



CITY OF ELOY

MUNICIPAL AIRPORT ADVISORY BOARD MEETING

Thursday, September 3, 2020 at 5:30 PM at
The Eloy City Council Chambers-City Hall
595 North C Street
Eloy, Arizona 85131

AGENDA

- I. Call to Order**
- II. Invocation**
- III. Pledge of Allegiance**
- IV. Roll Call**
- V. Approval of Minutes**
 - A. February 20, 2020 Meeting Minutes
- VI. Communications**
 - A. Introduction of New Board Member Frank Frassetto, Jr.
- VII. Old Business: Discussion and/or possible action on the following:**
 - A. August 2020 Eloy Airport Economic Benefit Analysis Discussion
 - B. Update on Taxiway Relocation and Drainage Improvement Project.
- VIII. New Business: Discussion and/or possible action on the following:**
 - A. Introduction of Potential Airpark Master Plan
 - B. Airport Capital Improvement Program (ACIP) FY2022 - FY2026
 - C. Next Meeting Date - December 3, 2020
- IX. Motion to Adjourn**

POSTED BY WEDNESDAY, SEPTEMBER 2, 2020, BY 3:00 P.M. AT ELOY CITY HALL, ELOY POST OFFICE, TROY THOMAS COMMUNITY CENTER, TOLTEC COMMUNITY/SENIOR CENTER AND CITY WEBSITE: www.elayaz.gov

Mary Myers, CMC, CPM
City Clerk

INDIVIDUALS WITH SPECIAL ACCESSIBILITY NEEDS MAY CONTACT LORENA LaSALDE-RIOS, ADA COORDINATOR FOR THE CITY OF ELOY AT 520-466-9201 OR 520-466-7455 (TDD). IF POSSIBLE, SUCH REQUESTS SHOULD BE MADE 72 HOURS IN ADVANCE. ONE OR MORE MEMBERS OF THE BOARD AND/OR STAFF MAY PARTICIPATE BY TELEPHONIC OR VIDEO MEANS.

**MINUTES OF THE MEETING OF
ELOY MUNICIPAL AIRPORT ADVISORY BOARD
595 NORTH C STREET
ELOY, ARIZONA 85131
FEBRUARY 20, 2020
5:30 P.M.**

Staff Present: Harvey Krauss-City Manager; Mary Myers-City Clerk

I. CALL TO ORDER

Chairperson Marie Lorona-Carlson called the meeting to order at approximately 5:30 p.m.

II. PLEDGE OF ALLEGIANCE

Member Joseph Murauskis led the board in the Pledge of Allegiance.

III. ROLL CALL

Members Present: Chairperson Marie Lorona-Carlson; Member Joseph Murauskis; Member Allen James; Member Dina Decker

Members Absent: None

Board Ex-Officio: Councilmember George Reuter

IV. COMMUNICATIONS

Mr. Krauss conveyed that the City Council approved the reappointment of Mr. Murauskis and Ms. Decker to the advisory board last month. He also informed the board that Member John Peterson submitted his resignation and that he would be accepting applications to replace him.

V. APPEARANCES FROM THE FLOOR

None.

VI. APPROVAL OF MINUTES

None.

VII. ELECTION OF CHAIR AND VICE-CHAIR

Chairperson Lorona-Carlson opened the floor for nominations for Chair.

A motion was made by Member Decker and seconded by Member Murauskis to reappoint Mrs. Lorona-Carlson as chairperson. The motion passed unanimously.

Chairperson Lorona-Carlson opened the floor for nominations for Vice-Chair.

A motion was made by Chairperson Lorona-Carlson and seconded by Member Murauskis to appoint Member Decker as Vice-Chair. The motion passed unanimously.

VIII. OLD BUSINESS: Discussion and/or possible action on the following:

A. ECONOMIC BENEFIT STUDY FOR THE ELOY MUNICIPAL AIRPORT

Mr. Krauss conveyed that since the board's last meeting, the Council budgeted \$10,000 for an economic benefits study for the airport. The Council entered into an agreement with Dr. Lee McPheters, a professor at ASU who will conduct the study. Mr. Krauss said data on airport operations was given to Dr. McPheters. The professor is currently analyzing the data and will report back to him after he completes the study. Mr. Krauss pointed out that the purpose of the study is to determine the economic benefit of the airport to the city. Mr. Jeff Fairman, the city's economic development specialist, is working with Dr. McPheters. Mr. Fairman will present the study to the board at the next quarterly meeting.

Chairperson Lorona-Carlson wanted to know if this is the first time the city has requested an economic study of the airport.

Mr. Krauss said yes.

B. UPDATE ON TAXIWAY RELOCATION AND DRAINAGE IMPROVEMENT PROJECT

Mr. Krauss presented the board with a PowerPoint presentation of the proposed project that would be done in seven phases. Mr. Krauss stated that the project would go out to a public bid next month and construction would begin sometime in September 2020, with an anticipated completion date of May 2021. He told the board that Dibble Engineering, who serves as the project engineer, met with airport tenants and airport users to review the construction phases and to address any concerns the tenants might have with minimizing the impact to daily airport operations.

Mr. Krauss conveyed that because the taxiway is being relocated, approximately half of the tie-downs would be removed. Because of this, the city will have additional apron

space built to make the users whole with tie-downs. Mr. Krauss pointed out that this would be done at the city's cost next fiscal year.

Vice-Chair Decker conveyed that she attended the meeting Mr. Krauss just talked about. She said there were some concerns raised and the consultant was going to make some adjustments to minimize disruptions. She said Councilmember Reuter also attended the meeting and offered several recommendations as to where to locate the new tie-downs.

Councilmember Reuter said he and Mr. Krauss found solutions for all the problems that would not be costly to the city.

Member James wanted to know if Phase 2 the newly acquired property. If so, what is the city planning to do with the property.

Mr. Krauss confirmed that Phase 2 is newly acquired property that would be used for drainage.

C. NEW T-HANGAR CONSTRUCTION

Mr. Krauss conveyed to the board that \$450,000 was budgeted for construction of 19 t-hangars. However, this changed with the taxi relocation and drainage improvement project, based on the need for tie downs rather t-hangars. Mr. Krauss said before he came to this conclusion, he was working with a contractor that builds t-hangars. Unfortunately, he has not had the chance to call the contractor to let him know that the city is going in a different direction. Mr. Krauss said there is a strong demand for t-hangars at the airport; however, the city would not be constructing any t-hangars at this time.

Chairperson Lorona-Carlson wanted to know how many t-hangars the airport has.

