extend Runway 32 (6,000' or 7,500')

Legend

-  6,000' Runway
-  7,500' Runway
-  Mission
-  National Park Service



Airfield Alternative 2B

Extend Runway 14 (6,000' or 7,500')

Legend

-  6,000' Runway
-  7,500' Runway
-  Mission
-  National Park Service



Airfield Alternative 2C

Extend Runway 27 (6,000' or 7,500')

Legend

-  6,000' Runway
-  7,500' Runway
-  Mission
-  National Park Service

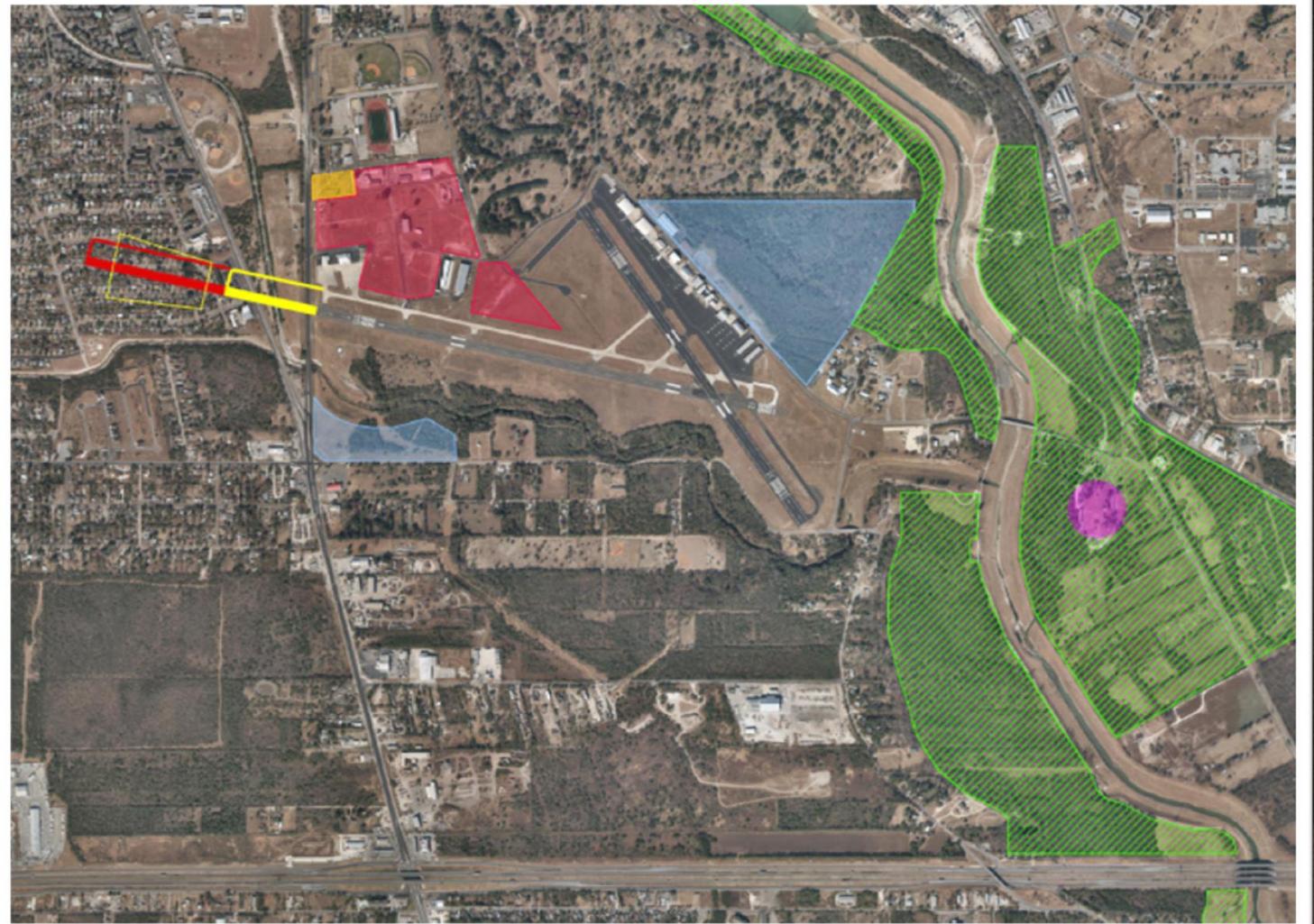


Airfield Alternative 2D

Extend Runway 09 (6,000' or 7,500')

Legend

-  6,000' Runway
-  7,500' Runway
-  Mission
-  National Park Service

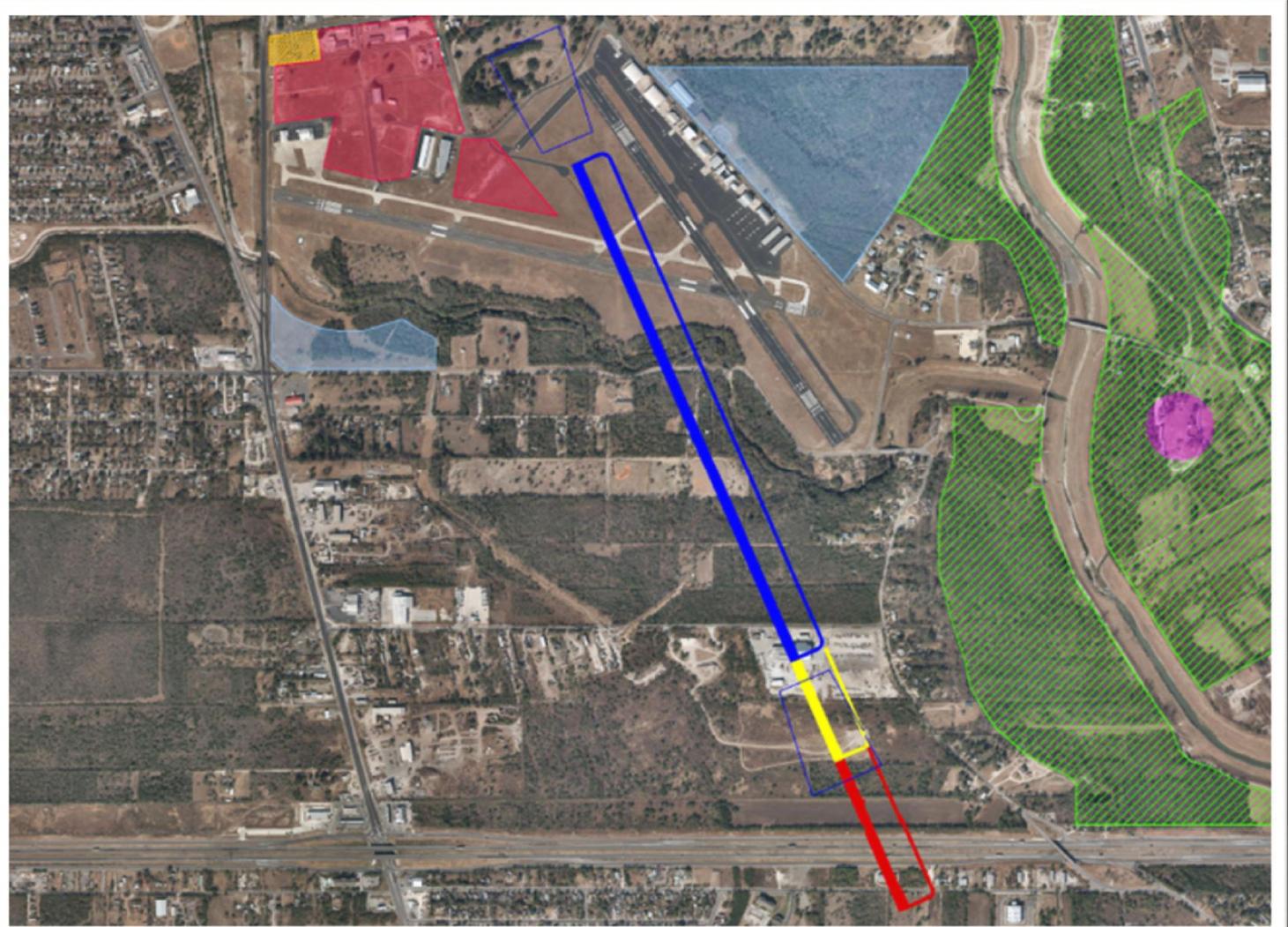


Airfield Alternative 3

Runway 15-33 (5,000', 6,000' or 7,500')

Legend

-  5,000' Runway
-  6,000' Runway
-  7,500' Runway
-  Mission
-  National Park Service



Facility Requirements - General Aviation

- Hangars
 - Conventional
 - T-Hangar
- Apron Area
- Vehicular Parking
- Fuel Storage and Terminal



General Aviation Facilities

- **Conventional Hangar Space**
 - 66,000 S.F. deficit by end of planning period
- **T-Hangars**
 - 49 unit deficit by end of planning period
- **Apron Area**
 - 375,000 S.F. deficit by end of planning period
- **Vehicular Parking**
 - 122 space deficit by end of planning period



Fuel and Terminal Facilities Overview

- **Fuel Storage**

- Existing capacity and corresponding demand
 - 100LL: 17,000 gallons (tanks and trucks) capacity with a 12,000 gallon monthly demand
 - Jet A: 12,200 gallons (tank and truck) capacity with 2,520 gallon monthly demand
- Any future FBO facility should be planned with space for fuel farm

- **Terminal**

- With recent expansion, there is no substantial demand if new facilities (i.e. FBO or flight school) do not occupy terminal space
- Consideration for U.S. Customs



General Aviation Facilities

Legend

-  General Aviation Development
-  Potentially Restricted Development
-  Business/ Non-Aeronautical Development
-  Potential Property Acquisition
-  West Access Improvements



Goal of the Master Plan

Stinson Municipal Airport becomes the primary general aviation airport for the San Antonio region, and is developed to meet general aviation requirements and to support and stimulate regional economic activity, while maintaining feasibility for aviation flight education.



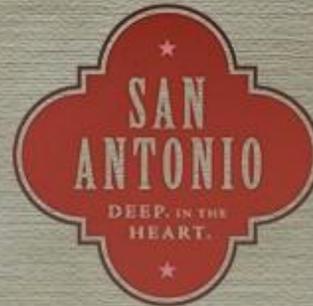
Next Steps

- **May 22 - Public Information Open House**
- **Finalize Airport Development Plan**
- **Environmental Overview**
- **Financial and Implementation Plan**
- **Airport Layout Plan Set**
- **Briefing to Airport Advisory Commission**
- **Next PAC Meeting (Summer)**
- **Next Public Information Open House (Summer)**
- **City Council Approval (Fall 2012)**



Stinson Municipal Airport Master Plan

Planning Advisory Committee



Meeting #4

August 14, 2012



Agenda

- Preferred Alternative Overview
- Financial Analysis Summary
- Environmental Review Summary
- Final Steps



Preferred Alternative

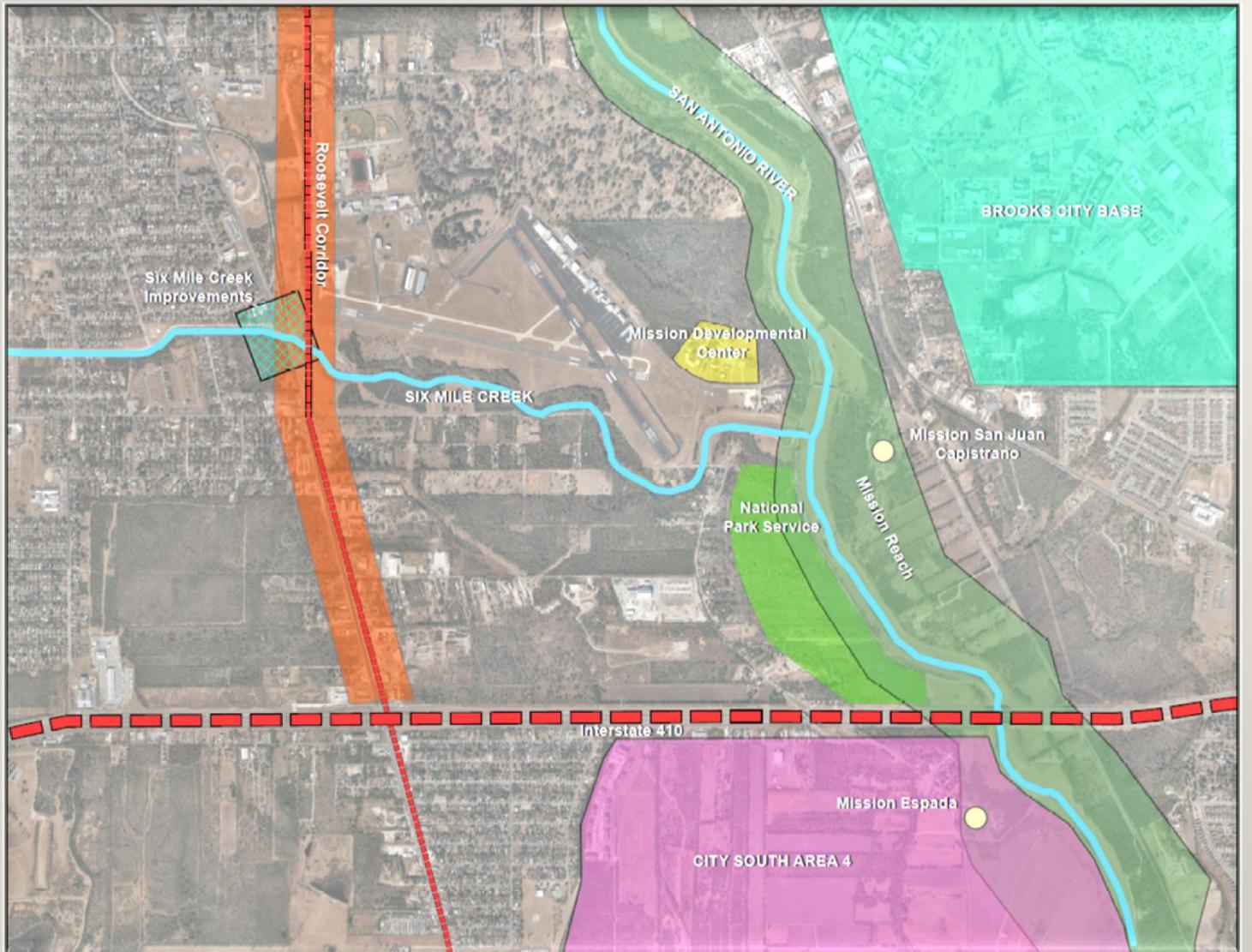
- **Airfield Improvements**
 - Increase runway/taxiway separation
- **General Aviation Improvements**
 - Additional ramp and hangar areas
 - Premier FBO site
- **Access / Aesthetic Improvements**
 - Parkway and signage improvements
 - Pursue U.S. Customs, international flight requirements



Stinson Environs

Legend

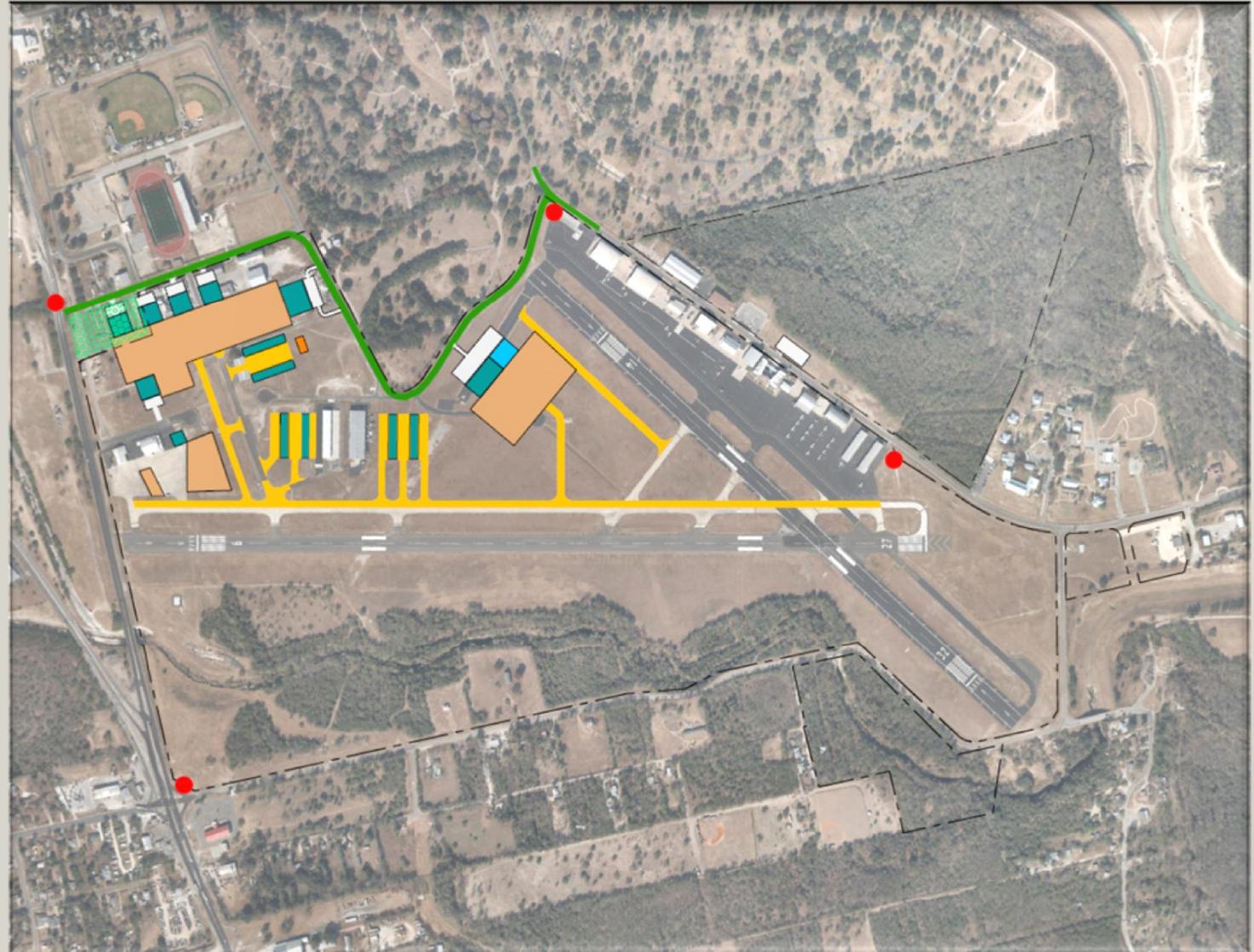
-  Roosevelt Corridor
-  Mission Reach
-  MDC
-  Brooks City Base
-  City South Area
-  National Park Service
-  Six Mile Creek Improvements