Mr. Krauss did not know the total number of t-hangars.

Councilmember Reuter said he believe there may be 20 t-hangars of various sizes at the airport.

Vice-Chair Decker wanted to know how many are on the waiting list.

Councilmember Reuter said there is over 30 people on the waiting list for t-hangars. He said there is definitely a demand for them. Councilmember Reuter said \$160,000 of the \$450,000 would be used for the tie downs, which leaves \$300,000 for the t-hangars. He hopes the city can find the money next year to build them.

IX. NEW BUSINESS: Discussion and/or possible action on the following:

A. RUNWAY PAVEMENT PRESERVATION PROJECT

Mr. Krauss conveyed that he was contacted by ADOT last year about funds they had available in their airport pavement preservation program that another airport did not want. ADOT contacted him to find out if the city could provide matching funds to take the project. Mr. Krauss said the grant amount is \$500,000 that would be used to renovate the pavement on the runway. The city's match of 10% (\$50,000) has been paid to ADOT. Mr. Krauss said work was scheduled to start last fall, but was postponed due to the weather. He said ADOT would be going out to bid in the spring and work would begin in April 2020. Mr. Krauss said the project should not take long to complete.

B. 2020 AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP)

Mr. Krauss reviewed the status of the 5-year ACIP projects for the airport with the board.

Councilmember Reuter conveyed that in 2022 there will be a new airport master plan. He stressed the importance of having a strong board that would meet regularly to become familiar with the operations at the airport. He said the airport will be hosting large events next year and, with Nikola coming soon, the airport might be a central point in the future for people. Councilmember Reuter said it is important for the board to be instrumental in spearheading the new airport master plan. He said the city does not have an airport manager, so he proposed to Mr. Krauss and the Council that the maintenance be outsourced to an FBO. He said the weeds grow very fast out there and if no one contacts the city, the weeds will continue to grow. Councilmember Reuter told board members that the city really needs them to take care of the airport.

C. NEXT MEETING DATE

Mr. Krauss conveyed that the board usually meet quarterly on a Thursday.

The board members briefly discussed meeting dates. It was the consensus of the board to schedule the next airport advisory board meeting on May 21, 2020, at 5:30 p.m.

X. MOTION TO ADJOURN

Motion by Vice Chair Decker, seconded by Member Allen to adjourn the meeting at approximately 6:05 p.m., passed unanimously.

Marie Lorona-Carlson, Chairperson

Frank Frassetto Jr.

(920) 527-8800
frank.frassetto.jr@gmail.com

4900 N Taylor Street
Eloy, AZ 85131

EDUCATION

Bachelor of Science – University of Dubuque

May 2016

- Major: Flight Operations
- Minor: Aviation Management
- GPA: 3.4/4.0, Dean's list: 2 semesters

PILOT CREDENTIALS

- FAA Commercial AMEL, ASBL, Instrument
 - Endorsements: Complex, High Performance, Tailwheel, High Altitude
 - Garmin 530/430, G1000 proficient
 - 1st Class Medical issued 12/05/2019, No Waivers
- TT: 2500 PIC: 1500 CC: 310 Multi: 1400 Night: 90

WORK EXPERIENCE

Skydive Arizona. Director of Flight Ops. – Eloy, Arizona

September 2018 - Current

- Manage and coordinate flight operations and ground crew at the largest skydive center
- Keep 8-9 full time pilot's current in Twin Otter, Short Skyvans, and daily skydive operations
- Perform communication between domestic and foreign military customers
- Establish and maintain relations with ABQ center and FAA personal

Skydive Arizona. Flight Captain– Eloy, Arizona

January 2018-September 2018

- Maintain proficiency and currency in Twin Otter and Short Skyvans
- Safely and effectively perform skydiving operations at various dropzones in Arizona
- Be an effective team member with other flight captains when working in a crew environment

MaxAir Inc. SIC – Oshkosh, Wisconsin

November 2016 – December 2017

- Safely and effectively operate passenger charter aircraft in a crew environment
- Second in Command qualified on King Air 200, Cheyenne I, and Piper 1040

Sonex Aircraft LLC. R&D Builder – Oshkosh, Wisconsin

February 2013 – December 2017

- Advise and facilitate construction processes on customer aircraft
- Warehouse management and research development of the Sub Sonex personal jet JSX-2

Resident Assistant – University of Dubuque

Fall 2014 – Spring 2015

- Served in leadership/role model capacity
- Implemented rules and programs for residents
- Lead a group of first year students (approximately 40 young men)

CAMPUS INVOLVMENT

UD Wrestling Team Member – University of Dubuque

August 2013 – February 2016

- Freshman Academic Winner
- Most Improved Wrestler
- All Academic Team
- Developed hard working mentality to deliver peak performance

University Student Ambassador

Fall 2015-Winter 2015

- Lead tours for incoming and prospective students
- Represented the University at on campus events
- Performed daily tasks in Admissions office

CITY OF ELOY

REQUEST FOR BOARD ACTION

Agenda Item: VII.A.

Date: 09/03/2020

Date submitted:
08/31/2020

Action: Formal

**Subject: August 2020 Eloy Airport
Economic Benefit Analysis
Discussion**

Date requested:
09/03/2020

TO: Municipal Airport Advisory Board

FROM: Jeff Fairman

RECOMMENDATION:

Review and recommend that the Eloy City Council accept the recently completed August 2020 Eloy Airport Economic Benefit Study

DISCUSSION:

The Eloy Airport Economic Benefit Study was prepared to accomplish the following objectives:

- Provide a detailed accounting of the direct and secondary economic benefits that accrue from the Eloy Municipal Airport. Measure and analyze employment, payrolls, and economic output (revenues) created from airport activities in support of general aviation and skydiving activity.
- Identify the benefits from visitors arriving by general aviation aircraft, including their off-airport spending on lodging, food, ground transportation, recreation, and retail goods and services within the area, and jobs and income created as a result.
- Measure the benefits from skydiving customers during their stay in the Eloy area. Compile estimates of expenditures for lodging, food, ground transportation, retail goods and services, and other recreational activity in addition to skydiving.
- Demonstrate how these on-airport and visitor activities benefit the entire regional economy. Show how the initial impacts lead to secondary “multiplier” effects as spending recirculates through the economy creating both additional jobs and economic benefits for the region.
- Calculate the revenue to state and local governments from on-airport activity and air visitor spending.

- Prepare a report to inform the general public, decision makers in business and government, and aviation professionals about the economic contributions generated by the Eloy Municipal Airport and its related skydiving activity. Participate in a public presentation of the results of the project.