Airport Development Plan

Legend

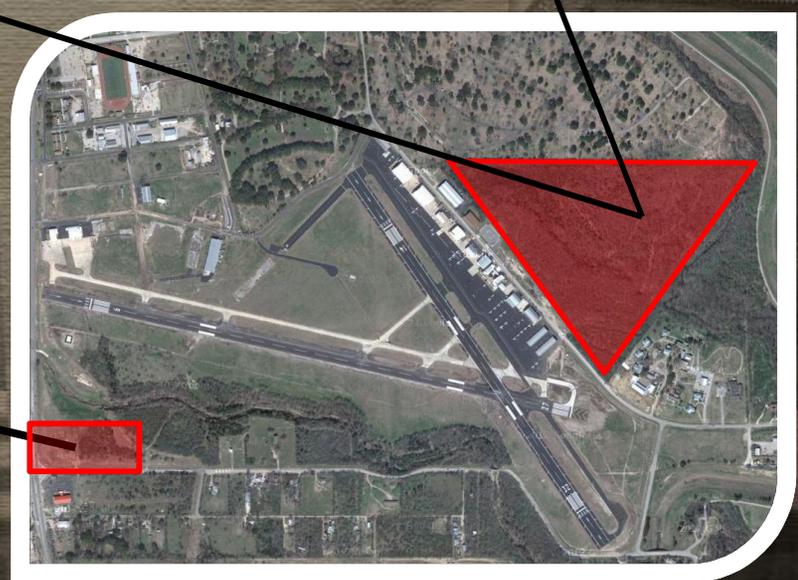
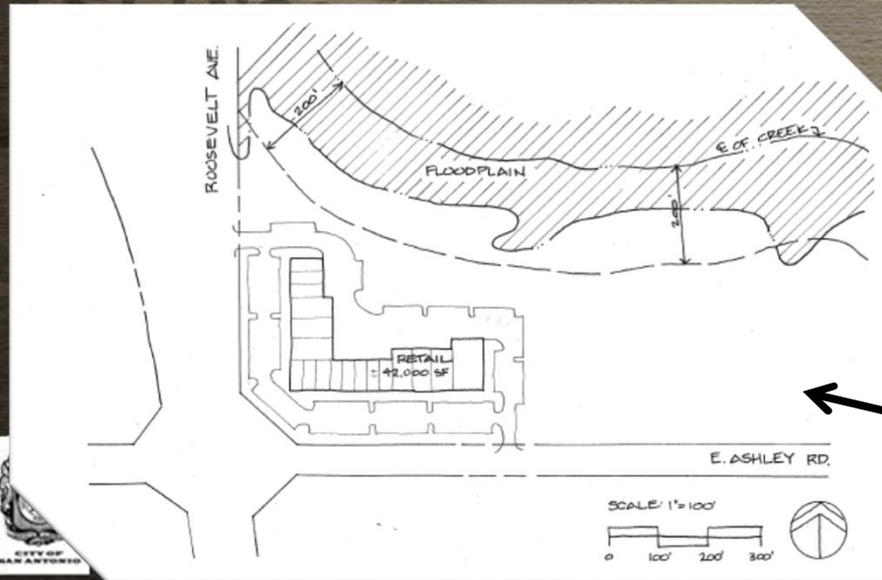
-  Taxiway Pavement
-  Ramp Pavement
-  Hangar
-  FBO Facility
-  Monument Signage
-  Access Parkway
-  Land Acquisition
-  Vehicular Parking



Parkway and Signage Concepts



Non-Aeronautical Development Options



Financial Plan

- **Cost estimates for individual projects**
- **20-year program is based on DEMAND**
- **Total program costs**
 - Includes design and environmental planning
 - Approximately \$66M in 2012 dollars



Financial Plan

- Reviewed TxDOT funding history
- Coordinated funding sources with TxDOT and SAAS
- Available funding sources include:
 - State AIP funding
 - Other State funding (i.e. new SSF ATCT)
 - Airport Revolving Fund
 - SAAS Capital Improvement Program or other SAAS funds
 - Third-party funding
 - COSA Public Works (potentially for parkway improvements)



Financial Plan

Capital Improvement Program Summary (2012 Dollars)

Item	Phase 1 (2013-2017) TOTAL	Phase 2 (2018-2022) TOTAL	Phase 3 (2023-2032) TOTAL	PROGRAM TOTAL
Airfield	\$5,050,000	\$2,303,000	\$0	\$7,353,000
General Aviation Area	\$6,898,000	\$21,408,000	\$15,001,000	\$43,307,000
Surface Transportation Facilities	\$2,580,000	\$0	\$0	\$2,580,000
Miscellaneous & Maintenance	\$11,639,000	\$700,000	\$1,100,000	\$13,439,000
CIP TOTALS	\$26,167,000	\$24,411,000	\$16,101,000	\$66,679,000



Environmental Overview

- Purpose of an EO
- Categories reviewed included:
 1. Air Quality
 2. Coastal Resources
 3. Compatible Land Use
 4. Construction Impacts
 5. DOT Act: Section 4(f)
 6. Farmlands
 7. Fish, Wildlife and Plants
 8. Floodplains
 9. Hazardous Materials
 10. Historical and Cultural Resources
 11. Light Emissions
 12. Natural Resources and Energy Supply
 13. Noise
 14. Induced Impacts
 15. Socioeconomic Impacts/ Environmental Justice
 16. Water Quality
 17. Wetlands
 18. Wild and Scenic Rivers
- **Minor impacts – Air Quality, Construction Impacts, Hazardous Material and Water Quality**
- **No impacts – All other categories**
- **Normal environmental review process will be required**



Final Steps

- **Public Information Open House**
 - August 21, 6:00 pm
 - Stinson Municipal Airport Terminal Building
- **Airport Layout Plan Set/Final Documentation**
- **Briefing to Airport Advisory Commission**
- **City Council Presentation**



APPENDIX B

Tenant/User Survey and Summary Results

1. Please provide the following contact information for your business.

		ResponsePercent	ResponseCount
Contact Name:	<input type="text"/>	100.0%	6
Company:	<input type="text"/>	100.0%	6
Address:	<input type="text"/>	100.0%	6
Address 2:		0.0%	0
City/Town:	<input type="text"/>	100.0%	6
State:	<input type="text"/>	100.0%	6
ZIP:	<input type="text"/>	100.0%	6
Email Address:	<input type="text"/>	100.0%	6
		AnsweredQuestion	6
		SkippedQuestion	0

2. Business Information:

		ResponsePercent	ResponseCount
Year Started/Opened Business:		100.0%	5
Date Current Lease Expires:		80.0%	4
# of Employees:		100.0%	5
Hours of Operation:		100.0%	5
Total number of aircraft based at your business:		80.0%	4
		AnsweredQuestion	5
		SkippedQuestion	1

3. Please provide as much information regarding the type of aircraft (and number of each) based at your business:

	ResponseCount
	5
	AnsweredQuestion
	5
	SkippedQuestion
	1

4. What are your anticipated aircraft operations (total for all aircraft) for 2011? Please provide one of the following:

	ResponseAverage	ResponseTotal	ResponseCount
Per Day:	9.00	27	3
Per Month:	113.00	226	2
Per Year:	1,377.50	2,755	2
AnsweredQuestion			3
SkippedQuestion			3

5. Do you anticipate substantial growth in your business/operation over the following time periods?

	Yes	No	Not Applicable	RatingCount
5 Years	66.7% (4)	16.7% (1)	16.7% (1)	6
10 Years	50.0% (3)	33.3% (2)	16.7% (1)	6
20 Years	40.0% (2)	40.0% (2)	20.0% (1)	5
AnsweredQuestion				6
SkippedQuestion				0

6. Do you experience seasonal peaks in traffic/operations? If yes, please explain:

	ResponseCount
	5
AnsweredQuestion	5
SkippedQuestion	1

7. Please indicate services currently offered at your business/operation:

	Current	Future	None	RatingCount
Aircraft Maintenance & Repair	50.0% (2)	0.0% (0)	50.0% (2)	4
Avionics, Radio and Nav Equipment	25.0% (1)	0.0% (0)	75.0% (3)	4
Aircraft Rental	0.0% (0)	0.0% (0)	100.0% (3)	3
Aircraft Sales	0.0% (0)	0.0% (0)	100.0% (3)	3
Aircraft Storage	75.0% (3)	0.0% (0)	25.0% (1)	4
Hangar Construction	33.3% (1)	0.0% (0)	66.7% (2)	3
Hangar Subleasing, etc.	0.0% (0)	33.3% (1)	66.7% (2)	3
Flight School	0.0% (0)	0.0% (0)	100.0% (3)	3
Sale of Pilot Supplies	25.0% (1)	0.0% (0)	75.0% (3)	4
Office (Aeronautical)	50.0% (2)	0.0% (0)	50.0% (2)	4
Air Taxi/Charter	0.0% (0)	0.0% (0)	100.0% (3)	3
Air Freight	0.0% (0)	0.0% (0)	100.0% (3)	3
Aircraft Interiors	0.0% (0)	0.0% (0)	100.0% (3)	3
Helicopter Maintenance	50.0% (2)	0.0% (0)	50.0% (2)	4
Banner Towing	0.0% (0)	0.0% (0)	100.0% (3)	3
Aerial Photography	25.0% (1)	0.0% (0)	75.0% (3)	4
Aerial Patrol and Emergency Services	50.0% (2)	0.0% (0)	50.0% (2)	4
Aerial Reporting	25.0% (1)	0.0% (0)	75.0% (3)	4
Aerial Tours	0.0% (0)	0.0% (0)	100.0% (3)	3
Fuel Storage	25.0% (1)	0.0% (0)	75.0% (3)	4
Restaurant (Full Service)	0.0% (0)	0.0% (0)	100.0% (3)	3
Snack Bar/Vending	0.0% (0)	0.0% (0)	100.0% (3)	3

Office (Non-Aeronautical)	0.0% (0)	0.0% (0)	100.0% (3)	3
Storage (Non-Aeronautical)	0.0% (0)	0.0% (0)	100.0% (3)	3
			AnsweredQuestion	5
			SkippedQuestion	1

8. Are there services not listed you either currently offer or plan to offer in the future?

				ResponseCount
				4
			AnsweredQuestion	4
			SkippedQuestion	2

9. Please indicate services you would like to see more of at the Airport:

	Yes	No	No Opinion	RatingCount
Aircraft Maintenance & Repair	50.0% (2)	0.0% (0)	50.0% (2)	4
Avionics, Radio and Nav Equipment	60.0% (3)	0.0% (0)	40.0% (2)	5
Aircraft Rental	50.0% (2)	0.0% (0)	50.0% (2)	4
Aircraft Sales	25.0% (1)	0.0% (0)	75.0% (3)	4
Aircraft Storage	50.0% (2)	25.0% (1)	25.0% (1)	4
Hangar Construction	60.0% (3)	20.0% (1)	20.0% (1)	5
Hangar Subleasing, etc.	0.0% (0)	25.0% (1)	75.0% (3)	4
Flight School	50.0% (2)	0.0% (0)	50.0% (2)	4
Sale of Pilot Supplies	60.0% (3)	0.0% (0)	40.0% (2)	5
Office (Aeronautical)	40.0% (2)	20.0% (1)	40.0% (2)	5
Air Taxi/Charter	50.0% (2)	0.0% (0)	50.0% (2)	4
Air Freight	50.0% (2)	0.0% (0)	50.0% (2)	4
Aircraft Interiors	50.0% (2)	0.0% (0)	50.0% (2)	4
Helicopter Maintenance	25.0% (1)	25.0% (1)	50.0% (2)	4
Banner Towing	25.0% (1)	0.0% (0)	75.0% (3)	4
Aerial Photography	0.0% (0)	0.0% (0)	100.0% (4)	4
Aerial Patrol and Emergency Services	25.0% (1)	0.0% (0)	75.0% (3)	4
Aerial Reporting	50.0% (2)	0.0% (0)	50.0% (2)	4
Aerial Tours	75.0% (3)	0.0% (0)	25.0% (1)	4
Fuel Storage	25.0% (1)	0.0% (0)	75.0% (3)	4
Restaurant (Full Service)	60.0% (3)	0.0% (0)	40.0% (2)	5
Snack Bar/Vending	40.0% (2)	20.0% (1)	40.0% (2)	5

Office (Non-Aeronautical)	0.0% (0)	0.0% (0)	100.0% (4)	4
Storage (Non-Aeronautical)	0.0% (0)	0.0% (0)	100.0% (4)	4
Office Leasing	25.0% (1)	0.0% (0)	75.0% (3)	4
			AnsweredQuestion	5
			SkippedQuestion	1

10. Are there services not listed you would or would not like to see more of at the Airport?

			ResponseCount	
				0
			AnsweredQuestion	0
			SkippedQuestion	6

11. Does your business provide fuel sales?

		ResponsePercent	ResponseCount	
Yes		16.7%	1	
No		83.3%	5	
			AnsweredQuestion	6
			SkippedQuestion	0

12. Please provide the following information regarding your fuel storage facilities.

		ResponsePercent	ResponseCount
Number of storage tanks:		0.0%	0
Size of storage tanks:		0.0%	0
Number of trucks:		100.0%	1
Size/Type of trucks:		0.0%	0
How often do you replenish your fuel supply?		100.0%	1
		AnsweredQuestion	1
		SkippedQuestion	5

13. Please identify the number or area of each of the following types of facilities currently applicable to your business/operation. If not applicable, please leave blank.

		ResponsePercent	ResponseCount
Unimproved Land (SF)		0.0%	0
Improved Land (SF)		0.0%	0
Apron Area (SF)		0.0%	0
Hangars (# of hangars)		100.0%	2
Hangars (SF of hangars)		0.0%	0
Auto Parking (# of spaces)		50.0%	1
Office (SF)		0.0%	0
Non-Aeronautical Storage (SF)		50.0%	1
Other (Specify)		0.0%	0
		AnsweredQuestion	2
		SkippedQuestion	4

14. How many aircraft do the following areas accommodate? If not applicable, please leave blank.

		ResponsePercent	ResponseCount
Apron Area/Tiedowns		100.0%	3
Hangars		100.0%	3
		AnsweredQuestion	3
		SkippedQuestion	3

15. Are the following facilities (if applicable to your business) full on a regular basis?

	Yes	No	Fluctuates	Not Applicable	RatingCount
Unimproved Land	0.0% (0)	100.0% (1)	0.0% (0)	0.0% (0)	1
Improved Land	100.0% (1)	0.0% (0)	0.0% (0)	0.0% (0)	1
Apron Area	0.0% (0)	0.0% (0)	100.0% (2)	0.0% (0)	2
Hangars	33.3% (1)	0.0% (0)	66.7% (2)	0.0% (0)	3
Auto Parking	50.0% (1)	0.0% (0)	50.0% (1)	0.0% (0)	2
Office	100.0% (1)	0.0% (0)	0.0% (0)	0.0% (0)	1
Non-Aeronautical Storage	0.0% (0)	0.0% (0)	0.0% (0)	100.0% (1)	1
			Other (please specify)		0
			AnsweredQuestion		3
			SkippedQuestion		3

16. What is the current condition of the following facilities (if applicable to your business)?

	Poor	Good	Excellent	N/A	RatingAverage	RatingCount
Unimproved Land	0.0% (0)	0.0% (0)	33.3% (1)	66.7% (2)	3.00	3
Improved Land	0.0% (0)	33.3% (1)	33.3% (1)	33.3% (1)	2.50	3
Apron Area	0.0% (0)	66.7% (2)	33.3% (1)	0.0% (0)	2.33	3
Hangars	0.0% (0)	66.7% (2)	33.3% (1)	0.0% (0)	2.33	3
Auto Parking	33.3% (1)	66.7% (2)	0.0% (0)	0.0% (0)	1.67	3
Office	0.0% (0)	33.3% (1)	33.3% (1)	33.3% (1)	2.50	3
Non-Aeronautical Storage	0.0% (0)	0.0% (0)	0.0% (0)	100.0% (3)	0.00	3
				Other (please specify)		0
				AnsweredQuestion		3
				SkippedQuestion		3

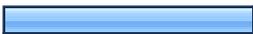
17. Is your leasehold contiguous? Or, is it comprised of multiple locations on the Airport?

	ResponseCount
	5
AnsweredQuestion	5
SkippedQuestion	1

18. Please answer the following question if your business/operation has aircraft tiedowns on the airfield.

	ResponseAverage	ResponseTotal	ResponseCount
How many paved tiedowns do you currently have?	4.50	18	4
How many do you require?	5.25	21	4
	AnsweredQuestion		4
	SkippedQuestion		2

19. Please delineate square footages for the following areas of your leasehold utilized by you and your subtenants, if any.

	ResponsePercent	ResponseCount
Maintenance: 	50.0%	1
Flight Training Area: 	50.0%	1
Lounge/Customer Area: 	100.0%	2
Administrative: 	50.0%	1
Rental Office: 	50.0%	1
	AnsweredQuestion	2
	SkippedQuestion	4

20. Aside from your primary commercial service(s) that you offer, define your scope of activities - e.g. What products and services do you provide?

ResponseCount

4

AnsweredQuestion

4

SkippedQuestion

2

21. What other equipment do you operate? (e.g. ground support, air stairs, etc.)

ResponseCount

4

AnsweredQuestion

4

SkippedQuestion

2

22. What licenses and/or certifications do you, or your subtenants, have (e.g. FAA Repair Station, Part 141 or 61 Flight School, A&P/IA mechanic, etc.)

ResponseCount

4

AnsweredQuestion

4

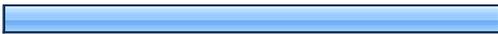
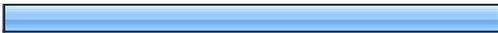
SkippedQuestion

2

23. Is your facility adequate for your current needs?

		ResponsePercent	ResponseCount
Yes		60.0%	3
No		40.0%	2
Not Applicable		0.0%	0
		AnsweredQuestion	5
		SkippedQuestion	1

24. Do you think your facility will be adequate over the following time periods? Please indicate yes or no for each duration, and summarize what may need to be improved or changed (if anything).

		ResponsePercent	ResponseCount
In 5 years?		100.0%	5
In 10 years?		100.0%	5
In 20 years?		100.0%	5
		AnsweredQuestion	5
		SkippedQuestion	1

25. Does the airfield meet your needs and your user's needs? If not, please explain improvements you would recommend.

	ResponseCount
	6
AnsweredQuestion	6
SkippedQuestion	0

26. Is access to and from the airfield adequate? If not, please explain improvements you would recommend.

	ResponseCount
	6
AnsweredQuestion	6
SkippedQuestion	0

27. In your opinion, what are the three biggest issues facing the airport?

	ResponseCount
	6
AnsweredQuestion	6
SkippedQuestion	0

28. Do you have other comments, questions, or suggestions?

	ResponseCount
	5
AnsweredQuestion	5
SkippedQuestion	1

Page 1, Q2. Business Information:**Year Started/Opened Business:**

1	N/A	Feb 29, 2012 12:42 PM
2	2008	Feb 17, 2012 11:59 AM
3	1980 under current management	Jan 24, 2012 2:41 PM
4	1971	Jan 17, 2012 5:16 AM
5	1999	Jan 13, 2012 9:27 AM

Date Current Lease Expires:

1	N/A	Feb 29, 2012 12:42 PM
2	2028	Feb 17, 2012 11:59 AM
4	indefinite	Jan 17, 2012 5:16 AM
5	Dec. 2012	Jan 13, 2012 9:27 AM

of Employees:

1	about 50 VolunTERS	Feb 29, 2012 12:42 PM
2	1	Feb 17, 2012 11:59 AM
3	7	Jan 24, 2012 2:41 PM
4	23	Jan 17, 2012 5:16 AM
5	0 employees, 10 volunteers	Jan 13, 2012 9:27 AM

Hours of Operation:

1	24hrs	Feb 29, 2012 12:42 PM
2	24 / 7 / 365	Feb 17, 2012 11:59 AM
3	8AM to 7PM	Jan 24, 2012 2:41 PM
4	24/7	Jan 17, 2012 5:16 AM
5	Tuesday thru Saturday 10:00 a.m. - 5:00 p.m.	Jan 13, 2012 9:27 AM

Total number of aircraft based at your business:

1	3	Feb 29, 2012 12:42 PM
2	31	Feb 17, 2012 11:59 AM
4	5	Jan 17, 2012 5:16 AM
5	19	Jan 13, 2012 9:27 AM

Page 1, Q3. Please provide as much information regarding the type of aircraft (and number of each) based at your business:

1	2 CE-172 1 CE-182 plus Transient company AC mainly on weekends for training or Mission response during a major Mission there could be around 15 AC at KSSF to support operations	Feb 29, 2012 12:42 PM
2	5 - Light twins (Beach & Piper) 26 - Single Engine (172 - 182 RG & Beach)	Feb 17, 2012 11:59 AM
3	16 Cessnas -from C120 to C 340 2 Malibu 1 Luscombe 3 Beechcraft 4 Piper 3 Helicopters	Jan 24, 2012 2:41 PM
4	5 helicopters; 4-Sikorsky(Schweizer) S333 and 1-American Eurocopter AS350B3	Jan 17, 2012 5:16 AM
5	All aircraft are on display	Jan 13, 2012 9:27 AM

Page 1, Q4. What are your anticipated aircraft operations (total for all aircraft) for 2011? Please provide one of the following:

Per Day:		
1	20	Jan 24, 2012 2:41 PM
2	7	Jan 17, 2012 5:16 AM
3	0	Jan 13, 2012 9:27 AM
Per Month:		
2	226	Jan 17, 2012 5:16 AM
3	0	Jan 13, 2012 9:27 AM
Per Year:		
2	2755	Jan 17, 2012 5:16 AM
3	0	Jan 13, 2012 9:27 AM

Page 1, Q6. Do you experience seasonal peaks in traffic/operations? If yes, please explain:

1	yes see question 3	Feb 29, 2012 12:42 PM
2	N/A	Feb 17, 2012 11:59 AM
3	January and February are the slowes, and depending on the weather, the summer months are the most active.	Jan 24, 2012 2:41 PM
4	no	Jan 17, 2012 5:16 AM
5	NA	Jan 13, 2012 9:27 AM

Page 2, Q8. Are there services not listed you either currently offer or plan to offer in the future?

1	None	Feb 17, 2012 11:59 AM
2	Rental Car services, Concierge services for Hotels and catering	Jan 24, 2012 2:43 PM
3	No	Jan 13, 2012 9:29 AM
4	Aviation College	Jan 3, 2012 12:53 PM

Page 5, Q12. Please provide the following information regarding your fuel storage facilities.

Number of storage tanks:		
Size of storage tanks:		
Number of trucks:		
1	4	Jan 24, 2012 3:06 PM
Size/Type of trucks:		
How often do you replenish your fuel supply?		
1	Monthly	Jan 24, 2012 3:06 PM

Page 6, Q13. Please identify the number or area of each of the following types of facilities currently applicable to your business/operation. If not applicable, please leave blank.

		Unimproved Land (SF)	
		Improved Land (SF)	
		Apron Area (SF)	
		Hangars (# of hangars)	
1	3		Feb 17, 2012 12:00 PM
2	2		Jan 24, 2012 3:10 PM
		Hangars (SF of hangars)	
		Auto Parking (# of spaces)	
2	15		Jan 24, 2012 3:10 PM
		Office (SF)	
		Non-Aeronautical Storage (SF)	
2	none		Jan 24, 2012 3:10 PM
		Other (Specify)	

Page 6, Q14. How many aircraft do the following areas accommodate? If not applicable, please leave blank.

		Apron Area/Tiedowns	
1	2		Feb 29, 2012 12:47 PM
2	3		Feb 17, 2012 12:00 PM
3	12		Jan 24, 2012 3:10 PM
		Hangars	
1	1		Feb 29, 2012 12:47 PM
2	31		Feb 17, 2012 12:00 PM
3	15		Jan 24, 2012 3:10 PM

Page 6, Q17. Is your leasehold contiguous? Or, is it comprised of multiple locations on the Airport?

1	2 locations 1 - 99th street 1 - Mission Road	Feb 17, 2012 12:00 PM
2	contiguous	Jan 24, 2012 3:10 PM
3	contiguous	Jan 17, 2012 5:20 AM
4	yes	Jan 13, 2012 9:31 AM
5	contiguous	Jan 3, 2012 1:00 PM

Page 6, Q18. Please answer the following question if your business/operation has aircraft tiedowns on the airfield.

How many paved tiedowns do you currently have?

1	4	Feb 17, 2012 12:00 PM
2	12	Jan 24, 2012 3:10 PM
3	0	Jan 17, 2012 5:20 AM
4	2	Jan 13, 2012 9:31 AM
How many do you require?		
1	4	Feb 17, 2012 12:00 PM
2	15	Jan 24, 2012 3:10 PM
3	0	Jan 17, 2012 5:20 AM
4	2	Jan 13, 2012 9:31 AM

Page 6, Q19. Please delineate square footages for the following areas of your leasehold utilized by you and your subtenants, if any.

Maintenance:		
1	5000	Jan 17, 2012 5:20 AM
Flight Training Area:		
1	400	Jan 17, 2012 5:20 AM
Lounge/Customer Area:		
1	400	Jan 17, 2012 5:20 AM
2	30,000	Jan 13, 2012 9:31 AM
Administrative:		
1	1200	Jan 17, 2012 5:20 AM
Rental Office:		
1	0	Jan 17, 2012 5:20 AM

Page 7, Q20. Aside from your primary commercial service(s) that you offer, define your scope of activities - e.g. What products and services do you provide?

1	N/A	Feb 17, 2012 12:00 PM
2	All services are aviation related and already discribed.	Jan 24, 2012 3:12 PM
3	n/a	Jan 17, 2012 5:21 AM
4	Aviation Museum	Jan 13, 2012 9:32 AM

Page 7, Q21. What other equipment do you operate? (e.g. ground support, air stairs, etc.)

1	N/A	Feb 17, 2012 12:00 PM
2	Golf carts between hangars	Jan 24, 2012 3:12 PM
3	helicopter dolly, portable fuel storage tank	Jan 17, 2012 5:21 AM
4	NA	Jan 13, 2012 9:32 AM

Page 7, Q22. What licenses and/or certifications do you, or your subtenants, have (e.g. FAA Repair Station, Part 141 or 61 Flight School, A&P/IA mechanic, etc.)

1	N/A	Feb 17, 2012 12:00 PM
2	FAA Repair Station, FAA Avionics Repari Station , Part 135 Charter	Jan 24, 2012 3:12 PM
3	CFII, IA	Jan 17, 2012 5:21 AM
4	NA	Jan 13, 2012 9:32 AM

Page 8, Q24. Do you think your facility will be adequate over the following time periods? Please indicate yes or no for each duration, and summarize what may need to be improved or changed (if anything).

In 5 years?		
1	No	Feb 17, 2012 12:01 PM
2	yes	Jan 24, 2012 3:16 PM
3	no, we need more space	Jan 17, 2012 5:23 AM
4	Yes, Roof leaks	Jan 13, 2012 9:34 AM
5	no	Jan 3, 2012 1:16 PM
In 10 years?		
1	No	Feb 17, 2012 12:01 PM
2	no	Jan 24, 2012 3:16 PM
3	no, we need more space	Jan 17, 2012 5:23 AM
4	Yes	Jan 13, 2012 9:34 AM
5	yes	Jan 3, 2012 1:16 PM
In 20 years?		
1	No	Feb 17, 2012 12:01 PM
2	no	Jan 24, 2012 3:16 PM
3	no, we need more space	Jan 17, 2012 5:23 AM
4	Yes	Jan 13, 2012 9:34 AM
5	na	Jan 3, 2012 1:16 PM

Page 8, Q25. Does the airfield meet your needs and your user's needs? If not, please explain improvements you would recommend.

1	need a precision instrument approach	Feb 29, 2012 12:55 PM
2	Airport & Runways are good. Needs Customs	Feb 17, 2012 12:01 PM
3	SFF Desperately needs an instrument approach	Jan 24, 2012 3:16 PM
4	yes	Jan 17, 2012 5:23 AM
5	Yes	Jan 13, 2012 9:34 AM
6	yes	Jan 3, 2012 1:16 PM

Page 8, Q26. Is access to and from the airfield adequate? If not, please explain improvements you would recommend.

1	access cards would help with gate access	Feb 29, 2012 12:55 PM
2	Yes - Adequate	Feb 17, 2012 12:01 PM
3	It is adequate but signage can be improved.	Jan 24, 2012 3:16 PM
4	yes	Jan 17, 2012 5:23 AM
5	Yes	Jan 13, 2012 9:34 AM
6	Need better access to the 410 loop	Jan 3, 2012 1:16 PM

Page 8, Q27. In your opinion, what are the three biggest issues facing the airport?

1	no precision approach only one FBO on Field	Feb 29, 2012 12:55 PM
2	Need for Customs	Feb 17, 2012 12:01 PM
3	Getting an instrument approach that pilots will use, Being recognized as a reliever airport Continue to be recognized as a viable alternative to SAT.	Jan 24, 2012 3:16 PM
4	room for growth, runway length, updating hangars	Jan 17, 2012 5:23 AM
5	Don't know	Jan 13, 2012 9:34 AM
6	Ground access and Instrument approach	Jan 3, 2012 1:16 PM

Page 8, Q28. Do you have other comments, questions, or suggestions?

1	With Customs on the field or available by appointment would greatly attract Mexican traffic. There is an immediate need	Feb 17, 2012 12:01 PM
2	We have got to get an instrument approach that will be comfortable to all pilots to use. We lose planned arrivals to SAT on days when the minimums are low.	Jan 24, 2012 3:16 PM
3	no	Jan 17, 2012 5:23 AM
4	No	Jan 13, 2012 9:34 AM
5	na	Jan 3, 2012 1:16 PM

1. Please provide the following contact information.

		ResponsePercent	ResponseCount
Contact Name:	<input type="text"/>	100.0%	23
Address:	<input type="text"/>	100.0%	23
Address 2:		0.0%	0
City/Town:	<input type="text"/>	100.0%	23
State:	<input type="text"/>	100.0%	23
ZIP:	<input type="text"/>	100.0%	23
Email Address:	<input type="text"/>	100.0%	23
Phone Number:	<input type="text"/>	95.7%	22
AnsweredQuestion			23
SkippedQuestion			1

2. Aircraft Information:

	ResponseAverage	ResponseTotal	ResponseCount
Total number of aircraft based at Stinson:	0.91	20	22
AnsweredQuestion			22
SkippedQuestion			2

3. Please provide as much information regarding the type of aircraft (and number of each) based at the Airport:

	ResponseCount
	20
AnsweredQuestion	20
SkippedQuestion	4

4. What are your anticipated aircraft operations (total for all aircraft) for 2011? Please provide one of the following:

	ResponseAverage	ResponseTotal	ResponseCount
Per Day:	1.40	7	5
Per Month:	9.47	161	17
Per Year:	85.00	1,190	14
AnsweredQuestion			20
SkippedQuestion			4

5. Do you anticipate changes in operations over the following time periods?

	Yes	No	Not Applicable	RatingCount
5 Years	47.8% (11)	47.8% (11)	4.3% (1)	23
10 Years	55.0% (11)	40.0% (8)	5.0% (1)	20
20 Years	45.0% (9)	30.0% (6)	25.0% (5)	20
AnsweredQuestion				23
SkippedQuestion				1

6. Do you experience seasonal peaks in traffic/operations? If yes, please explain:

	ResponseCount
	16
AnsweredQuestion	16
SkippedQuestion	8

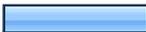
7. Are you currently renting tie-down space from one of the Airport tenants?

	ResponsePercent	ResponseCount
Yes 	22.7%	5
No 	77.3%	17
AnsweredQuestion		22
SkippedQuestion		2

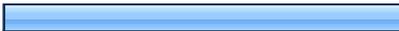
8. Please answer the following question if you rent aircraft tiedowns on the airfield.

	ResponseAverage	ResponseTotal	ResponseCount
How many paved tiedowns do you currently have?	1.00	6	6
How many do you require?	1.00	4	4
AnsweredQuestion			6
SkippedQuestion			18

9. Do you currently own or rent a hangar or space in a common hangar?

		ResponsePercent	ResponseCount
Own		9.5%	2
Rent Hangar		14.3%	3
Rent Common Hangar Space		28.6%	6
Not Applicable		47.6%	10
		AnsweredQuestion	21
		SkippedQuestion	3

10. If you currently own or rent a hangar or common hangar space, please provide the following information:

		ResponsePercent	ResponseCount
How many hangars do you currently own or rent?		100.0%	10
What is the approximate total square footage?		80.0%	8
How many and type of aircraft does this space accommodate?		80.0%	8
		AnsweredQuestion	10
		SkippedQuestion	14

11. Please indicate services you would like to see more of at the Airport:

	Yes	No	No Opinion	RatingCount
Aircraft Maintenance & Repair	72.2% (13)	0.0% (0)	27.8% (5)	18
Avionics, Radio and Nav Equipment	84.2% (16)	0.0% (0)	15.8% (3)	19
Aircraft Rental	78.9% (15)	0.0% (0)	21.1% (4)	19
Aircraft Sales	43.8% (7)	0.0% (0)	56.3% (9)	16
Aircraft Storage	83.3% (15)	0.0% (0)	16.7% (3)	18
Hangar Construction	90.0% (18)	0.0% (0)	10.0% (2)	20
Hangar Subleasing, etc.	88.2% (15)	0.0% (0)	11.8% (2)	17
Flight School	81.3% (13)	0.0% (0)	18.8% (3)	16
Sale of Pilot Supplies	94.1% (16)	0.0% (0)	5.9% (1)	17
Office (Aeronautical)	64.3% (9)	7.1% (1)	28.6% (4)	14
Air Taxi/Charter	46.7% (7)	6.7% (1)	46.7% (7)	15
Air Freight	35.7% (5)	7.1% (1)	57.1% (8)	14
Aircraft Interiors	86.7% (13)	0.0% (0)	13.3% (2)	15
Helicopter Maintenance	30.8% (4)	7.7% (1)	61.5% (8)	13
Banner Towing	50.0% (7)	14.3% (2)	35.7% (5)	14
Aerial Photography	50.0% (7)	0.0% (0)	50.0% (7)	14
Aerial Patrol and Emergency Services	57.1% (8)	0.0% (0)	42.9% (6)	14
Aerial Reporting	50.0% (7)	0.0% (0)	50.0% (7)	14
Aerial Tours	57.1% (8)	0.0% (0)	42.9% (6)	14
Fuel Storage	73.3% (11)	0.0% (0)	26.7% (4)	15
Restaurant (Full Service)	94.7% (18)	0.0% (0)	5.3% (1)	19
Snack Bar/Vending	73.3% (11)	6.7% (1)	20.0% (3)	15

Office (Non-Aeronautical)	25.0% (3)	8.3% (1)	66.7% (8)	12
Storage (Non-Aeronautical)	0.0% (0)	33.3% (4)	66.7% (8)	12
Office Leasing	15.4% (2)	15.4% (2)	69.2% (9)	13
			AnsweredQuestion	21
			SkippedQuestion	3

12. Are there services not listed you would or would not like to see more of at the Airport?

			ResponseCount	
				9
			AnsweredQuestion	9
			SkippedQuestion	15

13. Please provide the following information regarding your fuel purchases at Stinson Municipal Airport.

		ResponsePercent	ResponseCount	
How often do you purchase fuel?		94.7%	18	
Approximate # of gallons per purchase?		89.5%	17	
What type of fuel do you purchase (Jet A, 100LL)?		94.7%	18	
			AnsweredQuestion	19
			SkippedQuestion	5

14. What licenses and/or certifications do you have (e.g. FAA Repair Station, Part 141 or 61 Flight School, A&P/IA mechanic, etc.)

	ResponseCount
	19
AnsweredQuestion	19
SkippedQuestion	5

15. Are the facilities at Stinson Municipal Airport adequate for your current needs?

	ResponsePercent	ResponseCount
Yes 	55.0%	11
No 	40.0%	8
Not Applicable 	5.0%	1
AnsweredQuestion		20
SkippedQuestion		4

16. Do you think the facilities at Stinson Municipal Airport will be adequate over the next 20 years? Please indicate yes or no for each facility type, and summarize what may need to be improved or changed (if anything).

		ResponsePercent	ResponseCount
Airfield Facilities (i.e. runway length, taxiways, etc.):		90.0%	18
Instrumentation/Navigational Aids:		95.0%	19
Hangar Areas/Tie-Down Apron		95.0%	19
Air Traffic Control Tower Operating Hours		85.0%	17
Vehicular Parking Areas		85.0%	17
		AnsweredQuestion	20
		SkippedQuestion	4

17. Is roadway access to and from the airport adequate? If not, please explain improvements you would recommend.

	ResponseCount
	16
AnsweredQuestion	16
SkippedQuestion	8

18. In your opinion, what are the three biggest issues facing the airport?

	ResponseCount
	19
AnsweredQuestion	19
SkippedQuestion	5

19. Do you have other comments, questions, or suggestions? Feel free to provide thoughts on safety concerns or conceptual ideas for the airport.