FISCAL IMPACT:

The cost to complete the economic benefit analysis of the Eloy Municipal Airport is \$17,700 and was identified on the City's Capital Projects Fund, which is funded from sales tax proceeds. This project budget includes all professional research, analysis, drafting of text and tables, research assistance for statistical tabulations, report and summary brochure preparation, public presentation support, travel, and purchase of proprietary secondary source data for the airport service area.

ECONOMIC BENEFIT ANALYSIS

Eloy Municipal Airport

Prepared by
Coffman Associates
&

Seidman Research Institute
Arizona State University

August 2020



SCOPE & OBJECTIVES

- Follow established FAA guidelines for economic benefit studies
- Survey on-site and “through-the-fence” employers to measure value of output, employment, and payrolls for 2019 study period
- Identify travel patterns and spending by visitors to skydiving attractions, training, and multi-day events at the Airport
- Use input-output analysis to estimate secondary multiplier effects that extend benefits across the regional economy
- Measure purchases of goods and services from local suppliers made by Airport businesses
- Calculate state and local tax revenues related to Airport activity

ELOY
MUNICIPAL AIRPORT
ECONOMIC BENEFIT ANALYSIS



TOTAL ECONOMIC BENEFITS

Eloy Municipal Airport

\$25.6 mil. Output/Revenues

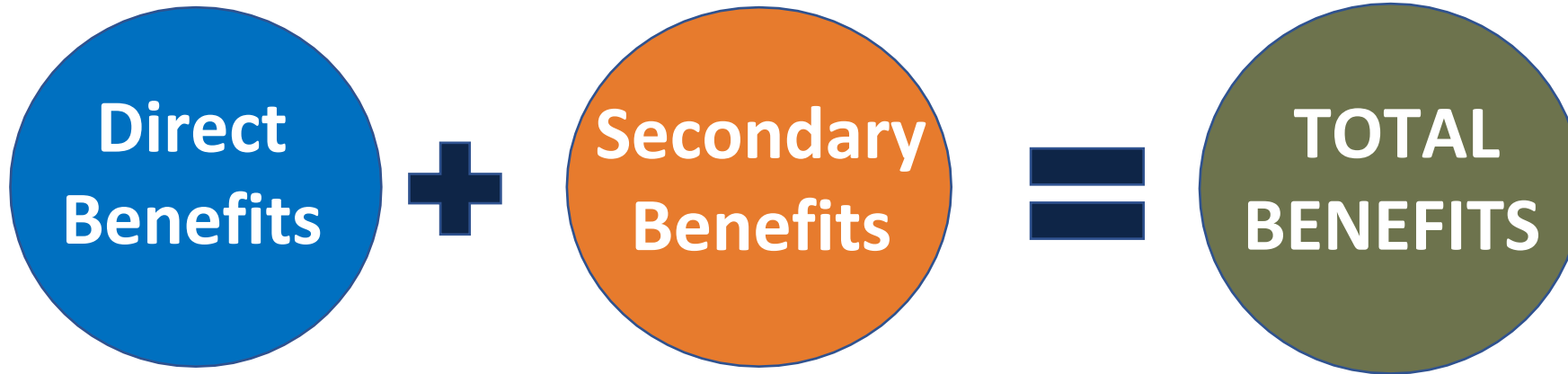
\$13.2 mil. Payroll Income

244 Jobs Created

\$3.5 mil. Tax Revenues



TWO COMPONENTS OF TOTAL ECONOMIC BENEFITS



Direct Benefits

Economic Activity
On the Airport

Indirect Benefits

Payments to Suppliers
&

Induced Benefits

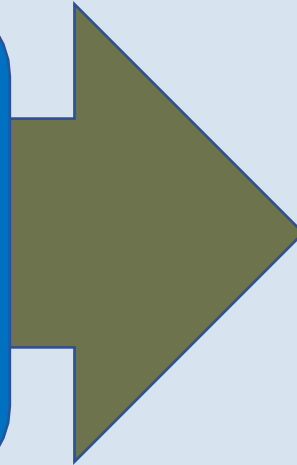
Spending by Employees

SOURCES OF DIRECT BENEFITS

Eloy Municipal Airport

Eloy Municipal Airport

- Skydiving Activity
- Parachute Testing & Sales
- Aircraft Services
- Aviation Services



Direct Economic Benefits

- 191 Jobs
- \$11.2 mil. Payrolls
- \$19.1 mil. Output



SOURCES OF SECONDARY BENEFITS

Eloy Municipal Airport



SUMMARY OF ECONOMIC BENEFITS

SOURCE	EMPLOYMENT	PAYROLLS	OUTPUT
Direct Airport Economic Benefits			
• Skydive Training & Jumps • Parachute Rigging & Testing • Aircraft Painting & Maintenance • Engine Overhaul & Repair • Food Service & Retail • Crop Dusting • Aerial Photography			
<i>Direct Benefits</i>	191	\$11,254,000	\$19,150,000
Secondary Airport Economic Benefits			
Indirect Benefits: Activity by Suppliers & Vendors	19	\$595,000	\$2,011,000
Induced Benefits: Activity by Workers as Consumers	34	\$1,322,000	\$4,486,000
<i>Secondary Benefits</i>	53	\$1,917,000	\$6,497,000
Total Airport Economic Benefits			
<i>Total Benefits</i>	244	\$13,171,000	\$25,647,000
Source: Airport tenant information from on-site interviews. Secondary benefit estimates were computed from the IMPLAN input-output model, with coefficients for Pinal County. Values are in 2019 dollars.			