	ResponseCount
	8
AnsweredQuestion	8
SkippedQuestion	16

Page 1, Q2. Aircraft Information:

1	0	Aug 9, 2012 6:16 PM
2	1	Jul 15, 2012 6:24 PM
3	1	May 15, 2012 10:59 AM
4	1	May 15, 2012 5:52 AM
5	0	May 9, 2012 9:50 AM
6	1	May 9, 2012 5:43 AM
7	1	May 2, 2012 7:32 AM
8	2	Apr 7, 2012 1:33 PM
9	0	Apr 6, 2012 8:03 AM
10	1	Mar 30, 2012 1:43 PM
11	1	Mar 30, 2012 11:05 AM
12	1	Mar 15, 2012 4:55 PM
13	1	Mar 10, 2012 5:11 PM
14	1	Mar 8, 2012 8:05 AM
15	1	Mar 7, 2012 3:01 PM
16	0	Mar 1, 2012 6:06 AM
17	0	Feb 29, 2012 6:54 PM
18	0	Feb 29, 2012 6:41 PM
19	3	Feb 29, 2012 5:44 PM
20	1	Feb 29, 2012 1:11 PM
21	3	Feb 29, 2012 12:56 PM
22	0	Feb 29, 2012 7:54 AM

Page 1, Q3. Please provide as much information regarding the type of aircraft (and number of each) based at the Airport:

1	Cessna 172	Jul 15, 2012 6:24 PM
2	One Beechcraft Baron 58P	May 15, 2012 10:59 AM
3	Beech a36	May 15, 2012 5:52 AM
4	I rent from ProFlight Aviation	May 14, 2012 1:35 PM
5	0	May 9, 2012 9:50 AM
6	97 Mooney M20R--Ovation	May 9, 2012 5:43 AM
7	Pa-28R-201	May 2, 2012 7:32 AM
8	1- AA5B grumman Tiger- Single engine 2. PA44 Piper Seminole- Twin Engine	Apr 7, 2012 1:33 PM
9	Piper PA-24 recently moved from Stinson to Castroville	Apr 6, 2012 8:03 AM
10	Piper Cherokee Warrior, PA28-161, N2518U	Mar 30, 2012 1:43 PM
11	Piper Cherokee Warrior, 4 place 161 hp	Mar 30, 2012 11:05 AM
12	Single Engine DA40/G	Mar 15, 2012 4:55 PM
13	1 Mooney M20R	Mar 10, 2012 5:11 PM
14	Cessna 172K	Mar 8, 2012 8:05 AM
15	single engine piston Mooney M20	Mar 7, 2012 3:01 PM
16	na	Mar 1, 2012 6:06 AM
17	I fly with the Civil Air Patrol squadron. We typically have a C-182 and two C-172 aircraft	Feb 29, 2012 5:44 PM
18	C172 & C182 CAP Airplanes	Feb 29, 2012 1:38 PM
19	1 Cessna 172	Feb 29, 2012 1:11 PM
20	2 CE-172 1 CE-182	Feb 29, 2012 12:56 PM

Page 1, Q4. What are your anticipated aircraft operations (total for all aircraft) for 2011? Please provide one of the following:

Per Day:		
1	0	Jul 15, 2012 6:24 PM
2	1	May 15, 2012 10:59 AM
6	1	May 2, 2012 7:32 AM
18	5	Feb 29, 2012 5:44 PM
20	0	Feb 29, 2012 7:54 AM
Per Month:		
1	10	Jul 15, 2012 6:24 PM
2	3	May 15, 2012 10:59 AM
3	15	May 15, 2012 5:52 AM
5	3	May 9, 2012 5:43 AM
6	30	May 2, 2012 7:32 AM
7	20	Apr 7, 2012 1:33 PM
9	4	Mar 30, 2012 1:43 PM
11	4	Mar 15, 2012 4:55 PM
12	4	Mar 10, 2012 5:11 PM
13	9	Mar 8, 2012 8:05 AM
14	7	Mar 7, 2012 3:01 PM
15	12	Mar 1, 2012 6:06 AM
16	10	Feb 29, 2012 6:54 PM
17	5	Feb 29, 2012 6:41 PM
18	15	Feb 29, 2012 5:44 PM
19	10	Feb 29, 2012 1:11 PM
20	0	Feb 29, 2012 7:54 AM
Per Year:		
1	120	Jul 15, 2012 6:24 PM
2	36	May 15, 2012 10:59 AM

Page 1, Q4. What are your anticipated aircraft operations (total for all aircraft) for 2011? Please provide one of the following:

4	2	May 9, 2012 9:50 AM
5	36	May 9, 2012 5:43 AM
6	200	May 2, 2012 7:32 AM
7	240	Apr 7, 2012 1:33 PM
8	10	Apr 6, 2012 8:03 AM
9	50	Mar 30, 2012 1:43 PM
10	100	Mar 30, 2012 11:05 AM
11	40	Mar 15, 2012 4:55 PM
13	72	Mar 8, 2012 8:05 AM
14	84	Mar 7, 2012 3:01 PM
18	200	Feb 29, 2012 5:44 PM
20	0	Feb 29, 2012 7:54 AM

Page 1, Q6. Do you experience seasonal peaks in traffic/operations? If yes, please explain:

1	Fly more hours in spring and fall	Jul 15, 2012 6:24 PM
2	yes, more in summer and fall	May 15, 2012 10:59 AM
3	no	May 15, 2012 5:52 AM
4	no	May 9, 2012 5:43 AM
5	no	May 2, 2012 7:32 AM
6	no	Apr 7, 2012 1:33 PM
7	No	Mar 30, 2012 1:43 PM
8	not really. only rarely is the pattern full.	Mar 30, 2012 11:05 AM
9	NO	Mar 15, 2012 4:55 PM
10	no	Mar 10, 2012 5:11 PM
11	no	Mar 8, 2012 8:05 AM
12	typically fly more in summer months	Mar 7, 2012 3:01 PM
13	yes - due to weather.	Mar 1, 2012 6:06 AM
14	Yes---- I am an independent flight instructor, therefore it totally depends on the number of student!	Feb 29, 2012 6:54 PM
15	Yes. My usage peaks in the summer.	Feb 29, 2012 6:41 PM
16	no	Feb 29, 2012 1:11 PM

Page 2, Q8. Please answer the following question if you rent aircraft tiedowns on the airfield.

How many paved tiedowns do you currently have?

1	1	Jul 15, 2012 6:25 PM
2	1	May 2, 2012 7:35 AM
3	2	Apr 7, 2012 1:34 PM
4	1	Mar 8, 2012 8:06 AM
5	1	Mar 7, 2012 3:01 PM
6	0	Feb 29, 2012 6:55 PM

How many do you require?

2	1	May 2, 2012 7:35 AM
3	2	Apr 7, 2012 1:34 PM
5	1	Mar 7, 2012 3:01 PM
6	0	Feb 29, 2012 6:55 PM

Page 2, Q10. If you currently own or rent a hangar or common hangar space, please provide the following information:

How many hangars do you currently own or rent?

1	1	May 15, 2012 10:59 AM
2	Rent from Randy	May 15, 2012 5:53 AM
3	1	May 9, 2012 5:45 AM
4	n/a	Apr 7, 2012 1:34 PM
5	1	Apr 6, 2012 8:04 AM
6	1	Mar 30, 2012 11:06 AM
7	1	Mar 15, 2012 4:56 PM
8	1	Mar 10, 2012 5:13 PM
9	1 (personal)	Mar 1, 2012 6:08 AM
10	1	Feb 29, 2012 1:12 PM

What is the approximate total square footage?

1	unknown	May 15, 2012 10:59 AM
3	1000	May 9, 2012 5:45 AM
4	n/a	Apr 7, 2012 1:34 PM
5	600	Apr 6, 2012 8:04 AM
6	it's a t-hanger. city would know	Mar 30, 2012 11:06 AM
8	500	Mar 10, 2012 5:13 PM
9	2400	Mar 1, 2012 6:08 AM
10	?	Feb 29, 2012 1:12 PM

How many and type of aircraft does this space accommodate?

1	unknown	May 15, 2012 10:59 AM
3	1	May 9, 2012 5:45 AM
4	n/a	Apr 7, 2012 1:34 PM
5	1	Apr 6, 2012 8:04 AM
6	1 general aircraft	Mar 30, 2012 11:06 AM
8	Don't know	Mar 10, 2012 5:13 PM

Page 2, Q10. If you currently own or rent a hangar or common hangar space, please provide the following information:

9	3	Mar 1, 2012 6:08 AM
10	1	Feb 29, 2012 1:12 PM

Page 3, Q12. Are there services not listed you would or would not like to see more of at the Airport?

1	no	May 15, 2012 11:01 AM
2	I would like to see Stinson as a very busy vibrant airport	May 15, 2012 5:54 AM
3	no	Apr 7, 2012 1:36 PM
4	Would like to see more T hangar space for reasonable price	Apr 6, 2012 8:05 AM
5	Full service FBO in terminal building with facilities and services for corporate aircraft. NEEDS TO RESTORE RESTAURANT OPERATION< INCLUDING SUNDAYS.	Mar 30, 2012 1:49 PM
6	we need a decent FBO and especially a restaurant that is open all weekend to attract more transients. Love the historical aspect--play it up. Would like an instrument approach to RW14. We need a car rental.	Mar 30, 2012 11:14 AM
7	no	Mar 10, 2012 5:15 PM
8	AUTO FUEL WITHOUT ETHANOL would bring me to Stinson weekly (for three airplanes)!	Mar 1, 2012 6:13 AM
9	Conference room and classroom space, pilot briefing room, flight planning room	Feb 29, 2012 5:46 PM

Page 4, Q13. Please provide the following information regarding your fuel purchases at Stinson Municipal Airport.

How often do you purchase fuel?		
1	twice a month	Jul 15, 2012 6:27 PM
2	twice per month	May 15, 2012 11:02 AM
3	3x per week	May 15, 2012 5:54 AM
4	Every time I land here	May 9, 2012 9:52 AM
5	3 times per month	May 9, 2012 5:48 AM
6	weekly	Apr 7, 2012 1:37 PM
7	once or twice a month	Apr 6, 2012 8:06 AM
8	Every couple of weeks.	Mar 30, 2012 1:50 PM
9	once a week	Mar 30, 2012 11:14 AM
10	weekly	Mar 15, 2012 4:57 PM
11	weekly	Mar 10, 2012 5:16 PM
12	Twice a week	Mar 8, 2012 8:08 AM
13	monthly	Mar 7, 2012 3:04 PM
14	weekly	Mar 1, 2012 6:13 AM
15	0	Feb 29, 2012 6:57 PM
16	Only when I have to. Fuel is usually cheaper in HDO	Feb 29, 2012 6:47 PM
17	at least twice per month	Feb 29, 2012 5:47 PM
19	3 times per month	Feb 29, 2012 1:14 PM
Approximate # of gallons per purchase?		
1	20 gallons	Jul 15, 2012 6:27 PM
2	100	May 15, 2012 11:02 AM
3	40	May 15, 2012 5:54 AM
4	300	May 9, 2012 9:52 AM
5	30	May 9, 2012 5:48 AM
6	30	Apr 7, 2012 1:37 PM
7	30	Apr 6, 2012 8:06 AM

Page 4, Q13. Please provide the following information regarding your fuel purchases at Stinson Municipal Airport.

8	25	Mar 30, 2012 1:50 PM
9	25	Mar 30, 2012 11:14 AM
10	40	Mar 15, 2012 4:57 PM
11	30	Mar 10, 2012 5:16 PM
12	15-20	Mar 8, 2012 8:08 AM
13	60	Mar 7, 2012 3:04 PM
14	70-90	Mar 1, 2012 6:13 AM
16	10 to 50 gals. depending on which airplane I bring there.	Feb 29, 2012 6:47 PM
17	30	Feb 29, 2012 5:47 PM
19	25	Feb 29, 2012 1:14 PM
What type of fuel do you purchase (Jet A, 100LL)?		
1	100ll	Jul 15, 2012 6:27 PM
2	100LL	May 15, 2012 11:02 AM
3	100ll	May 15, 2012 5:54 AM
4	Jet	May 9, 2012 9:52 AM
5	100LL	May 9, 2012 5:48 AM
6	100LL	Apr 7, 2012 1:37 PM
7	100LL	Apr 6, 2012 8:06 AM
8	100LL	Mar 30, 2012 1:50 PM
9	100LL	Mar 30, 2012 11:14 AM
10	100LL	Mar 15, 2012 4:57 PM
11	100LL	Mar 10, 2012 5:16 PM
12	100LL	Mar 8, 2012 8:08 AM
13	100LL	Mar 7, 2012 3:04 PM
14	100LL because i can't usually get Auto Fuel w/o Ethanol	Mar 1, 2012 6:13 AM
16	100LL	Feb 29, 2012 6:47 PM
17	100LL	Feb 29, 2012 5:47 PM

Page 4, Q13. Please provide the following information regarding your fuel purchases at Stinson Municipal Airport.

18 100 LL

Feb 29, 2012 1:42 PM

19 100LL

Feb 29, 2012 1:14 PM

Page 4, Q14. What licenses and/or certifications do you have (e.g. FAA Repair Station, Part 141 or 61 Flight School, A&P/IA mechanic, etc.)

1	Pilot SEL Instrument	Jul 15, 2012 6:27 PM
2	Pilot, SMEL	May 15, 2012 11:02 AM
3	PPL	May 14, 2012 1:37 PM
4	ATP	May 9, 2012 9:52 AM
5	SEL, Intrument	May 9, 2012 5:48 AM
6	Private Pilot single engine land, A&P	Apr 7, 2012 1:37 PM
7	Private Pilot SEL and Sea instrument	Apr 6, 2012 8:06 AM
8	Private pilot instrument.	Mar 30, 2012 1:50 PM
9	Private instrument	Mar 30, 2012 11:14 AM
10	Private Pilot	Mar 15, 2012 4:57 PM
11	Private Pilot Instrument	Mar 10, 2012 5:16 PM
12	Private Pilot	Mar 8, 2012 8:08 AM
13	private pilot	Mar 7, 2012 3:04 PM
14	Comml MEL CFI Adv Gnd Instr	Mar 1, 2012 6:13 AM
15	CFII, A&P with IA	Feb 29, 2012 6:57 PM
16	A&P, Private Pilot	Feb 29, 2012 6:47 PM
17	Private pilot, single engine land, Instrument	Feb 29, 2012 5:47 PM
18	Comm CFI Airplane SEL & MEL	Feb 29, 2012 1:42 PM
19	FAA SEL	Feb 29, 2012 1:14 PM

Page 5, Q16. Do you think the facilities at Stinson Municipal Airport will be adequate over the next 20 years? Please indicate yes or no for each facility type, and summarize what may need to be improved or changed (if anything).

Airfield Facilities (i.e. runway length, taxiways, etc.):

1	yes	Jul 15, 2012 6:30 PM
2	yes	May 15, 2012 11:05 AM
3	yes	May 15, 2012 5:57 AM
4	Yes	May 9, 2012 9:54 AM
5	no	May 9, 2012 5:50 AM
6	OK	Apr 7, 2012 1:40 PM
7	yes	Apr 6, 2012 8:14 AM
8	No, need full service FBO in terminal, need restaurant/cafe.	Mar 30, 2012 2:00 PM
9	ok	Mar 30, 2012 11:19 AM
11	No , 14 should be longer	Mar 10, 2012 5:19 PM
12	no	Mar 8, 2012 8:11 AM
13	yes	Mar 7, 2012 3:06 PM
14	adequate for me	Mar 1, 2012 6:18 AM
15	NO	Feb 29, 2012 7:03 PM
16	Yes	Feb 29, 2012 7:03 PM
17	yes	Feb 29, 2012 5:49 PM
18	No. Longer runways are needed	Feb 29, 2012 1:45 PM
20	NO	Feb 29, 2012 7:56 AM

Instrumentation/Navigational Aids:

1	yes	Jul 15, 2012 6:30 PM
2	no	May 15, 2012 11:05 AM
3	no, need ILS	May 15, 2012 5:57 AM
4	No	May 9, 2012 9:54 AM
5	no	May 9, 2012 5:50 AM
6	need ILS approach	Apr 7, 2012 1:40 PM

Page 5, Q16. Do you think the facilities at Stinson Municipal Airport will be adequate over the next 20 years? Please indicate yes or no for each facility type, and summarize what may need to be improved or changed (if anything).

7	no, need ILS	Apr 6, 2012 8:14 AM
8	No, need RNAV/GPS IAP to Rwy. 14 and 9	Mar 30, 2012 2:00 PM
9	need approach to 14	Mar 30, 2012 11:19 AM
10	Need Precision Instrument Approach	Mar 15, 2012 4:59 PM
11	ILS on 14	Mar 10, 2012 5:19 PM
12	no	Mar 8, 2012 8:11 AM
13	yes	Mar 7, 2012 3:06 PM
14	adequate for me	Mar 1, 2012 6:18 AM
15	NOT near capable	Feb 29, 2012 7:03 PM
16	Yes	Feb 29, 2012 7:03 PM
17	yes	Feb 29, 2012 5:49 PM
18	ILS or equivalent approach needed	Feb 29, 2012 1:45 PM
20	YES	Feb 29, 2012 7:56 AM
Hangar Areas/Tie-Down Apron		
1	yes	Jul 15, 2012 6:30 PM
2	no	May 15, 2012 11:05 AM
3	no	May 15, 2012 5:57 AM
4	No	May 9, 2012 9:54 AM
5	no	May 9, 2012 5:50 AM
6	will need more	Apr 7, 2012 1:40 PM
7	no, need more T-hangar space	Apr 6, 2012 8:14 AM
8	No, need more T-hangers	Mar 30, 2012 2:00 PM
9	ok	Mar 30, 2012 11:19 AM
10	Need more hangars, or lease space to build hangars	Mar 15, 2012 4:59 PM
12	no	Mar 8, 2012 8:11 AM
13	no - more hangars are needed	Mar 7, 2012 3:06 PM

Page 5, Q16. Do you think the facilities at Stinson Municipal Airport will be adequate over the next 20 years? Please indicate yes or no for each facility type, and summarize what may need to be improved or changed (if anything).

14	adequate for me	Mar 1, 2012 6:18 AM
15	Could be expanded NOW	Feb 29, 2012 7:03 PM
16	No. Airport use will increase SSF will need more	Feb 29, 2012 7:03 PM
17	no, more tie downs and hanger areas are needed	Feb 29, 2012 5:49 PM
18	More hanger space will be needed	Feb 29, 2012 1:45 PM
19	more REASONABLE hangar space	Feb 29, 2012 1:16 PM
20	YES	Feb 29, 2012 7:56 AM
Air Traffic Control Tower Operating Hours		
1	yes	Jul 15, 2012 6:30 PM
2	yes	May 15, 2012 11:05 AM
3	yes	May 15, 2012 5:57 AM
4	Yes	May 9, 2012 9:54 AM
5	no	May 9, 2012 5:50 AM
6	OK	Apr 7, 2012 1:40 PM
7	yes	Apr 6, 2012 8:14 AM
8	OK	Mar 30, 2012 2:00 PM
9	ok	Mar 30, 2012 11:19 AM
11	will need to grow with usage.	Mar 10, 2012 5:19 PM
12	no	Mar 8, 2012 8:11 AM
13	yes	Mar 7, 2012 3:06 PM
14	more than adequate: i don't need a tower	Mar 1, 2012 6:18 AM
15	good	Feb 29, 2012 7:03 PM
16	No. When use increases the tower may need to go 24hrs	Feb 29, 2012 7:03 PM
17	yes	Feb 29, 2012 5:49 PM
20	NO	Feb 29, 2012 7:56 AM
Vehicular Parking Areas		

Page 5, Q16. Do you think the facilities at Stinson Municipal Airport will be adequate over the next 20 years? Please indicate yes or no for each facility type, and summarize what may need to be improved or changed (if anything).

1	yes	Jul 15, 2012 6:30 PM
2	no	May 15, 2012 11:05 AM
3	no	May 15, 2012 5:57 AM
4	Yes	May 9, 2012 9:54 AM
5	no	May 9, 2012 5:50 AM
6	will need more	Apr 7, 2012 1:40 PM
7	no, need secure vehicle parking area	Apr 6, 2012 8:14 AM
8	No, need tp pave parking lot across from terminal.	Mar 30, 2012 2:00 PM
9	need a few spaces around the SE hangars	Mar 30, 2012 11:19 AM
11	really needs expansion	Mar 10, 2012 5:19 PM
12	no	Mar 8, 2012 8:11 AM
13	yes	Mar 7, 2012 3:06 PM
14	Could be improved over the current gravel one at terminal.	Mar 1, 2012 6:18 AM
15	Could be upgraded!	Feb 29, 2012 7:03 PM
16	More paved parking would be nice	Feb 29, 2012 7:03 PM
17	yes, however, paved parking would be nice	Feb 29, 2012 5:49 PM
20	YES	Feb 29, 2012 7:56 AM

Page 5, Q17. Is roadway access to and from the airport adequate? If not, please explain improvements you would recommend.

1	Need better signage from Military Highway, and 410 South	Jul 15, 2012 6:30 PM
2	yes	May 15, 2012 11:05 AM
3	yes	May 15, 2012 5:57 AM
4	The roads are good but just not nice driving my the cemetary when taking friends up for their frist flights. Roosevelt looks like a rough area. Again, not a friendly area to drive thru when taking your friends for a flight.	May 14, 2012 1:41 PM
5	better access from the south end of Roosevelt	May 9, 2012 5:50 AM
6	OK for now	Apr 7, 2012 1:40 PM
7	OK as is.	Mar 30, 2012 2:00 PM
8	ok	Mar 30, 2012 11:19 AM
9	Yes	Mar 15, 2012 4:59 PM
10	fair	Mar 10, 2012 5:19 PM
11	yes	Mar 8, 2012 8:11 AM
12	adequate but only marginally so.	Mar 1, 2012 6:18 AM
13	Yes	Feb 29, 2012 7:03 PM
14	yes	Feb 29, 2012 5:49 PM
15	yes	Feb 29, 2012 1:16 PM
16	Yes,highway is right by	Feb 29, 2012 7:56 AM

Page 5, Q18. In your opinion, what are the three biggest issues facing the airport?

1	City needs to support FBO's more.	Jul 15, 2012 6:30 PM
2	not enough hangar space, poor approaches, not enough maintenance capability poor approaches	May 15, 2012 11:05 AM
3	More marketing to include Stinson/San Antonio as a destination Cater to General Aviation to bring in more traffic Need for additional hangers	May 15, 2012 5:57 AM
4	More advertising of the activities and that Stinson exists are huge barriers. Get the airport noticed.	May 14, 2012 1:41 PM
5	The passenger facilities are antiquated and not laid out in a user friendly manner. The FBO is doing a great job with what they have! But for our operations (corporate flight department) this is a pitiful excuse for an airport.	May 9, 2012 9:54 AM
6	ILS or precision approach	Apr 7, 2012 1:40 PM
7	Lack of FBO competition, Lack of hangar space, high price of hangar space, oppressive regulatory environment	Apr 6, 2012 8:14 AM
8	1. FBO in terminal. 2. Restaurant/cafe. 3. Apparent lack of a good plan to encourage increased utilization by corporate aircraft.	Mar 30, 2012 2:00 PM
9	potential closure. amenities for transients--nice, well-maintained. more reasonably priced hangar space	Mar 30, 2012 11:19 AM
10	Lack of enough instrument approaches Lack of hangar Space	Mar 15, 2012 4:59 PM
11	Quick growth as SAT grows ; more usage	Mar 10, 2012 5:19 PM
12	Staying up with the anticipated growth to the south.	Mar 8, 2012 8:11 AM
13	low volume of air traffic hangar availability customs services	Mar 7, 2012 3:06 PM
14	Lack of support and to the "little guy," i.e., Ethanol - Free Auto Fuel.	Mar 1, 2012 6:18 AM
15	The FBO facilities are lacking in transient assistance and now the lack of a cafe. I would come over with students and stop and have lunch. I guess this is not going to happen at this time!	Feb 29, 2012 7:03 PM
16	1. Cafe that's open on Sundays and dinner hours during the week. 2. Paved parking. 3. I'm afraid TSA will take away the freedom to come to Stinson just to visit the airplanes.	Feb 29, 2012 7:03 PM
17	#1 - Food - restaurant #2 - Flight planning room #3 - Hanger space	Feb 29, 2012 5:49 PM
18	Confined by the residential area	Feb 29, 2012 1:45 PM
19	hangar space	Feb 29, 2012 1:16 PM

Page 5, Q19. Do you have other comments, questions, or suggestions? Feel free to provide thoughts on safety concerns or conceptual ideas for the airport.

1	Restaurant a real plus for bringing friends and family.	Jul 15, 2012 6:30 PM
2	San Antonio International has no room for small aircraft. We should work with the city to make San Antonio a destination for all general aviation pilots and families	May 15, 2012 5:57 AM
3	The ban on driving on the ramp is ridiculous.	Apr 6, 2012 8:14 AM
4	I have tried to contact the airport manager several times over the few years to inquire about various issues. Always had to leave a message. I have never received a response. It would appear that KSSF is a neglected orphan child airfield compared to reliever facilities in other municipalities. This is unfortunate because KSSF otherwise is a good airport with historical significance and friendly, helpful ATC services.	Mar 30, 2012 2:00 PM
5	There is so much that can be done with the new tower--concentrate all services there--good av office with working computer and phone; good restaurant that is open; aircraft maintenance office; car rental; museum; restrooms with shower facilities; rest area for pilots on long layover; cheaper fuel prices. We should occasionally have air shows open to the public and/or fly-in events to include discovery flights and Young Eagles.	Mar 30, 2012 11:19 AM
6	a Turf Strip?	Mar 1, 2012 6:18 AM
7	Do not know what the long range plans are for Stinson.	Feb 29, 2012 7:03 PM
8	we need a GPS approach on other runways besides 32.	Feb 29, 2012 1:16 PM

APPENDIX C

Texas Historic Commission Memorandum of Understanding



TEXAS
HISTORICAL
COMMISSION

The State Agency for Historic Preservation

RICK PERRY, GOVERNOR
JOHN L. NAU, III, CHAIRMAN
F. LAWRENCE OAKS, EXECUTIVE DIRECTOR

April 5, 2004

Eric Schroeder
Paul Price & Associates, Inc.
3006 Bee Caves Road, Suite D-230
Austin, TX 78746-5541

Re: Project review under the Antiquities Code of Texas, Antiquities Permit #2851, Stinson Field Investigations, Draft Report (City of San Antonio)

Dear Mr. Schroeder:

Thank you for your correspondence concerning the above referenced project. This letter presents the comments of the Executive Director of the Texas Historical Commission (THC), the state agency responsible for administering the Antiquities Code of Texas. We have completed our review of the Draft Report for Antiquities Permit # 2851, and the report is acceptable. Additionally, we generally concur with your conclusions and recommendations.

The THC will not at this time, designate large portions of the Stinson Field property as a State Archeological Landmark (as proposed as part of "Optional Approach") due to the sporadic nature of the occurrence of graves across the property, but we do propose the following protocols for the future management of Stinson Field.

- 1) Construction activities associated with Areas 3 and 4 do not need to be coordinated with the THC, but the City Preservation Office should be notified of such proposed activities and if a graves are encountered the City Preservation Office must notify the THC.
- 2) If graves are discovered in Areas 3 or 4 and they cannot be avoided, a professional archeologist will have to be hired by the City to exhume the remains under an Antiquities Permit.
- 3) Any proposed construction activities associated with Areas 1 and 2 need to be reviewed by the THC and most-likely all activities proposed for Area 1 will require permit level archeological investigations in association with the proposed development localities.

Please have the City contact us to confirm their understanding and acceptance of the protocols discussed above. We will await receipt of the twenty final copies of the report, a completed copy of the THC Abstract in Texas Archeology Form, and a signed copy of the THC Curation Form.

Thank you for your cooperation in this state review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions please contact Mark H. Denton, of our staff at (512) 463-5711.

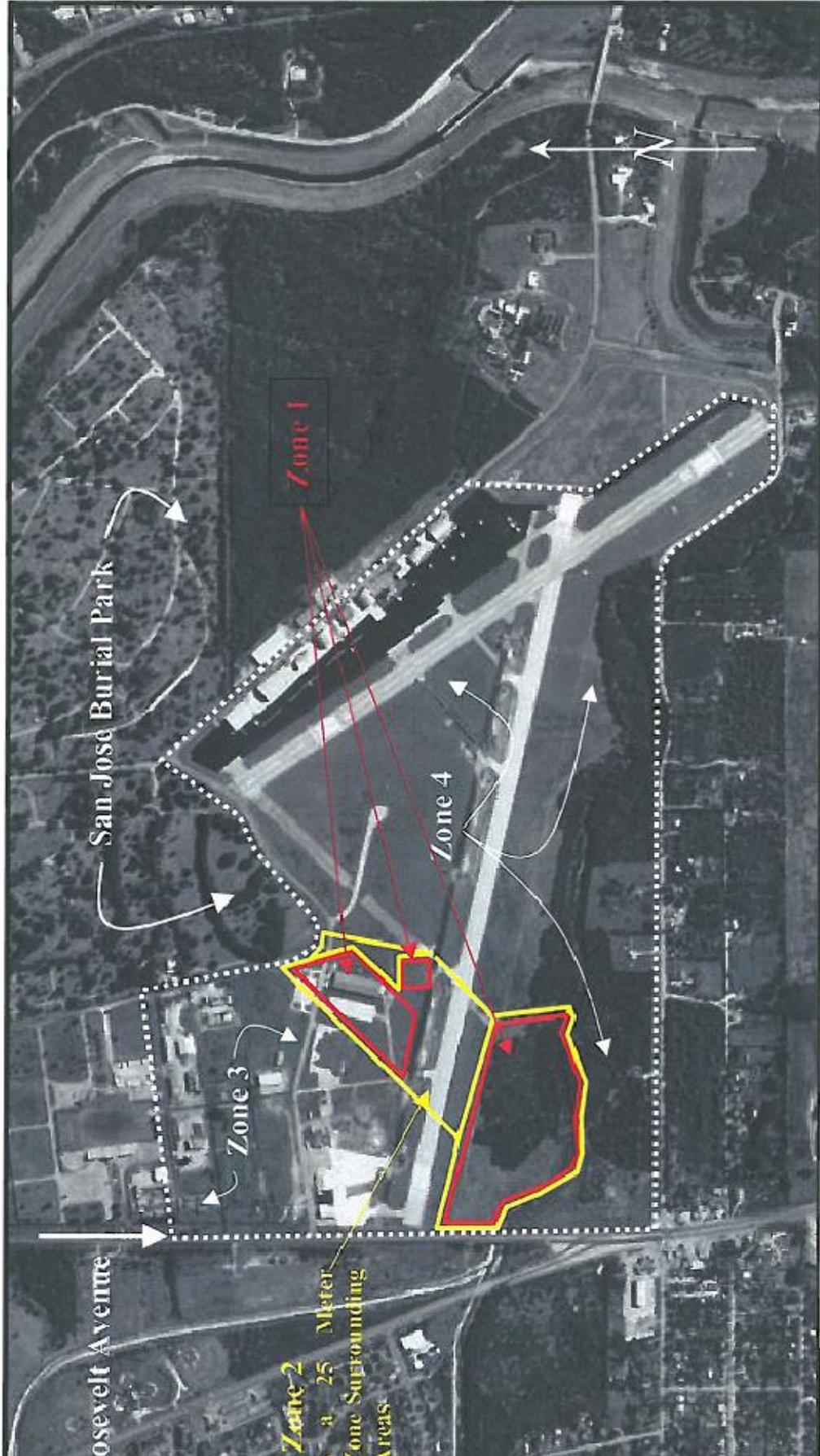
Page 2
Eric Schroeder
April 5, 2004

Sincerely yours,

A handwritten signature in black ink, appearing to read "F. Lawrence Oaks", written in a cursive style.

for
F. Lawrence Oaks
Executive Director

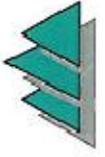
cc: Kay Hinder (City Preservation Office)



Zone 2
 a 25 Meter
 Zone Surrounding
 Areas

Figure 10M
Archeologically Sensitive Zones

Alianza, LLC
 P.O. Box 267 Sabinas, TX 78881
 830-988-2192



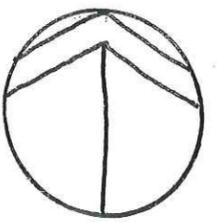
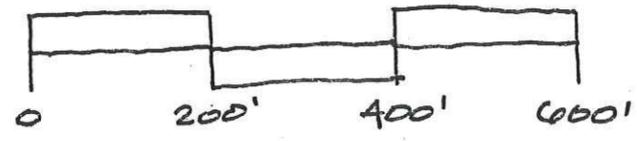
APPENDIX D

Non-Aeronautical Development Conceptual Site Sketches

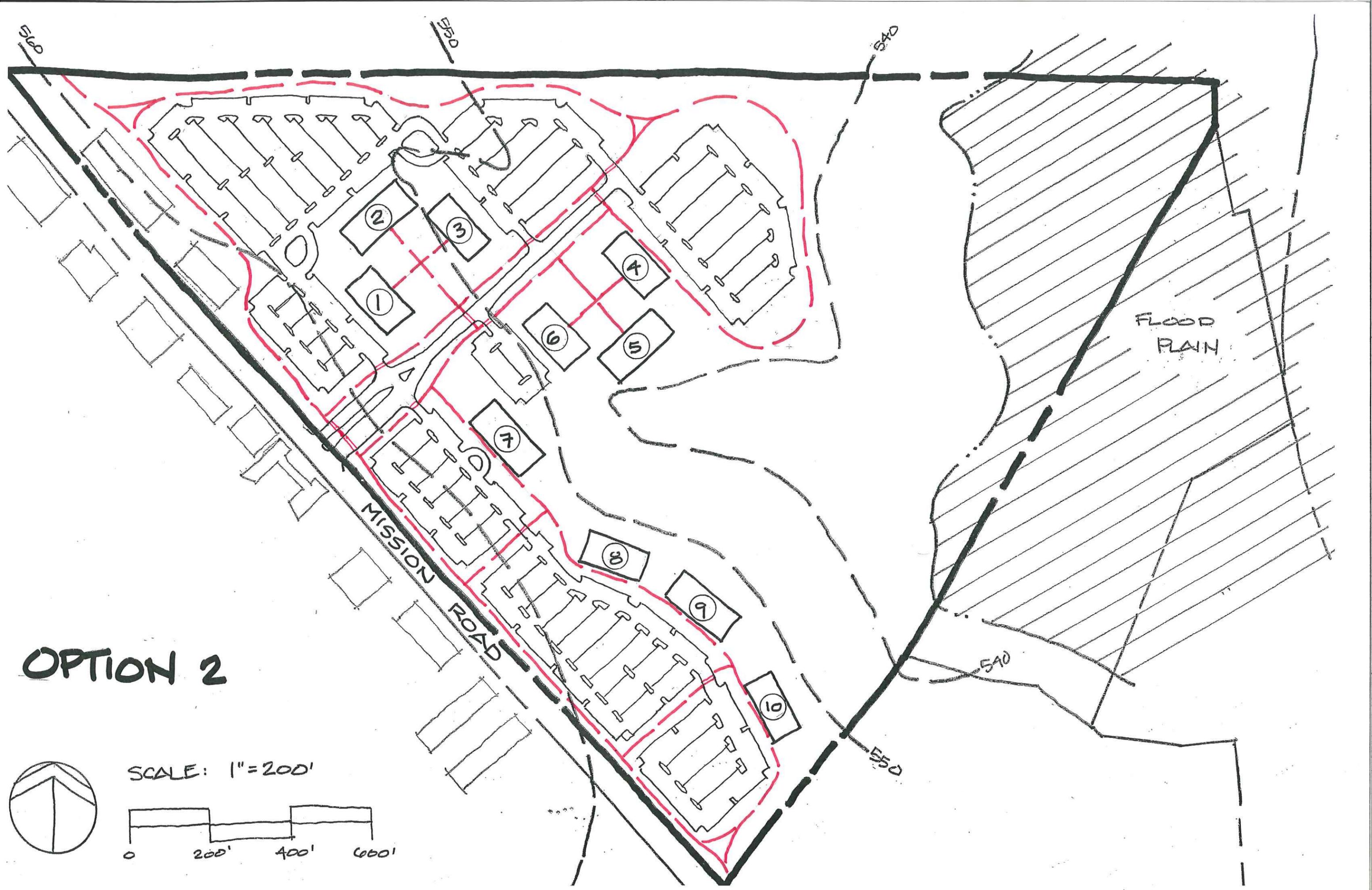
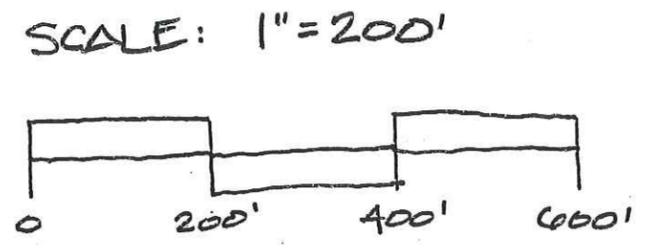