Direct Benefits

Secondary Benefits

Total Benefits

ELOY
MUNICIPAL AIRPORT
ECONOMIC BENEFIT ANALYSIS



Skydiving Event Spending per Person

Christmas Boogie 2019 (10 days)



Category	Arizona	Other U.S.	International	Weighted Average
Lodging	\$91	\$228	\$293	\$189
Food & Drink	\$91	\$123	\$170	\$119
Retail Goods & Services	\$60	\$76	\$110	\$76
Recreation (Includes Skydiving)	\$214	\$418	\$1,313	\$488
Transportation	\$31	\$124	\$350	\$127
Spending per Person	\$487	\$969	\$2,236	\$998
Average Days at Event	6	6	12	

Source: Eloy Municipal Airport Visitor Survey December 28-29, 2019

TAX REVENUES FROM AIRPORT ACTIVITY

Eloy Municipal Airport

ELOY
MUNICIPAL AIRPORT
ECONOMIC BENEFIT ANALYSIS

Federal Taxes	
Corporate Profits Tax	\$55,000
Personal Income Tax	\$832,000
Social Security Tax	\$1,310,000
All Other Federal Taxes	\$107,000
Total Federal Taxes	\$2,304,000
State & Local Taxes	
Corporate Profits Tax	\$11,000
Property Tax	\$488,000
Sales Tax	\$432,000
Personal Income Tax	\$146,000
All Other State & Local	\$103,787
Total State & Local Taxes	\$1,181,000
Total Federal State and Local Taxes	
Total Taxes	\$3,485,000

← **Federal Taxes**

← **State & Local Taxes**

← **Total Tax Revenues**

ECONOMIC BENEFITS FOR AN AVERAGE DAY

Eloy Municipal Airport

Activity	Average Day
Aircraft Operations	82 Daily Aircraft Operations
Airport Employment	191 Workers at the Airport
Airport Payrolls	\$30,800 Paid to Airport Workers
Airport Inputs Purchased	\$5,500 Paid to Regional Suppliers
Skydive Jumps	330 Skydive Jumps
Total Employment	244 Total Area Jobs Supported
Total Payrolls	\$36,000 Paid to Area Workers
Total Economic Benefits	\$70,260 Daily Economic Benefits



ECONOMIC BENEFIT ANALYSIS

Eloy Municipal Airport

Prepared by
Coffman Associates
&

Seidman Research Institute
Arizona State University

August 2020





ELOY

MUNICIPAL AIRPORT
ECONOMIC BENEFIT ANALYSIS



ELOY
ARIZONA

ECONOMIC BENEFIT ANALYSIS

For

ELOY MUNICIPAL AIRPORT

Prepared for

The City of Eloy

Prepared by

Coffman Associates

In association with

**Dr. Lee McPheters
Seidman Research Institute
W.P. Carey School of Business
Arizona State University**

AUGUST 2020

ELOY MUNICIPAL AIRPORT ECONOMIC BENEFIT ANALYSIS

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ELOY MUNICIPAL AIRPORT ECONOMIC BENEFIT ANALYSIS

EXECUTIVE SUMMARY

This report provides a comprehensive analysis of economic benefits created by the operation of the Eloy Municipal Airport (E60). The study period is calendar year 2019. The 91-acre airport is classified as a general aviation (GA) airport and has been owned and operated by the City of Eloy since 1969. The airport is situated approximately three miles northwest of downtown Eloy, in Pinal County, Arizona. The latest available Federal Aviation Administration Form 5010 lists 17 based aircraft on the airport, including 9 single engine and 8 multi-engine aircraft. There are currently no based jets. The airport recently has been used as a staging area for helicopters serving the Banner Casa Grande Medical Center. The Airport has one runway (2/20) measuring 3,901 feet in length. The airport administration reported 30,000 operations in 2019, an average of 82 per day.



A unique feature of the Eloy Municipal Airport is the “through-the-fence” access agreement between the City of Eloy and Skydive Arizona, among the largest and most active skydiving centers in the world. The through-the-fence (TTF) agreement grants access across the airport’s property boundary to airside infrastructure from property adjacent to the airport. The Federal Aviation Administration (FAA) supports such agreements only when there are identifiable benefits to the Airport and the community (see FAA *Advisory Circular 150/5190-7*).

The Skydive Arizona center opened in 1991 and now reports up to 150,000 jumps per year, attracting airport visitors from across the region, as well as from other states and internationally. The skydiving presence includes a cluster of related businesses involved in aircraft maintenance, parachute rigging and testing, skydiving sales and equipment, a comprehensive offering of skydiving training programs, and special events throughout the year. In this report, references to “the Airport” include businesses within the Airport property lines and those entities related to Skydive Arizona that operate with through-the-fence access.

The combined activities of employers on the airport and through-the-fence operations create significant economic benefits for the airport service area and the City of Eloy. The methodology for measurement of airport economic benefits has become standardized in recent years by public and private sector aviation analysts (for a current example, see *The Economic Impact of Civil Aviation on the U.S. Economy*, FAA, January 2020). Consistent with the FAA methodology, this study views the Eloy Municipal Airport as a source of measurable benefits that impact Eloy and other communities in the Santa Cruz Valley and Pinal County.

In studying the economic contribution of airports, the established methodology emphasizes three key quantifiable economic benefits:

- **Employment:** the number of jobs supported by economic activity created by the presence of the airport.
- **Payrolls:** the payments received by workers as wages and benefits along with proprietor's income to business owners.
- **Output:** the dollar value of output created/revenue received (output and revenue are interchangeable synonymous terms used throughout this study).

Economic activity (such as the sale of a Skydive training package) creates **direct economic benefits** on the Airport. The sale provides revenues to the skydiving center, and those revenues, in turn, are used to provide wages for workers and for payments to suppliers. As payments are received by suppliers or payrolls spent by workers, the initial direct spending recirculates in the economy to generate **secondary economic benefits**. Summed together, the combined direct and secondary economic benefits provide a measure of **total economic benefits (Figure A)**.

Figure A: Direct, Secondary, and Total Economic Benefits



Direct economic benefits (Figure B) originate from activity by firms on the airport and those with through-the-fence access as they create jobs, payrolls, and revenues. The airport provides skydiving experiences and training, equipment testing and sales, aircraft repair and maintenance, along with such services as photography and air charter. In addition, spending by those attracted to the airport for skydiving generates direct economic benefits when visitors pay for lodging, food and drink, or retail goods and services. The on-airport direct benefits were tabulated by obtaining data on revenues received by airport employers, the number of workers, and compensation paid. As explained below,

these initial direct economic benefit flows are the direct “inputs” to an input-output model to estimate secondary and total economic benefits.

Figure B: Sources of Direct Economic Benefits



Secondary economic benefits are created when the initial direct spending circulates and recycles through the economy. There are two types of secondary economic benefits (**Figure C**).

Indirect benefits include activity by suppliers and vendors who sell to airport businesses, along with the jobs created and incomes paid to workers by these suppliers. For example, businesses on the airport purchase services, such as insurance and hard goods (tools or office furniture) from off-airport providers.

Figure C: Sources of Secondary Economic Benefits



Induced benefits measure the consumer spending of workers who produced both the direct or indirect goods and services. For example, when an aircraft technician’s salary is spent for consumer goods, such as groceries or medical services, this contributes to additional employment and income in the general economy for providers of these goods and services.

Economic benefit studies rely on multiplier factors from input-output models to estimate how direct spending on the goods and services of a particular industry, or set of industries, creates secondary indirect and induced benefits. An input-output model incorporates inter-industry or “supply chain” relationships within the region that account for changes in employment, payroll, and output in related industries set off by a change in demand in the initial industry. An input-output model allows analysts

to track purchases from suppliers (inputs), as well as expenditures by workers on additional output in the form of consumer goods and services. The input-output model used for this study was the IMPLAN (*Impact Analysis for Planning*) model, based on data and coefficients for the Pinal County economy from the U. S. Bureau of Economic Analysis. This model is widely used in airport economic benefit studies.

Figure D illustrates the combined direct and secondary economic benefit data expressed as total economic benefits. In calendar year 2019, Eloy Municipal Airport created total economic benefits of 244 jobs supported, payrolls for workers of \$13.2 million, and output of \$25.6 million.

Figure D: Eloy Municipal Airport Total Economic Benefits



The components of the Eloy Municipal Airport total economic benefits are shown in Table 1. The direct benefits consisted of on-airport economic output of \$19.1 million, produced by 191 workers who received payrolls of \$11.2 million. Secondary benefits (indirect and induced benefits) included additional output of \$6.5 million, providing employment for 53 workers and payrolls of \$1.9 million. The columns sum to the total economic benefits of output of \$25.6 million, with 244 total jobs and total payrolls of \$13.2 million.

Table 1
Direct, Secondary, and Total Economic Benefits
Eloy Municipal Airport

SOURCE	EMPLOYMENT	PAYROLLS	OUTPUT
Direct Benefits: On-Airport Activity	191	\$11,254,000	\$19,150,000
Secondary Benefits: Indirect & Induced	53	\$1,917,000	\$6,497,000
Total Benefits	244	\$13,171,000	\$25,647,000

Source: On-site interviews with airport employers. Secondary benefits were computed from the IMPLAN input-output model, with coefficients for Pinal County. Values are in 2019 dollars.

The following sections provide further detail on the sources of the direct, secondary, and total economic benefits created by the Eloy Municipal Airport (see **Table 2**). To highlight the day-to-day economic contribution of the airport, the economic benefits generated on an average day are calculated (**Table 4**).

Governmental tax revenues from airport activity are shown in **Table 5**. The final section of the report reviews demographic and economic data in a series of tables based on a survey of those attending a skydiving event at the airport in December 2019.

ELOY MUNICIPAL AIRPORT ECONOMIC BENEFITS

Economic benefits flow from the employment, payroll, and output created by the various employers at the airport. Information about economic activity at the airport was obtained through in-person interviews with tenants. City of Eloy staff provided substantial data and collaboration in support of this study, facilitated on-site interviews with business owners and managers, and provided specialized knowledge regarding airport operations. Survey participants were assured that the individual employer results were confidential and only aggregate totals would be published. Formal confidentiality agreements were provided covering several businesses.

All employers within and adjacent to the Eloy Municipal Airport are private sector aviation-related firms. There are no public agency employers or non-aviation businesses. The airport does not have an Air Traffic Control Tower (ATCT) or on-site Aircraft Rescue and Fire Fighting (ARFF) unit. The skydiving center occupies three conventional hangars for maintenance and storage of aircraft. The center operates a fleet of 5 Super Otters, 7 Skyvans, a DC-3, a Beech 18, and a Pilatus Porter. Other facilities are used for office space and services for recreational jumpers, as well as training and certification for advanced jumpers and military and security agencies. The center offers on-site lodging facilities for airport visitors who often have extended stays of several days during training or competitive events. These include a hostel



(the “bunkhouse”) and team rooms for up to 10 visitors. Other center structures include a vertical wind tunnel facility, space for sales of skydiving gear and rigging, parking areas, and food services provided by the onsite Bent Prop restaurant for the airport community.

Specialized firms at the airport provide customized skydiving equipment and rigging services, as well as technical testing and evaluation for commercial and military parachute applications. An aircraft engine overhaul and repair firm are also located adjacent to the airport. Additional aviation services available include painting, crop dusting, hot air balloon rides, and aerial photography. For this study, the various lines of business for Skydive Arizona were treated as separate organizations within the input-output model, each with unique input requirements, and different wage structures and output.

For example, the Bent Prop restaurant was categorized as distinct from Skyventure Arizona, the vertical wind tunnel facility. Counting separate Skydive Arizona businesses and all other firms on or adjacent to the airport, a tally of 15 private airport employers was obtained (see the listing in the Appendix). The economic benefits of the airport are shown in **Table 2** and include the following:

- **The direct airport economic benefits resulted from the activity of 15 private employers during 2019. Direct airport output was \$19.1 million annually, providing employment for 191 airport workers and payrolls of \$11.2 million.**
- **The secondary economic benefits, which includes Indirect and Induced, computed through IMPLAN, created an additional \$6.5 million of output, jobs for 53 additional workers, and payroll of \$1.9 million, as the initial spending recycled through the region.**

With 191 workers, the Eloy Municipal Airport is one of the top 3 employment centers in Eloy, second only to a private incarceration facility in the city, and larger than the Eloy public school system.

The largest secondary benefit was \$4.5 million in induced benefits or spending by workers as consumers in the Eloy regional economy, creating 34 jobs and payrolls of \$1.3 million. Indirect benefits, or purchases by airport firms of inputs within the regional economy added 19 jobs and \$2.0 million to regional output.

Table 2
Direct, Secondary, and Total Airport Economic Benefits
Eloy Municipal Airport

SOURCE	EMPLOYMENT	PAYROLLS	OUTPUT
Direct Airport Economic Benefits			
• Skydive Training & Jumps • Parachute Rigging & Testing • Aircraft Painting & Maintenance • Engine Overhaul & Repair • Food Service & Retail • Crop Dusting • Aerial Photography			
<i>Direct Benefits</i>	191	\$11,254,000	\$19,150,000
Secondary Airport Economic Benefits			
Indirect Benefits: Activity by Suppliers & Vendors	19	\$595,000	\$2,011,000
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<i>Total Benefits</i>	244	\$13,171,000	\$25,647,000

Source: Airport tenant information from on-site interviews. Secondary benefit estimates were computed from the IMPLAN input-output model, with coefficients for Pinal County. Values are in 2019 dollars.

From the IMPLAN input-output model, the regional industries that provide goods and services as inputs to Airport employers can be identified (**Table 3**). The entries illustrate how the “upstream supply chain” supports output and job creation at the Eloy Municipal Airport. Industries in the table are ranked according to dollar volume of inputs purchased by Airport firms during 2019.