OPTION 1

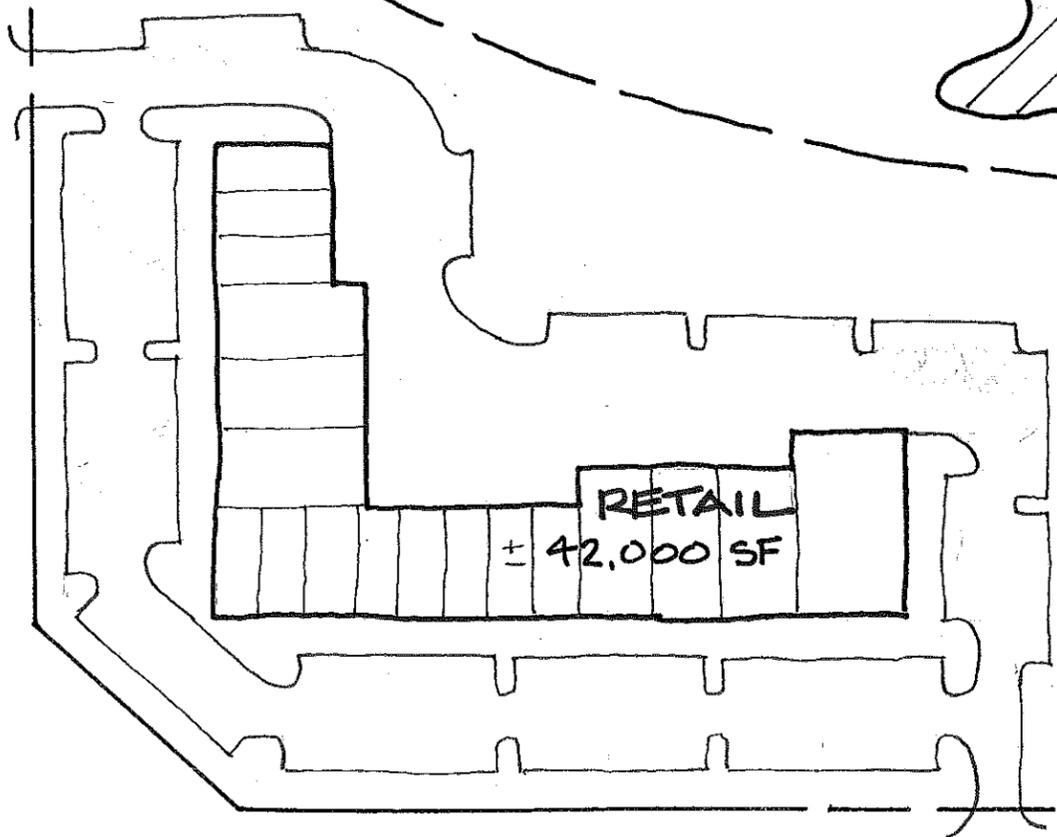
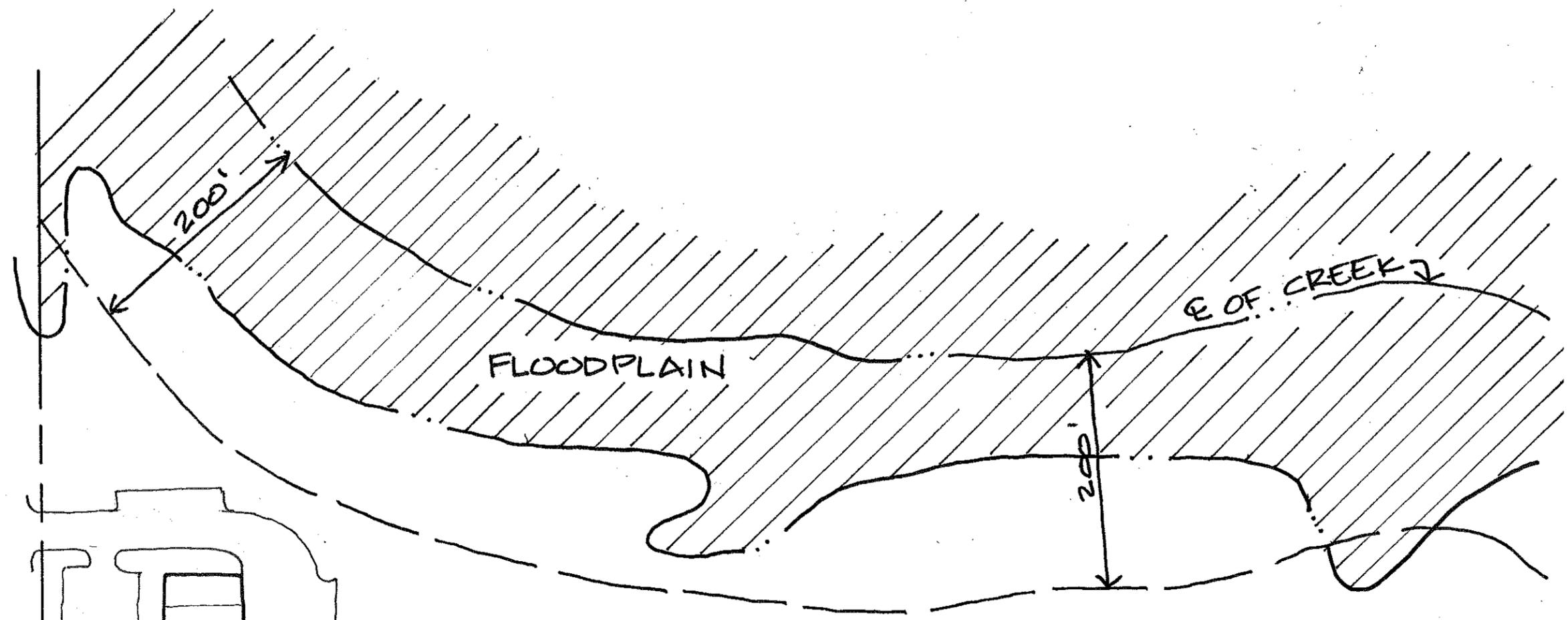
SCALE: 1" = 200'



OPTION 2

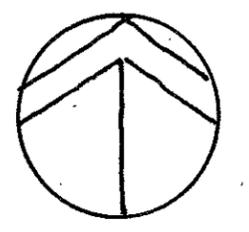
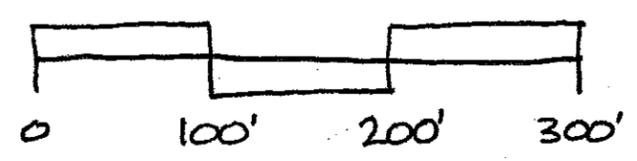


ROOSEVELT AVE.



E. ASHLEY RD.

SCALE: 1" = 100'



APPENDIX E

Cost Estimates

Stinson Municipal Airport Master Plan

Airport Development Plan Projects Cost Estimates

1	Upgrade Taxiway Delta to B-II Standards
----------	--

Number	Project Descriptions/Item	Unit	Quantity	Unit Price	Total	Comments
1	Mobilization	LS	1	11%	\$425,333.70	2012 CoSA Unit Price
2	ROW Preparation	LS	1	4%	\$154,666.80	2012 CoSA Unit Price
3	Bonds & Insurance	LS	1	3%	\$116,000.10	2012 CoSA Unit Price
4	Demo existing pavement	SY	16900	\$12.00	\$202,800.00	2012 CoSA Unit Price
5	Excavation	CY	14105	\$14.00	\$197,470.00	2012 CoSA Unit Price
6	New Airfield Pavement (40'x4700')	SY	21000	\$100.00	\$2,100,000.00	Note: Pavement = 7" concrete 6" Flexible Base 12" Lime Treated Subgrade = \$12.00 MJC Contractor
7	Drainage	LF	3720	\$150.00	\$558,000.00	24" CMP w/End Treatment Grading
8	Electrical	LF	4700	\$165.00	\$775,500.00	
9	Signage & Striping	LF	4700	\$7.00	\$32,900.00	
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
Subtotal Project 1					\$4,562,670.60	
Administration & Engineering Fees		LS	1	25%	\$1,140,667.65	
Total Project 1					\$5,703,338.25	

Tenant/Third Party Cost	0%	\$ -
Airport/CIP Cost	100%	\$ 5,703,338.25

Stinson Municipal Airport Master Plan

Airport Development Plan Projects Cost Estimates

2 New 14-32 Parallel Taxiway

Number	Project Descriptions/Item	Unit	Quantity	Unit Price	Total	Comments
1	Mobilization	LS	1	11%	\$90,816.00	2012 CoSA Unit Price
2	ROW Preparation	LS	1	4%	\$33,024.00	2012 CoSA Unit Price
3	Bonds & Insurance	LS	1	3%	\$24,768.00	2012 CoSA Unit Price
4	Excavation	CY	2800	\$14.00	\$39,200.00	2012 CoSA Unit Price
5	New Airfield Pavement (40'x1220')	SY	5500	\$100.00	\$550,000.00	Note: Pavement = 7" concrete 6" Flexible Base 12" Lime Treated Subgrade = \$12.00
6	Drainage	LF	200	\$150.00	\$30,000.00	24" CMP w/End Treatment Grading
7	Electrical	LF	1200	\$165.00	\$198,000.00	
8	Striping & Signage	LF	1200	\$7.00	\$8,400.00	
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
	Subtotal Project 2				\$974,208.00	
	Administration & Engineering Fees	LS	1	25%	\$243,552.00	
	Total Project 2				\$1,217,760.00	

Tenant/Third Party Cost	0%	\$ -
Airport/CIP Cost	100%	\$ 1,217,760.00

Stinson Municipal Airport Master Plan

Airport Development Plan Projects Cost Estimates

3 Taxilane D2 Extension - Phase I

Number	Project Descriptions/Item	Unit	Quantity	Unit Price	Total	Comments
1	Mobilization	LS	1	11%	\$80,894.00	2012 CoSA Unit Price
2	ROW Preparation	LS	1	4%	\$29,416.00	2012 CoSA Unit Price
3	Bonds & Insurance	LS	1	3%	\$22,062.00	2012 CoSA Unit Price
4	Excavation	CY	3200	\$14.00	\$44,800.00	2012 CoSA Unit Price
5	Taxiway Pavement (600'x40')	SY	4800	\$100.00	\$480,000.00	Note: Pavement = 7" concrete 6" Flexible Base 12" Lime Treated Subgrade = \$12.00
6	Drainage	LF	200	\$150.00	\$30,000.00	24" CMP w/End Treatment Grading
7	Electrical	LF	1050	\$165.00	\$173,250.00	
8	Striping & Signage	LF	1050	\$7.00	\$7,350.00	
9					\$0.00	
10					\$0.00	
11					\$0.00	
12					\$0.00	
13					\$0.00	
14					\$0.00	
15					\$0.00	
16					\$0.00	
17					\$0.00	
18					\$0.00	
19					\$0.00	
20					\$0.00	
Subtotal Project 3					\$867,772.00	
Administration & Engineering Fees		LS	1	25%	\$216,943.00	
Total Project 3					\$1,084,715.00	

Tenant/Third Party Cost	0%	\$ -
Airport/CIP Cost	100%	\$ 1,084,715.00

Stinson Municipal Airport Master Plan

Airport Development Plan Projects Cost Estimates

4 Alpha Tango Facility and Ramp

Number	Project Descriptions/Item	Unit	Quantity	Unit Price	Total	Comments
1	Mobilization	LS	1	11%	\$165,903.10	2012 CoSA Unit Price
2	ROW Preparation	LS	1	4%	\$60,328.40	2012 CoSA Unit Price
3	Bonds & Insurance	LS	1	3%	\$45,246.30	2012 CoSA Unit Price
4	Demo existing pavement	SY	740	\$12.00	\$8,880.00	2012 CoSA Unit Price
80'X80' Hangar Building						
1	Preengineered Building (80'x80')	SF	6400	\$55.00	\$352,000.00	
2	Water	LF	100	\$45.00	\$4,500.00	
3	Sewer	LF	150	\$60.00	\$9,000.00	
4	Telecom	LF	150	\$35.00	\$5,250.00	
5	Electrical	LF	150	\$35.00	\$5,250.00	
6	Fire Line with concrete vault & double check valve	LS	100	\$70.00	\$7,000.00	
7	Site grading	SY	650	\$2.00	\$1,300.00	
Ramp						
1	Demo existing pavement	SY	290	\$12.00	\$3,480.00	2012 CoSA Unit Price
2	Excavation	CY	7000	\$14.00	\$98,000.00	2012 CoSA Unit Price
3	Apron pavement (75,285 sqft + 13432 sqft)	SY	9860	\$100.00	\$986,000.00	Note: Pavement = 7" concrete 6" Flexible Base 12" Lime Treated Subgrade = \$12.00
Vehicular Parking (50'X65')						
1	Excavation	CY	200	\$14.00	\$2,800.00	2012 CoSA Unit Price
2	Flexible base (11" compacted)	SY	550	\$17.00	\$9,350.00	
3	Type "D" asphalt (2")	SY	500	\$14.00	\$7,000.00	
4	6" Lime Treated Subgrade	SY	600	\$6.00	\$3,600.00	
5	Sidewalk (6')	SY	40	\$64.00	\$2,560.00	
6	Striping & Signage	LF	320	\$7.00	\$2,240.00	
Subtotal Project 4					\$1,779,687.80	
Administration & Engineering Fees		LS	1	25%	\$444,921.95	
Total Project 4					\$2,224,609.75	

Tenant/Third Party Cost	27%	\$ 607,478.75
Airport/CIP Cost	73%	\$ 1,617,131.00

Stinson Municipal Airport Master Plan

Airport Development Plan Projects Cost Estimates

5 West Area T-Hangars - Phase I

Number	Project Descriptions/Item	Unit	Quantity	Unit Price	Total	Comments
(2) 12 Unit Structures (nested Tee)						
1	Mobilization	LS	1	11%	\$305,406.20	2012 CoSA Unit Price
2	ROW Preparation	LS	1	4%	\$111,056.80	2012 CoSA Unit Price
3	Bonds & Insurance	LS	1	3%	\$83,292.60	2012 CoSA Unit Price
4	2 - Preengineered Building (277'x54')	SF	29916	\$55.00	\$1,645,380.00	
5	2 -Water (55'X2)	LF	110	\$45.00	\$4,950.00	
6	2- Sewer (65'X2)	LF	130	\$60.00	\$7,800.00	
7	2- Telecom (65'X2)	LF	130	\$35.00	\$4,550.00	
8	2 - Electrical (65'X2)	LF	130	\$35.00	\$4,550.00	
9	Fire Line with concrete vault & double check valve	LS	110	\$70.00	\$7,700.00	
Aircraft Access from Taxiways/Taxilanes						
1	Excavation	CY	5200	\$14.00	\$72,800.00	2012 CoSA Unit Price
2	New Airfield Pavement (71,000 sqft)	SY	8000	\$100.00	\$800,000.00	Note: Pavement = 7" concrete 6" Flexible Base 12" Lime Treated Subgrade = \$12.00
3	Drainage	LF	300	\$150.00	\$45,000.00	24" CMP w/End Treatment Grading
4	Electrical	LF	400	\$165.00	\$66,000.00	
5	Striping & Signage	LF	670	\$7.00	\$4,690.00	
Vehicular Parking (280'X65')						
1	Excavation	CY	1100	\$14.00	\$15,400.00	2012 CoSA Unit Price
2	Flexible base (11" compacted)	SY	2200	\$17.00	\$37,400.00	
3	Type "D" asphalt (2")	SY	2100	\$14.00	\$29,400.00	
4	6" Lime Treated Subgrade	SY	2300	\$6.00	\$13,800.00	
5	Sidewalk (6')	SY	200	\$64.00	\$12,800.00	
6	Striping & Signage	LF	600	\$7.00	\$4,200.00	
Subtotal Project 5					\$3,276,175.60	
Administration & Engineering Fees		LS	1	25%	\$819,043.90	
Total Project 5					\$4,095,219.50	

Tenant/Third Party Cost	70%	\$ 2,859,607.00
Airport/CIP Cost	30%	\$ 1,235,612.50

Stinson Municipal Airport Master Plan

Airport Development Plan Projects Cost Estimates

6	Land Acquisition - NW GA Area
----------	--------------------------------------

Number	Project Descriptions/Item	Unit	Quantity	Unit Price	Total	Comments
1	Estimated Land Acquisition Cost				\$197,623.64	BMB Estimate
2					\$0.00	
3					\$0.00	
4					\$0.00	
5					\$0.00	
6					\$0.00	
7					\$0.00	
8					\$0.00	
9					\$0.00	
10					\$0.00	
11					\$0.00	
12					\$0.00	
13					\$0.00	
14					\$0.00	
15					\$0.00	
16					\$0.00	
17					\$0.00	
18					\$0.00	
19					\$0.00	
20					\$0.00	
Subtotal Project 6					\$197,623.64	
Administration & Engineering Fees		LS	0	0%	\$0.00	
Total Project 6					\$197,623.64	

Tenant/Third Party Cost	0%	\$ -
Airport/CIP Cost	100%	\$ 197,623.64

Stinson Municipal Airport Master Plan
 Airport Development Plan Projects Cost Estimates

7 FBO Facility

Number	Project Descriptions/Item	Unit	Quantity	Unit Price	Total	Comments	
1	Mobilization	LS	1	11%	\$706,917.20	2012 CoSA Unit Price	
2	ROW Preparation	LS	1	4%	\$257,060.80	2012 CoSA Unit Price	
3	Bonds & Insurance	LS	1	3%	\$192,795.60	2012 CoSA Unit Price	
4	Demo Existing Pavement	SY	9450	\$12.00	\$113,400.00	2012 CoSA Unit Price	
Hangar/Passenger Facility							
1	Hangar Facility (pre-engineered metal building - 2	SF	27600	\$55.00	\$1,518,000.00		
2	Water	LF	235	\$45.00	\$10,575.00		
3	Sewer	LF	250	\$60.00	\$15,000.00		
4	Telecom	LF	235	\$35.00	\$8,225.00		
5	Electrical	LF	235	\$35.00	\$8,225.00		
6	Fire Line with concrete vault & double check valv	LF	235	\$70.00	\$16,450.00		
7	Site grading	SY	1650	\$2.00	\$3,300.00		
8	Passenger Facility (pre-engineered metal building	SF	18000	\$60.00	\$1,080,000.00		
9	Water	LF	235	\$45.00	\$10,575.00		
10	Sewer	LF	250	\$60.00	\$15,000.00		
11	Telecom	LF	235	\$35.00	\$8,225.00		
12	Electrical	LF	235	\$35.00	\$8,225.00		
13	Fire Line with concrete vault & double check valv	LF	235	\$70.00	\$16,450.00		
14	Site grading	SY	1650	\$2.00	\$3,300.00		
Ramp							
1	Excavation	CY	24340	\$14.00	\$340,760.00	2012 CoSA Unit Price	
2	Apron pavement (630'x350')	SY	24500	\$100.00	\$2,450,000.00	Note: Pavement = 7" concrete 6" Flexible Base 12" Lime Treated Subgrade = \$12.00	
Access Road (to Parking Lot) (125')							
1	Excavation	CY	400	\$14.00	\$5,600.00	2012 CoSA Unit Price	
2	Flexible base (11" compacted)	SY	450	\$17.00	\$7,650.00		
3	Type "D" asphalt (2")	SY	420	\$14.00	\$5,880.00		
5	6" Lime Treated Subgrade	SY	500	\$6.00	\$3,000.00		
6	Electric Security Gates (12')	EA	2	\$10,000.00	\$20,000.00		
7	Drainage	LF	100	\$100.00	\$10,000.00	24" CMP w/End Treatment Grading	
Vehicular Parking (130' x 380')							
1	Excavation	CY	3000	\$14.00	\$42,000.00	2012 CoSA Unit Price	
2	Flexible base (11" compacted)	SY	5600	\$17.00	\$95,200.00		
3	Type "D" asphalt (2")	SY	5500	\$14.00	\$77,000.00		
5	6" Lime Treated Subgrade	SY	5800	\$6.00	\$34,800.00		
6	Sidewalk (6')	SY	260	\$64.00	\$16,640.00		
7	Striping & Signage	LF	2260	\$7.00	\$15,820.00		
Taxiway Access							
1	Excavation	CY	2000	\$14.00	\$28,000.00		
2	New Airfield Pavement (40'x635')	SY	3000	\$100.00	\$300,000.00	Note: Pavement = 7" concrete 6" Flexible Base 12" Lime Treated Subgrade = \$12.00	
3	Drainage	LF	200	\$150.00	\$30,000.00	24" CMP w/End Treatment Grading	
4	Electrical	LF	635	\$165.00	\$104,775.00		
5	Striping & Signage	LF	635	\$7.00	\$4,445.00		
Subtotal Project 7					\$7,583,293.60		
Administration & Engineering Fees				LS	1	25%	\$1,895,823.40
Total Project 7					\$9,479,117.00		