The greatest inputs were from companies involved in fuel transport. To produce \$19.1 million of output, the Airport aviation community required \$594,000 of inputs from fuel transport and storage firms in the region.

Table 3 Purchases From Suppliers & Vendors Eloy Municipal Airport	
Industry	Inputs
Fuel Transport & Storage	\$594,000
Employment Services	\$127,000
Government Services	\$86,000
Aviation Support Services	\$75,000
Couriers & Messenger Services	\$61,000
Electric Power Transmission	\$47,000
Accounting Services	\$46,000
Financial Services	\$43,000
Marketing and Related Services	\$41,000
Insurance & Brokerages	\$40,000
All Other Suppliers	\$851,000
Input Purchases	\$2,011,000

Source: IMPLAN model, Pinal County

The second largest source of inputs was employment services, at \$127,000. This industry includes worker recruitment as well as human resources services. The firms at the Airport also paid government fees of \$86,000, made purchases from other firms in the aviation industry of \$75,000 and paid out over \$60,000 to delivery services. Other local inputs purchased by Airport firms included utilities, accounting, financial services, marketing, and insurance. It is likely that additional inputs were purchased from suppliers outside the Eloy area. These expenditures are known as “leakages” since this spending occurred outside of the local economy and did not create area jobs or output.

TOTAL ECONOMIC BENEFITS

To recap, aviation output produced was valued at \$19.1 million in revenues received by firms on, or adjacent to, the Airport. The dollar value of local inputs required to produce that aviation output at the Airport summed to \$2.0 million. From **Table 2** it can be seen that the \$2.0 million of goods and services provided by the upstream suppliers of inputs to aviation was associated with the creation and support of 19 jobs in

the Eloy regional economy. The total benefits of Airport operations are the sum of the combined direct and secondary benefits. The total benefits of Airport operations include:

- **244 total full-time equivalent jobs supported**
- **\$13.2 million total payroll created annually**
- **\$25.6 million of output contributed annually to the area economy**

Direct airport employment benefits of 191 FTE jobs accounted for 78 percent of total employment benefits, while the secondary (or multiplier) component of 53 jobs accounted for 22 percent. A comparison of the total benefits with the initial direct benefits provides insight into the multiplier process that produces benefits due to the presence of the airport to be distributed across the regional economy. For example, the 191 initial direct airport jobs supported the total employment of 244 workers in the Eloy region, yielding a multiplier value of 1.27. The economic interpretation is that, on average, each 100 direct jobs supported an additional 27 jobs in the Eloy area. Similarly, each million dollars of direct output is associated with additional secondary output of another \$350,000, derived from a calculation of the ratio of total output (\$25,646,000) to direct output (\$19,150,000), equal to 1.34.

Compared to some other Arizona general aviation airports that exhibit employment and output multipliers in the 1.5 to 1.8 range, the multipliers for the Eloy Municipal Airport are somewhat lower. The economic interpretation is that leakages exist because supplier and consumer spending options are not as plentiful for Eloy Municipal Airport firms, so they are making expenditures in other counties, most likely Maricopa or Pima, with a larger economic base of industries. From an economic development perspective, this finding identifies an opportunity for suppliers of inputs and various consumer goods and services in the Eloy area.

A DAY AT ELOY MUNICIPAL AIRPORT

Airports are available to serve the flying public and support the economy every day of the year. The Eloy Municipal Airport is a consistent source of revenues, employment, and income for the airport's service area economy. During an average day in 2019, the airport generated \$70,260 of daily total economic benefits (including direct and secondary or multiplier benefits) and supported 244 area workers, bringing home total daily income of \$36,000 for spending in their home communities (**Table 4**).

Table 4
Economic Benefits for an Average Day
Eloy Municipal Airport

Activity	Average Day
Aircraft Operations	82 Daily Aircraft Operations
Airport Employment	191 Workers at the Airport
Airport Payrolls	\$30,800 Paid to Airport Workers
Airport Inputs Purchased	\$5,500 Paid to Regional Suppliers
Skydive Jumps	330 Skydive Jumps*
Total Employment	244 Total Area Jobs Supported
Total Payrolls	\$36,000 Paid to Area Workers
Total Economic Benefits	\$70,260 Daily Economic Benefits

*Based on estimates provided by Skydive Arizona

On an average day at the airport, there were 82 operations by aircraft primarily involved in skydiving activity, which was underway every day of the week. In 2019, the airport provided on-site employment for 191 workers, creating payrolls valued at \$30,800 per day used by airport workers for spending for consumer goods and services. Airport businesses purchased goods and services of \$5,500 from suppliers in the Eloy regional economy each day. On an average day in 2019, there were 330 Skydive jumps.

Skydiving activity fluctuates seasonally (heaviest during the winter months) and according to the days of the week, with high activity on the weekend, according to jumper manifest records of Skydive Arizona.

GOVERNMENTAL REVENUE BENEFITS

Because of the output, jobs, and income created by the presence of the Eloy Municipal Airport, the facility is an important source of public revenue (**Table 5**). Tax revenues were derived from the IMPLAN model, based on current rates for Arizona, Pinal County, and federal taxes. The IMPLAN model estimates tax revenues related to employment, worker compensation and output components as reported by the U. S. Bureau of Economic Analysis (BEA). No breakout is available in the BEA data for individual cities, as city and county data are combined and reported at the county level. The Eloy Municipal Airport was the source of the following public revenues in 2019:

- **\$3.5 million combined federal, state, and local tax revenues**
- **\$2.3 million federal tax revenues**
- **\$1.2 million state and local tax revenues**

FEDERAL TAXES

The largest federal component was the social security tax, with contributions from employers and workers of \$1.3 million in 2019. The second largest federal tax revenues were generated from total personal income taxes of \$832,000. Overall, Airport economic activity accounted for \$2.3 million of federal tax revenues, or two thirds of tax collections from all sources of \$3.5 million.

Table 5 Government Revenue Benefits Eloy Municipal Airport	
Federal Taxes	
Corporate Profits Tax	\$55,000
Personal Income Tax	\$832,000
Social Security Tax	\$1,310,000
All Other Federal Taxes	\$107,000
Total Federal Taxes	\$2,304,000
State & Local Taxes	
Corporate Profits Tax	\$11,000
Property Tax	\$488,000
Sales Tax	\$432,000
Personal Income Tax	\$146,000
All Other State & Local	\$103,787
Total State & Local Taxes	\$1,181,000
Total Federal State and Local Taxes	
Total Taxes	\$3,485,000

Source: Calculations from the IMPLAN input-output model based on tax rates for Pinal County and Arizona and current federal rates.