Tenant/Third Party Cost	47%	\$ 4,429,439.75
Airport/CIP Cost	53%	\$ 5,049,677.25

Stinson Municipal Airport Master Plan

Airport Development Plan Projects Cost Estimates

8 West Area T-Hangars - Phase II

Number	Project Descriptions/Item	Unit	Quantity	Unit Price	Total	Comments
6 unit Structures (ADG-II Aircraft)						
1	Mobilization	LS	1	11%	\$263,506.10	2012 CoSA Unit Price
2	ROW Preparation	LS	1	4%	\$95,820.40	2012 CoSA Unit Price
3	Bonds & Insurance	LS	1	3%	\$71,865.30	2012 CoSA Unit Price
4	2 - Pre-engineered Building (277'x54')	SF	29916	\$55.00	\$1,645,380.00	
5	Demo Building	SF	12580	\$6.00	\$75,480.00	
6	Demo existing pavement	SY	1010	\$12.00	\$12,120.00	
7	Water (150'X2)	LF	300	\$45.00	\$13,500.00	
8	Sewer (120X2')	LF	240	\$60.00	\$14,400.00	
9	Telecom (235'X2)	LF	470	\$35.00	\$16,450.00	
10	Electrical (235'X2)	LS	470	\$35.00	\$16,450.00	
11	Fire Line with concrete vault & double check valve	LS	300	\$70.00	\$21,000.00	
12	Site grading	SY	875	\$2.00	\$1,750.00	
13	New Airfield Pavement (120'x280')	SY	4300	\$100.00	\$430,000.00	Note: Pavement = 7" concrete 6" Flexible Base 12" Lime Treated Subgrade = \$12.00
14	Excavation	CY	2200	\$14.00	\$30,800.00	2012 CoSA Unit Price
15	Striping & Signage	LF	120	\$7.00	\$840.00	
16	Electrical	LF	120	\$165.00	\$19,800.00	
17	Drainage	LF	100	\$150.00	\$15,000.00	24" CMP w/End Treatment Grading
Vehicular Parking (150'x65')						
1	Excavation	CY	810	\$14.00	\$11,340.00	2012 CoSA Unit Price
2	Flexible base (11" compacted)	SY	1200	\$17.00	\$20,400.00	
3	Type "D" asphalt (2")	SY	1100	\$14.00	\$15,400.00	
4	6" Lime Treated Subgrade	SY	1300	\$18.00	\$23,400.00	
5	Sidewalk (6')	SY	100	\$64.00	\$6,400.00	
6	Striping & Signage	LF	800	\$7.00	\$5,600.00	
Subtotal Project 8					\$2,826,701.80	
Administration & Engineering Fees		LS	1	25%	\$706,675.45	
Total Project 8					\$3,533,377.25	

Tenant/Third Party Cost	79%	\$ 2,801,128.25
Airport/CIP Cost	21%	\$ 732,249.00

Stinson Municipal Airport Master Plan

Airport Development Plan Projects Cost Estimates

9 West Ramp Area - Phase I

Number	Project Descriptions/Item	Unit	Quantity	Unit Price	Total	Comments
1	Mobilization	LS	1	11%	\$223,612.40	2012 CoSA Unit Price
2	ROW Preparation	LS	1	4%	\$81,313.60	2012 CoSA Unit Price
3	Bonds & Insurance	LS	1	3%	\$60,985.20	2012 CoSA Unit Price
4	Demo existing pavement	SY	2570	\$12.00	\$30,840.00	2012 CoSA Unit Price
5	Excavation	CY	12000	\$14.00	\$168,000.00	2012 CoSA Unit Price
6	Apron pavement (550'x300')	SY	18340	\$100.00	\$1,834,000.00	Note: Pavement = 7" concrete 6" Flexible Base 12" Lime Treated Subgrade = \$12.00
7	Drainage	LF	800	\$150.00	\$120,000.00	
8					\$0.00	
9					\$0.00	
10					\$0.00	
11					\$0.00	
12					\$0.00	
13					\$0.00	
14					\$0.00	
15					\$0.00	
16					\$0.00	
17					\$0.00	
18					\$0.00	
19					\$0.00	
20					\$0.00	
Subtotal Project 9					\$2,518,751.20	
Administration & Engineering Fees		LS	1	25%	\$629,687.80	
Total Project 9					\$3,148,439.00	

Tenant/Third Party Cost	0%	\$ -
Airport/CIP Cost	100%	\$ 3,148,439.00

Stinson Municipal Airport Master Plan

Airport Development Plan Projects Cost Estimates

10 Corporate Hangar Area 1

Number	Project Descriptions/Item	Unit	Quantity	Unit Price	Total	Comments
1	Mobilization	LS	1	11%	\$105,124.80	2012 CoSA Unit Price
2	ROW Preparation	LS	1	4%	\$37,843.20	2012 CoSA Unit Price
3	Bonds & Insurance	LS	1	3%	\$28,670.40	2012 CoSA Unit Price
4	2 - Demo Building	SF	1600	\$6.00	\$9,600.00	
5	Demo existing pavement	SY	5000	\$12.00	\$60,000.00	2012 CoSA Unit Price
6	Preengineered Building (120'x120')	SF	14400	\$55.00	\$792,000.00	
7	Water	LF	40	\$45.00	\$1,800.00	
8	Sewer	LF	120	\$60.00	\$7,200.00	
9	Telecom	LF	25	\$35.00	\$875.00	
10	Electrical	LF	25	\$35.00	\$875.00	
11	Fire Line with concrete vault & double check valve	LF	40	\$70.00	\$2,800.00	
12	Site grading	SY	100	\$2.00	\$200.00	
Vehicular Parking (120'x65')						
1	Excavation	CY	570	\$14.00	\$7,980.00	2012 CoSA Unit Price
2	Flexible base (11" compacted)	SY	1100	\$17.00	\$18,700.00	
3	Type "D" asphalt (2")	SY	1000	\$14.00	\$14,000.00	
4	6" Lime Treated Subgrade	SY	1200	\$6.00	\$7,200.00	
5	Drainage	LF	40	\$100.00	\$4,000.00	24" CMP w/End Treatment Grading
6	Sidewalk (6')	SY	85	\$64.00	\$5,440.00	
7	Striping & Signage	LF	430	\$7.00	\$3,010.00	
8	Electric Security Gates	EA	2	\$10,000.00	\$20,000.00	
Subtotal Project 10					\$1,127,318.40	
Administration & Engineering Fees		LS	1	25%	\$281,829.60	
Total Project 10					\$1,409,148.00	

Tenant/Third Party Cost	100%	\$ 1,409,148.00
Airport/CIP Cost	0%	\$ -

Stinson Municipal Airport Master Plan

Airport Development Plan Projects Cost Estimates

11 Corporate Hangar Area 2

Number	Project Descriptions/Item	Unit	Quantity	Unit Price	Total	Comments
1	Mobilization	LS	1	11%	\$231,268.40	2012 CoSA Unit Price
2	ROW Preparation	LS	1	4%	\$84,097.60	2012 CoSA Unit Price
3	Bonds & Insurance	LS	1	3%	\$63,073.20	2012 CoSA Unit Price
4	4- Demo Building	SF	6030	\$6.00	\$36,180.00	
5	Preengineered Building (150'x200')	SF	30000	\$60.00	\$1,800,000.00	
6	Water	LF	180	\$45.00	\$8,100.00	
7	Sewer	LF	170	\$60.00	\$10,200.00	
8	Telecom	LF	130	\$35.00	\$4,550.00	
9	Electrical	LF	130	\$35.00	\$4,550.00	
10	Fire Line with concrete vault & double check valve	LF	180	\$70.00	\$12,600.00	
11	Site grading	SY	200	\$2.00	\$400.00	
Vehicular Parking (200'x65')						
1	Excavation	CY	850	\$14.00	\$11,900.00	2012 CoSA Unit Price
2	Flexible base (11" compacted)	SY	1800	\$17.00	\$30,600.00	
3	Type "D" asphalt (2")	SY	1700	\$14.00	\$23,800.00	
4	6" Lime Treated Subgrade	SY	1900	\$6.00	\$11,400.00	
5	Sidewalk (6')	SY	140	\$64.00	\$8,960.00	
6	Striping & Signage	LF	800	\$7.00	\$5,600.00	
Access from Parkway (450'x30')						
1	Excavation	CY	800	\$14.00	\$11,200.00	2012 CoSA Unit Price
2	Flexible base (11" compacted)	SY	1600	\$17.00	\$27,200.00	
3	Type "D" asphalt (2")	SY	1500	\$14.00	\$21,000.00	
4	6" Lime Treated Subgrade	SY	1700	\$6.00	\$10,200.00	
5	Drainage	LF	160	\$150.00	\$24,000.00	24" CMP w/End Treatment Grading
6	Electric Security Gates	EA	4	\$10,000.00	\$40,000.00	
Subtotal Project 11					\$2,480,879.20	
Administration & Engineering Fees		LS	1	25%	\$620,219.80	
Total Project 11					\$3,101,099.00	

Tenant/Third Party Cost	100%	\$ 3,101,099.00
Airport/CIP Cost	0%	\$ -

Stinson Municipal Airport Master Plan

Airport Development Plan Projects Cost Estimates

14 Corporate Hangar Area 3

Number	Project Descriptions/Item	Unit	Quantity	Unit Price	Total	Comments
1	Mobilization	LS	1	11%	\$313,865.20	2012 CoSA Unit Price
2	ROW Preparation	LS	1	4%	\$114,132.80	2012 CoSA Unit Price
3	Bonds & Insurance	LS	1	3%	\$85,599.60	2012 CoSA Unit Price
4	11- Demo Building	SF	31500	\$6.00	\$189,000.00	
5	3 - Preengineered Building (120'x120')	SF	43200	\$55.00	\$2,376,000.00	
6	3- Water	LF	120	\$45.00	\$5,400.00	
7	3 - Sewer	LF	360	\$60.00	\$21,600.00	
8	3 - Telecom	LF	75	\$35.00	\$2,625.00	
9	3 - Electrical	LF	75	\$35.00	\$2,625.00	
10	3 - Fire Line with concrete vault & double check va	LF	120	\$70.00	\$8,400.00	
11	Site grading	SY	450	\$2.00	\$900.00	
Vehicular Parking (3)						
1	Excavation (3 x 570)	CY	2000	\$14.00	\$28,000.00	2012 CoSA Unit Price
2	Flexible base (11" compacted) (3 x1140)	SY	3300	\$17.00	\$56,100.00	
3	Type "D" asphalt (2") (3 x 150)	SY	3200	\$14.00	\$44,800.00	
4	6" Lime Treated Subgrade	SY	3400	\$6.00	\$20,400.00	
5	Drainage	LF	150	\$100.00	\$15,000.00	24" CMP w/End Treatment Grading
6	Sidewalk (6') (3 x 70')	SY	210	\$64.00	\$13,440.00	
7	Striping & Signage (3 x 430')	LF	1290	\$7.00	\$9,030.00	
8	Electric Security Gates	EA	6	\$10,000.00	\$60,000.00	
Subtotal Project 14					\$3,366,917.60	
Administration & Engineering Fees		LS	1	25%	\$841,729.40	
Total Project 14					\$4,208,647.00	

Tenant/Third Party Cost	100%	\$ 4,208,647.00
Airport/CIP Cost	0%	\$ -

Stinson Municipal Airport Master Plan

Airport Development Plan Projects Cost Estimates

15 Corporate Hangar Area 4

Number	Project Descriptions/Item	Unit	Quantity	Unit Price	Total	Comments
1	Mobilization	LS	1	11%	\$98,866.90	2012 CoSA Unit Price
2	ROW Preparation	LS	1	4%	\$35,951.60	2012 CoSA Unit Price
3	Bonds & Insurance	LS	1	3%	\$26,963.70	2012 CoSA Unit Price
4	Preengineered Building (120'x120')	SF	14400	\$55.00	\$792,000.00	
5	Water	LF	60	\$45.00	\$2,700.00	
6	Sewer	LF	270	\$60.00	\$16,200.00	
7	Telecom	LF	50	\$35.00	\$1,750.00	
8	Electrical	LF	50	\$35.00	\$1,750.00	
9	Fire Line with concrete vault & double check valve	LF	60	\$70.00	\$4,200.00	
10	Site grading	SY	200	\$2.00	\$400.00	
Vehicular Parking						
1	Excavation	CY	900	\$14.00	\$12,600.00	2012 CoSA Unit Price
2	Flexible base (11" compacted)	SY	1500	\$17.00	\$25,500.00	
3	Type "D" asphalt (2")	SY	1400	\$14.00	\$19,600.00	
4	6" Lime Treated Subgrade	SY	1600	\$6.00	\$9,600.00	
5	Drainage	LF	50	\$100.00	\$5,000.00	24" CMP w/End Treatment Grading
6	Sidewalk (6')	SY	70	\$64.00	\$4,480.00	
7	Striping & Signage	LF	430	\$7.00	\$3,010.00	
Subtotal Project 15					\$1,060,572.20	
Administration & Engineering Fees		LS	1	25%	\$265,143.05	
Total Project 15					\$1,325,715.25	

Tenant/Third Party Cost	100%	\$ 1,325,715.25
Airport/CIP Cost	0%	\$ -

Stinson Municipal Airport Master Plan

Airport Development Plan Projects Cost Estimates

16 West Area T-Hangars - Phase III

Number	Project Descriptions/Item	Unit	Quantity	Unit Price	Total	Comments
(2) 12 Unit Structures (Nested Tee)						
1	Mobilization	LS	1	11%	\$425,346.90	2012 CoSA Unit Price
2	ROW Preparation	LS	1	4%	\$154,671.60	2012 CoSA Unit Price
3	Bonds & Insurance	LS	1	3%	\$116,003.70	2012 CoSA Unit Price
4	2- Pre-engineered Building (277'x54')	SF	44874	\$55.00	\$2,468,070.00	
5	Water	LF	100	\$45.00	\$4,500.00	
6	Sewer	LF	150	\$60.00	\$9,000.00	
7	Telecom	LF	150	\$35.00	\$5,250.00	
8	Electrical	LF	150	\$35.00	\$5,250.00	
9	Fire Line with concrete vault & double check valve	LF	100	\$70.00	\$7,000.00	
Aircraft Taxiway Access & Apron						
1	Excavation	CY	6500	\$14.00	\$91,000.00	2012 CoSA Unit Price
2	Taxiway Pavement & Apron (86,000 sqft)	SY	9600	\$100.00	\$960,000.00	Note: Pavement = 7" concrete 6" Flexible Base 12" Lime Treated Subgrade = \$12.00
3	Drainage	LF	400	\$150.00	\$60,000.00	24" CMP w/End Treatment Grading
4	Electrical	LF	750	\$165.00	\$123,750.00	
5	Striping & Signage	LF	750	\$7.00	\$5,250.00	
Vehicular Parking						
1	Excavation	CY	900	\$14.00	\$12,600.00	2012 CoSA Unit Price
2	Flexible base (11" compacted)	SY	1600	\$17.00	\$27,200.00	
3	Type "D" asphalt (2")	SY	1500	\$14.00	\$21,000.00	
4	6" Lime Treated Subgrade	SY	1700	\$18.00	\$30,600.00	
5	Drainage	LF	50	\$100.00	\$5,000.00	24" CMP w/End Treatment Grading
6	Sidewalk (6')	SY	120	\$64.00	\$7,680.00	
7	Striping & Signage	LF	520	\$7.00	\$3,640.00	
8	Electric Security Gates	EA	2	\$10,000.00	\$20,000.00	
Subtotal Project 16					\$4,562,812.20	
Administration & Engineering Fees		LS	1	25%	\$1,140,703.05	
Total Project 16					\$5,703,515.25	

Tenant/Third Party Cost	73%	\$ 4,153,515.25
Airport/CIP Cost	27%	\$ 1,550,000.00

Stinson Municipal Airport Master Plan

Airport Development Plan Projects Cost Estimates

17 West Access Parkway

Number	Project Descriptions/Item	Unit	Quantity	Unit Price	Total	Comments
1	Mobilization	LS	1	11%	\$142,833.90	2012 CoSA Unit Price
2	ROW Preparation	LS	1	4%	\$51,939.60	2012 CoSA Unit Price
3	Bonds & Insurance	LS	1	3%	\$38,954.70	2012 CoSA Unit Price
4	Obliterate existing roadway	SY	14100	\$12.00	\$169,200.00	2012 CoSA Unit Price
5	Landscape 10' median (1st 1600 LF)	SY	4000	\$2.00	\$8,000.00	
6	Excavation	CY	14000	\$14.00	\$196,000.00	2012 CoSA Unit Price
7	Flexible base (11" compacted) (32' wide)	SY	15570	\$17.00	\$264,690.00	
8	Type "D" asphalt (2")(2 - 12' lanes)(30' wide)	SY	16000	\$14.00	\$224,000.00	
9	6" Lime Treated Subgrade (34' wide)	SY	18000	\$6.00	\$108,000.00	
10	Curb & Gutter (1st 1600 LF)	LF	3500	\$19.00	\$66,500.00	
11	Drainage	LS	292	\$100.00	\$29,200.00	24" CMP w/End Treatment Grading
12	6' Sidewalk (1st 1600 LF)	SY	1100	\$64.00	\$70,400.00	
13	Street Lighting *	EA	15	\$1,500.00	\$22,500.00	
14	Marque Signs	EA	3	\$20,000.00	\$60,000.00	Marque Signage
15	Striping	LF	20000	\$4.00	\$80,000.00	
16					\$0.00	
17					\$0.00	
18					\$0.00	
19					\$0.00	
20					\$0.00	
Subtotal Project 17					\$1,532,218.20	
Administration & Engineering Fees		LS	1	25%	\$383,054.55	
Total Project 17					\$1,915,272.75	

Tenant/Third Party Cost	0%	\$ -
Airport/CIP Cost	100%	\$ 1,915,272.75

Stinson Municipal Airport Master Plan

Airport Development Plan Projects Cost Estimates

18	Main Terminal Parking Area
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Number	Project Descriptions/Item	Unit	Quantity	Unit Price	Total	Comments
1	Mobilization	LS	1	11%	\$12,782.00	2012 CoSA Unit Price
2	ROW Preparation	LS	1	4%	\$4,648.00	2012 CoSA Unit Price
3	Bonds & Insurance	LS	1	3%	\$3,486.00	2012 CoSA Unit Price
4	Excavation	CY	1300	\$14.00	\$18,200.00	2012 CoSA Unit Price
5	Flexible base (11" compacted)	SY	2500	\$17.00	\$42,500.00	
6	Type "D" asphalt (2")	SY	2400	\$14.00	\$33,600.00	
7	6" Lime Treated Subgrade	SY	2600	\$6.00	\$15,600.00	
8	Striping & Signage	LF	900	\$7.00	\$6,300.00	
9					\$0.00	
10					\$0.00	
11					\$0.00	
12					\$0.00	
13					\$0.00	
14					\$0.00	
15					\$0.00	
16					\$0.00	
17					\$0.00	
18					\$0.00	
19					\$0.00	
20					\$0.00	
Subtotal Project 18					\$137,116.00	
Administration & Engineering Fees		LS	1	25%	\$34,279.00	
Total Project 18					\$171,395.00	

Tenant/Third Party Cost	0%	\$ -
Airport/CIP Cost	100%	\$ 171,395.00

APPENDIX F

Financial Tables

Near-Term Capital Improvement Program (2013 - 2017)
Stinson Municipal Airport (SSF)

Project description	Annual Funding Req't (2012 \$)	Near-Term Planning Horizon					Mid-Term Planning Horizon					Long-Term Planning Horizon										
		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	
Land Acquisition for RWY 32 Approach (15 acres)	\$ 180,000	\$ 180,000																				
Engineering & Design for RWY 14/32 Rehabilitation	\$ 365,000	\$ 365,000																				
Construct ATCT Replacement	\$ 3,200,000	\$ 3,200,000																				
Signage - Marquee & Directional	\$ 500,000	\$ 500,000																				
Commander's House Redevelopment Design	\$ 22,500	\$ 22,500																				
Alpha Tango Facility and Ramp	\$ 2,225,000	\$ 2,225,000																				
Stinson Hangar 18 Remodel	\$ 160,000	\$ 160,000																				
Main Terminal Parking Area	\$ 165,000	\$ 165,000																				
Stinson Terminal Roof Replacement	\$ 50,000	\$ 50,000																				
Stinson Bldg Mod	\$ 2,000,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
RWY 14/32 Rehabilitation	\$ 3,130,000		\$ 3,130,000																			
Archeological Review Study	\$ 100,000		\$ 100,000																			
Commander's House Redevelopment	\$ 114,000		\$ 114,000																			
Stinson Hangar 18 Remodel	\$ 220,000		\$ 220,000																			
Stinson Terminal Office Space Build-Outs	\$ 255,300		\$ 255,300																			
Stinson Terminal Roof Replacement	\$ 250,000		\$ 250,000																			
Design TWY D B-II Improvements	\$ 550,000			\$ 550,000																		
West Access Parkway	\$ 1,915,000			\$ 1,915,000																		
Construct TWY D B-II Improvements - Phase I	\$ 2,250,000				\$ 2,250,000																	
Commercial Development Property Preparation	\$ 650,000				\$ 650,000																	
West Area T-Hangars - Phase I	\$ 4,095,000					\$ 4,095,000																
Construct TWY D B-II Improvements - Phase II	\$ 2,250,000					\$ 2,250,000																
Update Airport Property Land Survey	\$ 100,000					\$ 100,000																
Stinson Field Security and IT Upgrades	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2013 - 2017 Total	\$ 25,746,800	\$ 6,967,500	\$ 4,169,300	\$ 2,565,000	\$ 3,000,000	\$ 9,045,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Mid-Term Capital Improvement Program (2018 - 2022)

West Ramp Area I - Phase A	\$ 1,574,000					\$ 1,574,000																
Corporate Hangar Area 1	\$ 1,409,000					\$ 1,409,000																
New 14-32 Parallel Taxiway	\$ 1,218,000							\$ 1,218,000														
FBO Facility	\$ 9,479,000								\$ 9,479,000													
Rejuvenate Runway 9-27	\$ 600,000								\$ 600,000													
Acquire Land for NW GA Area	\$ 198,000								\$ 198,000													
West Ramp Area I - Phase B	\$ 1,574,000								\$ 1,574,000													
Corporate Hangar Area 2	\$ 3,101,000								\$ 3,101,000													
Fuel Farm	\$ 738,000									\$ 738,000												
West T-Hangars - Phase II	\$ 3,533,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,533,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2018 -2022 Total	\$ 23,924,000	\$ -	\$ 3,083,000	\$ 1,318,000	\$ 10,179,000	\$ 4,973,000	\$ 4,371,000	\$ -														

Long-Term Capital Improvement Program (2023 - 2032)

Taxilane D2 Extension	\$ 1,085,000										\$ 1,085,000											
West Ramp Area II - Phase A	\$ 1,881,000											\$ 1,881,000										
Corporate Hangar Area 3 - PH I	\$ 2,209,000											\$ 2,209,000										
Master Plan Update	\$ 500,000												\$ 500,000									
Rejuvenate Runway 14-32	\$ 600,000													\$ 600,000								
West T-Hangars - Phase IIIA	\$ 2,852,000														\$ 2,852,000							
West T-Hangars - Phase IIIB	\$ 2,852,000														\$ 2,852,000							
Corporate Hangar Area 3 - PH II	\$ 1,000,000															\$ 1,000,000						
West Ramp Area II - Phase B	\$ 1,881,000																\$ 1,881,000					
Corporate Hangar Area 3 - PH III	\$ 1,000,000																	\$ 1,000,000				
Corporate Hangar Area 4	\$ 1,326,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,326,000
2023 - 2032 CIP Total	\$ 18,186,000	\$ -	\$ -	\$ -	\$ 1,185,000	\$ 4,190,000	\$ 600,000	\$ 700,000	\$ 2,952,000	\$ 2,952,000	\$ 1,100,000	\$ 1,981,000	\$ 1,100,000	\$ 1,100,000	\$ 1,426,000							
20-YEAR CIP TOTAL	\$ 67,856,800	\$ 6,967,500	\$ 4,169,300	\$ 2,565,000	\$ 3,000,000	\$ 9,045,000	\$ 3,083,000	\$ 1,318,000	\$ 10,179,000	\$ 4,973,000	\$ 4,371,000	\$ 1,185,000	\$ 4,190,000	\$ 600,000	\$ 700,000	\$ 2,952,000	\$ 2,952,000	\$ 1,100,000	\$ 1,981,000	\$ 1,100,000	\$ 1,100,000	\$ 1,426,000

**Near-Term Capital Improvement Program (2013 - 2017)
Stinson Municipal Airport (SSF)**

Federal Fiscal		FAA Airport Improvement Program				Airport Revolving Fund		Other Airport		
Year	Project description	Annual Funding Req't (2012 \$)	Non-Primary Entitlement	State Apportionment / Discretionary	State Maintenance Funding	Local AIP Match	Airport Funding	Funding	COSA Funding	Third Party Funding
2013	Land Acquisition for RWY 32 Approach (15 acres)	\$ 180,000	\$ 150,000	\$ 12,000	\$ -	\$ 18,000	\$ -	\$ -	\$ -	\$ -
	Engineering & Design for RWY 14/32 Rehabilitation	\$ 365,000	\$ -	\$ 328,500	\$ -	\$ 36,500	\$ -	\$ -	\$ -	\$ -
	Construct ATCT Replacement	\$ 3,200,000	\$ -	\$ 2,000,000	\$ -	\$ 222,222	\$ 977,778	\$ -	\$ -	\$ -
	Signage - Marquee & Directional	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -
	Commander's House Redevelopment Design	\$ 22,500	\$ -	\$ -	\$ -	\$ -	\$ 22,500	\$ -	\$ -	\$ -
	Alpha Tango Facility and Ramp	\$ 2,225,000	\$ -	\$ -	\$ -	\$ -	\$ 240,800	\$ -	\$ -	\$ 1,984,200
	Stinson Hangar 18 Remodel	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ 160,000	\$ -	\$ -	\$ -
	Main Terminal Parking Area	\$ 165,000	\$ -	\$ -	\$ -	\$ -	\$ 165,000	\$ -	\$ -	\$ -
	Stinson Terminal Roof Replacement	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -
	Stinson Bldg Mod	\$ 100,000	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	\$ -
	Subtotal	\$ 6,967,500	\$ 150,000	\$ 2,340,500	\$ 50,000	\$ 276,722	\$ 2,166,078	\$ -	\$ -	\$ 1,984,200
2014	RWY 14/32 Rehabilitation	\$ 3,130,000	\$ 150,000	\$ 2,667,000	\$ -	\$ 313,000	\$ -	\$ -	\$ -	\$ -
	Archeological Review Study	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -
	Commander's House Redevelopment	\$ 114,000	\$ -	\$ -	\$ -	\$ -	\$ 114,000	\$ -	\$ -	\$ -
	Stinson Hangar 18 Remodel	\$ 220,000	\$ -	\$ -	\$ -	\$ -	\$ 220,000	\$ -	\$ -	\$ -
	Stinson Terminal Office Space Build-Outs	\$ 255,300	\$ -	\$ -	\$ -	\$ -	\$ 255,300	\$ -	\$ -	\$ -
	Stinson Terminal Roof Replacement	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -
	Stinson Bldg Mod	\$ 100,000	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	\$ -
	Subtotal	\$ 4,169,300	\$ 150,000	\$ 2,667,000	\$ 50,000	\$ 313,000	\$ 989,300	\$ -	\$ -	\$ -
2015	Design TWY D B-II Improvements	\$ 550,000	\$ 150,000	\$ 345,000	\$ -	\$ 55,000	\$ -	\$ -	\$ -	\$ -
	West Access Parkway	\$ 1,915,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,915,000	\$ -
	Stinson Bldg Mod	\$ 100,000	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	\$ -
	Subtotal	\$ 2,565,000	\$ 150,000	\$ 345,000	\$ 50,000	\$ 55,000	\$ 50,000	\$ -	\$ 1,915,000	\$ -
2016	Construct TWY D B-II Improvements - Phase I	\$ 2,250,000	\$ 150,000	\$ 1,875,000	\$ -	\$ 225,000	\$ -	\$ -	\$ -	\$ -
	Commercial Development Property Preparation	\$ 650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 650,000	\$ -
	Stinson Bldg Mod	\$ 100,000	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	\$ 3,000,000	\$ 150,000	\$ 1,875,000	\$ 50,000	\$ 225,000	\$ 50,000	\$ -	\$ 650,000	\$ -
2017	West Area T-Hangars - Phase I	\$ 4,095,000	\$ -	\$ -	\$ -	\$ -	\$ 1,228,500	\$ -	\$ -	\$ 2,866,500
	Construct TWY D B-II Improvements - Phase II	\$ 2,250,000	\$ 150,000	\$ 1,875,000	\$ -	\$ 225,000	\$ -	\$ -	\$ -	\$ -
	Update Airport Property Land Survey	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -
	Stinson Field Security and IT Upgrades	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -
	Stinson Building Mod	\$ 100,000	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	\$ 9,045,000	\$ 150,000	\$ 1,875,000	\$ 50,000	\$ 225,000	\$ 3,878,500	\$ -	\$ -	\$ 2,866,500
2013 - 2017 Total		\$ 25,746,800	\$ 750,000	\$ 9,102,500	\$ 250,000	\$ 1,094,722	\$ 7,133,878	\$ -	\$ 2,565,000	\$ 4,850,700

**Mid-Term Capital Improvement Program (2018 - 2022)
Stinson Municipal Airport (SSF)**

Federal Fiscal		Annual Funding Req't (2012 \$)	FAA Airport Improvement Program		State Maintenance Funding	Airport Revolving Fund		Other Airport Funding	COSA Funding	Third Party Funding
Year	Project description		Non-Primary Entitlement	State Apportionment / Discretionary		Local AIP Match	Airport Funding			
2018	West Ramp Area I - Phase A	\$ 1,574,000	\$ 150,000	\$ 1,266,600	\$ -	\$ 157,400	\$ -	\$ -	\$ -	\$ -
	Corporate Hangar Area 1	\$ 1,409,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,409,000
	Stinson Bldg Mod	\$ 100,000	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	\$ 3,083,000	\$ 150,000	\$ 1,266,600	\$ 50,000	\$ 157,400	\$ 50,000	\$ -	\$ -	\$ 1,409,000
2019	New 14-32 Parallel Taxiway	\$ 1,218,000	\$ 150,000	\$ 946,200	\$ -	\$ 121,800	\$ -	\$ -	\$ -	\$ -
	Stinson Bldg Mod	\$ 100,000	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	\$ -
	Subtotal	\$ 1,318,000	\$ 150,000	\$ 946,200	\$ 50,000	\$ 121,800	\$ 50,000	\$ -	\$ -	\$ -
2020	FBO Facility	\$ 9,479,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,023,870	\$ -	\$ 4,455,130
	Rejuvenate Runway 9-27	\$ 600,000	\$ 150,000	\$ 390,000	\$ -	\$ 60,000	\$ -	\$ -	\$ -	\$ -
	Stinson Bldg Mod	\$ 100,000	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	\$ -
	Subtotal	\$ 10,179,000	\$ 150,000	\$ 390,000	\$ 50,000	\$ 60,000	\$ 50,000	\$ 5,023,870	\$ -	\$ 4,455,130
2021	Acquire Land for NW GA Area	\$ 198,000	\$ 150,000	\$ -	\$ -	\$ 16,667	\$ 31,333	\$ -	\$ -	\$ -
	West Ramp Area I - Phase B	\$ 1,574,000	\$ -	\$ -	\$ -	\$ -	\$ 1,574,000	\$ -	\$ -	\$ -
	Corporate Hangar Area 2	\$ 3,101,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,101,000
	Stinson Bldg Mod	\$ 100,000	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	\$ -
	Subtotal	\$ 4,973,000	\$ 150,000	\$ -	\$ 50,000	\$ 16,667	\$ 1,655,333	\$ -	\$ -	\$ 3,101,000
2022	Fuel Farm	\$ 738,000	\$ -	\$ -	\$ -	\$ -	\$ 738,000	\$ -	\$ -	\$ -
	West T-Hangars - Phase II	\$ 3,533,000	\$ 150,000	\$ 517,737	\$ -	\$ 74,193	\$ -	\$ -	\$ -	\$ 2,791,070
	Stinson Bldg Mod	\$ 100,000	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	\$ -
	Subtotal	\$ 4,371,000	\$ 150,000	\$ 517,737	\$ 50,000	\$ 74,193	\$ 788,000	\$ -	\$ -	\$ 2,791,070
2018 -2022 Total		\$ 23,924,000	\$ 750,000	\$ 3,120,537	\$ 250,000	\$ 430,060	\$ 2,593,333	\$ 5,023,870	\$ -	\$ 11,756,200

**Long-Term Capital Improvement Program (2023 - 2032)
Stinson Municipal Airport (SSF)**

Federal Fiscal		Annual Funding Req't (2012 \$)	FAA Airport Improvement Program			Airport Revolving Fund		Other Airport Funding	General Airport Revenue Bonds	Third Party Funding
Year	Project description		Non-Primary Entitlement	State Apportionment / Discretionary	State Maintenance Funding	Local AIP Match	Airport Funding			
2023	Taxilane D2 Extension	\$ 1,085,000	\$ 150,000	\$ 826,500	\$ -	\$ 108,500	\$ -	\$ -	\$ -	
	Stinson Bldg Mod	\$ 100,000	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Subtotal	\$ 1,185,000	\$ 150,000	\$ 826,500	\$ 50,000	\$ 108,500	\$ 50,000	\$ -	\$ -	
2024	West Ramp Area II - Phase A	\$ 1,881,000	\$ 150,000	\$ 642,900	\$ -	\$ 88,100	\$ 1,000,000	\$ -	\$ -	
	Corporate Hangar Area 3 - PH I	\$ 2,209,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,209,000	
	Stinson Bldg Mod	\$ 100,000	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	
	Subtotal	\$ 4,190,000	\$ 150,000	\$ 642,900	\$ 50,000	\$ 88,100	\$ 1,050,000	\$ -	\$ 2,209,000	
2025	Master Plan Update	\$ 500,000	\$ 150,000	\$ 300,000	\$ -	\$ 50,000	\$ -	\$ -	\$ -	
	Stinson Bldg Mod	\$ 100,000	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Subtotal	\$ 600,000	\$ 150,000	\$ 300,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ -	\$ -	
2026	Rejuvenate Runway 14-32	\$ 600,000	\$ 150,000	\$ 390,000	\$ -	\$ 60,000	\$ -	\$ -	\$ -	
	Stinson Bldg Mod	\$ 100,000	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Subtotal	\$ 700,000	\$ 150,000	\$ 390,000	\$ 50,000	\$ 60,000	\$ 50,000	\$ -	\$ -	
2027	West T-Hangars - Phase IIIA	\$ 2,852,000	\$ 150,000	\$ 543,036	\$ -	\$ 77,004	\$ -	\$ -	\$ 2,081,960	
	Stinson Bldg Mod	\$ 100,000	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Subtotal	\$ 2,952,000	\$ 150,000	\$ 543,036	\$ 50,000	\$ 77,004	\$ 50,000	\$ -	\$ 2,081,960	
2028	West T-Hangars - Phase IIIB	\$ 2,852,000	\$ 150,000	\$ 543,036	\$ -	\$ 77,004	\$ -	\$ -	\$ 2,081,960	
	Stinson Bldg Mod	\$ 100,000	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Subtotal	\$ 2,952,000	\$ 150,000	\$ 543,036	\$ 50,000	\$ 77,004	\$ 50,000	\$ -	\$ 2,081,960	
2029	Corporate Hangar Area 3 - PH II	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	
	Stinson Bldg Mod	\$ 100,000	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Subtotal	\$ 1,100,000	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ 1,000,000	
2030	West Ramp Area II - Phase B	\$ 1,881,000	\$ 300,000	\$ 492,900	\$ -	\$ 88,100	\$ 1,000,000	\$ -	\$ -	
	Stinson Bldg Mod	\$ 100,000	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Subtotal	\$ 1,981,000	\$ 300,000	\$ 492,900	\$ 50,000	\$ 88,100	\$ 1,050,000	\$ -	\$ -	
2031	Corporate Hangar Area 3 - PH III	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	
	Stinson Bldg Mod	\$ 100,000	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Subtotal	\$ 1,100,000	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ 1,000,000	
2032	Corporate Hangar Area 4	\$ 1,326,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,326,000	
	Stinson Bldg Mod	\$ 100,000	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Subtotal	\$ 1,426,000	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ 1,326,000	
2023 - 2032 CIP Total		\$ 18,186,000	\$ 1,200,000	\$ 3,738,372	\$ 500,000	\$ 548,708	\$ 2,500,000	\$ -	\$ 9,698,920	

APPENDIX G

TxDOT Roosevelt Avenue Correspondence



P.O. Box 29928 • SAN ANTONIO, TEXAS 78229-0928 • (210) 615-1110

02 November 2012

Mr. Morris Martin
Stinson Airport Manager
8535 Mission Road
San Antonio, TX 78214

Mr. Martin,

This letter serves to document that the City of San Antonio Airport System met with the Texas Department of Transportation (TxDOT) on August 29, 2012 to present and discuss the recommended improvements associated with the Master Plan Update for Stinson Municipal Airport, specifically with regard to enhancements along Roosevelt Avenue.

We were presented with an exhibit that referenced the project area and the affected intersections. The recommended improvements to the roadway system would provide greater connectivity through the Airport, with an eventual intent of attracting greater access from Roosevelt Avenue. The project included connecting 96th Street to Roosevelt Avenue, while closing 97th Street at Apollo Street and removing the portion of 97th Street between Roosevelt Avenue and Apollo Street. Apollo Street is the parallel roadway just east of Roosevelt Avenue.

We discussed the impact to signalized intersections north and south of the proposed project area, and have no major concerns or issues with the project. We did request that a Traffic Impact Analysis (TIA) be completed before any construction were to begin, but do not object to the recommended plan.

Please let me know if I can be of further assistance.

Sincerely,

Clayton Ripps, P.E.
District Planning Director