STATE AND LOCAL TAXES

State and local tax revenues were \$1.2 million. The largest components of total state and local tax revenues were property taxes (\$488,000) and sales taxes (\$432,000). Personal income taxes of \$146,000 were the third largest revenue source.

AIRPORT VISITOR ECONOMIC BENEFITS

Skydive Arizona at the Eloy Municipal Airport ranks as one of the leading skydiving centers in the world. The center is regularly the site of national and global competitive events, as well as a destination for visitors seeking specialized training, certification, or a unique recreational experience. Each year, thousands of visitors come to the Eloy Municipal Airport to participate in skydiving activity or to simply witness the excitement of free fall from 13,000 feet to a drop zone.

Skydiving visitor expenditures for goods and services accounted for a significant proportion of the \$19.1 million direct output or revenue created at the airport in 2019. Visitors travel to Eloy from across Arizona, many from various U.S. states and from other nations. As such, skydiving dollars are especially “high-powered,” representing outside spending injected into the local economy. In this sense, skydiving is an “export” of the City of Eloy and an important part of the economic base of the Eloy regional economy.

AIRPORT VISITOR SURVEY

To develop an understanding of the characteristics of skydiving visitors and their expenditure patterns, a survey was conducted at the Eloy Municipal Airport at the end of December 2019. At this time, Skydive Arizona featured the annual “Christmas Boogie” event, with 10 days of activities, typically attracting approximately 450 attendees. It should be emphasized that the reported survey results are specific to this event, and other events, such as the World Cup of Skydiving held earlier at the airport (October 2019), might have different spending patterns and visitor characteristics.



Surveys were administered by staff from the Seidman Research Institute in the W. P. Carey School of Business at Arizona State University. Assistance was provided by the City of Eloy and Skydive Arizona. The survey period was 8:00 AM December 28 through 4:00 PM December 29. Respondents were asked to complete the survey *for their entire party*, in order to avoid double counting of data for travel groups. Survey answers were completed by iPad, as respondents clicked on their answers or entered supplemental data as necessary.

The combined overall response frequencies to the survey questions from 141 travel party representatives are shown in Appendix II of this report. Those interested in break-outs of responses by attendees from Arizona, out-of-state, and international origins can request these from the Seidman Research Institute at Arizona State University (480-965-5462).

AIRPORT VISITOR CHARACTERISTICS

Useable results were obtained for 303 attendees, accounting for 2,100 visitor days (**Table 6**). The largest number of airport visitors and travel parties attending the skydiving event were from states other than Arizona. States of origin most often identified were California (7 travel parties), Texas (5 travel parties) and Colorado (4 travel parties). Overall, 24 states and the District of Columbia were represented among survey respondents. Out-of-state visitors reported they were planning to stay 6 days at the event, accounting for 42 percent of visitor days. Average travel party size for out-of-state visitors was 2.4 persons, with several groups of up to 10 persons.

Table 6 Airport Visitor Characteristics By Origin Eloy Municipal Airport Visitor Survey				
Category	Arizona	Other U.S.	International	All Visitors
Number of Visitors	110	146	47	303
Share of Visitors	36%	48%	16%	100%
Average Days at Event	6	6	12	6.9
Visitor Days	660	876	564	2,100
Share of Visitor Days	31%	42%	27%	100%
Number of Parties	60	61	20	141
Share of Parties	42%	43%	15%	100%
Average Party Size	1.8	2.4	2.3	2.1

Source: Eloy Municipal Airport Visitor Survey, December 28-29, 2019.

There were 60 travel parties from Arizona, with average size of 1.8 persons, or 110 attendees covered by the survey. Respondents provided 40 separate Arizona zip codes for home addresses distributed across the state. Similar to out-of-state attendees, those from Arizona reported they intended to be on-site at the Eloy Municipal Airport and drop zone area for an average of six days.

International visitors had an intended stay of 12 days, the longest duration of any group. This is not unexpected considering the higher cost of travel and larger investment of time for participants originating from outside the country. In all, 10 nations were represented, with 5 travel parties from Canada and 4 from Germany. There were 47 international survey respondents and 20 travel parties, yielding an average international party size of 2.4 persons. The largest international travel party was a group of 5 from Israel that rented a large recreational vehicle (RV) for travel to the airport and for lodging while on-site at the drop zone.

AIRPORT VISITOR EXPENDITURES

From the survey, expenditures per party were converted to expenditures per person by dividing per party expenditures by party size (**Table 7**). The largest spending category for participants was recreation, which includes all charges associated with jump fees, wind tunnel sessions, and equipment rental or purchases. Recreation/skydiving expenditures accounted for approximately one half of the per person spending for participants, whether from Arizona, U.S. states, or international. Airport visitors from Arizona reported the smallest overall capital outlays per person, at \$487 for their average 6 day stay. Visitors from out-of-state, who also stayed 6 days, had expenditures per person of \$969, double the size of the Arizona per person spending rate. In part due to their longer length of stay (12 days), international visitors reported the greatest expenditures for food, lodging, and other outlays (\$2,236) during the event.

Table 7 Spending Per Person Per Visit by Origin Eloy Municipal Airport Visitor Survey				
Category	Arizona	Other U.S.	International	Weighted Average
Lodging	\$91	\$228	\$293	\$189
Food & Drink	\$91	\$123	\$170	\$119
Retail Goods & Services	\$60	\$76	\$110	\$76
Recreation (Includes Skydiving)	\$214	\$418	\$1,313	\$488
Transportation	\$31	\$124	\$350	\$127
Spending per Person	\$487	\$969	\$2,236	\$998
Weighted Average	0.31	0.42	0.27	

Source: Eloy Municipal Airport Visitor Survey, December 28-29, 2019.



Josh Galemore / Arizona Daily Star

A weighted average was computed across survey respondents based on its share of the total visitors. For example, Arizona visitors made up 31 percent of all visitors, so expenditures by visitors from within Arizona contributed 31 percent to the overall weighted average spending for each category. The resulting figure of \$998 is a measure of average spending across all airport visitors to this specific event in December 2019.

However, the spending figures in Table 6 should not be added to the \$19.2 million direct economic benefits shown in Tables 1 and 2, showing the economic benefits of airport activities. Essentially all airport visitors are at the airport for skydiving activity and, with some exceptions, the major portion of their expenditures are already included in the revenues reported, including Skydive Arizona in Table 1.

One spending category that primarily originates off-airport is transportation. The overall weighted average transportation cost for each visitor was \$127. That figure includes gasoline purchases made off-airport by Arizona residents who drove to the event in their own vehicles. The transportation category includes shuttle services and car rental for those that arrived at airports, such as Phoenix Sky Harbor, Tucson International, or Los Angeles International. Without more detailed information, it appears that most transportation expenditures were made off-airport and not necessarily within Pinal County.

Another spending category creating potential benefits off-airport is lodging. Although Skydive Arizona offers low cost lodging for individual jumpers and teams, some of those attending the December event reported lodging choices away from the airport. Most Arizona travel parties (82 percent) returned to their own homes and had no lodging expenses at all, while 18 percent spent an average of \$88 for the entire party for lodging per day (**Table 8**). However, 90 percent stayed in Eloy, while 5 percent stayed in Casa Grande and 5 percent stayed elsewhere, typically Tucson.

The largest group of airport visitors was from other U.S. states. Of this group, 79 percent paid for lodging, averaging \$696 per party for the entire trip, or \$116 per day. Those out-of-state visitors with paid lodging off-airport were most likely (13 percent) to stay in Casa Grande. International visitors had the lowest lodging expenditures per party per day (\$62) but reported the largest overall lodging costs per party (\$749) because of their extended 12-day average stay in the area. In this survey, 90 percent of international visitor parties reported paying for lodging, and all international visitors stayed in Eloy. From the survey, 55 percent of all visitors paid for lodging during their stay. The weighted average with paid lodging was for those who paid was \$632 and \$96 per party per day. Overall, 88 percent with paid lodging stayed in Eloy, 8 percent in Casa Grande (still in Pinal County), and 4 percent in other areas.

Table 8
Per Party Paid Lodging By Origin
Eloy Municipal Airport Visitor Survey

Category	Arizona	Other U.S.	International	All Visitors
Parties With Paid Lodging	18%	79%	90%	55%
Lodging/Party/Trip	\$525	\$696	\$749	\$632
Lodging/Party/Day	\$88	\$116	\$62	\$96
If Lodging - Stay in Eloy	90%	83%	100%	88%
If Lodging - Stay in Casa Grande	5%	13%	0	8%
If Lodging - Stay in Other Area	5%	4%	0	4%
Sum	100%	100%	100%	100%
Weighted Average (Share Of Parties)	0.42	0.43	0.15	

Source: Eloy Municipal Airport Visitor Survey, December 28-29, 2019.

Skydive Arizona typically organizes 6 to 8 special events during the year, as well as ongoing training and recreational jumping. As a first approximation of the net expenditure, the \$988 figure in Table 6 can be reduced by \$127 for transportation and lodging reduced by \$8 (or 4 percent) for lodging outside the county to yield \$853, the addition to direct economic benefits of the Eloy Municipal Airport from one airport visitor. This estimate assumes spending patterns and length of stay are somewhat similar to those in the survey group. Spending for other events with different groups may vary significantly from these survey results.

APPENDIX I

ELOY MUNICIPAL AIRPORT EMPLOYERS *(December 2019)*

- **Above All Photos**
- **Adventures in Skydiving**
- **Airborne Support Group**
- **Airborne Systems**
- **Arizona Aeropainting**
- **Bent Prop Saloon & Cookery**
- **Crop First Aviation**
- **Desert Skies Parachute Rigging**
- **High But Dry Balloons**
- **Hot Wings**
- **Rigging Innovations**
- **Skydive Arizona**
- **Skyventure Arizona**
- **Southwest Airmotive**
- **Square2 Parachute Sales & Service**

APPENDIX II

ELOY MUNICIPAL AIRPORT SKYDIVER SURVEY

(December 28 – 29, 2019)

Q1. PRIMARY RESIDENCE

	Frequency	Percent
Arizona Resident	60	42.6%
U.S. Resident (non-Arizona)	61	43.3%
International	20	14.2%
Total	141	100%

Q2. PRIMARY RESIDENCE: ARIZONA ZIPCODE

	Frequency
85004; 85013; 85022; 85031; 85032; 85120; 85122; 85132; 85138; 85142; 85143; 85201; 85203; 85208; 85210; 85225; 85257; 85259; 85268; 85283; 85286; 85301; 85304; 85331; 85365; 85367; 85383; 85712; 85715; 85716; 85718; 86302; 86305	1
85044; 85053; 85123; 85281; 85308	2
85224	4
85131	13
Total	60

Q2. PRIMARY RESIDENCE: OTHER U.S. STATE

	Frequency
Alaska	1
California	8
Colorado	7
DC	1
Florida	1
Georgia	1
Idaho	3
Illinois	1
Kansas	3
Michigan	1
Missouri	2
Montana	4
Nebraska	4
Nevada	1
New Mexico	1
New York	2
North Dakota	1
Oregon	3
South Carolina	1
Texas	5
Utah	3
Washington	2
Wisconsin	3
Wyoming	1
Missing	1
Total	61

Q2. PRIMARY RESIDENCE: INTERNATIONAL

	Frequency
Australia	1
Canada	5
France	1
Germany	4
Israel	1
New Zealand	1
Norway	1
Sweden	2
Switzerland	2
UK	2
Total	20

Q3. HOW MANY DAYS ARE YOU ATTENDING THIS SKY DIVING EVENT IN ELOY?

	Frequency	Percent
1	3	2.1%
2	8	5.7%
3	21	14.9%
4	17	12.1%
5	11	7.8%
6	7	5.0%
7	6	4.3%
8	6	4.3%
9	6	4.3%
10	24	17.0%
11	5	3.5%
12	3	2.1%
13	1	0.7%
14	7	5.0%
15	3	2.1%
18	2	1.4%
19	1	0.7%
25	1	0.7%
30	1	0.7%
90	1	0.7%
110	1	0.7%
180	2	1.4%
350	1	0.7%
365	1	0.7%
Missing	2	1.4%
Total	141	100%

Q4. ARE YOU PAYING TO STAY OVERNIGHT IN ARIZONA ON THIS TRIP?

	Frequency	Percent
Yes	92	65.2%
No (Day Visitor)	49	34.8%
Total	141	100%

Q5. HOW MANY NIGHTS ARE YOU STAYING IN ARIZONA?

	Frequency	Percent
1 night	4	4.3%
2 nights	10	10.9%
3 nights	7	7.6%
4 nights	10	10.9%
5 nights	2	2.2%
6 nights	5	5.4%
7 nights	7	7.6%
8 nights	6	6.5%
9 nights	6	6.5%
10 nights	9	9.8%
11 nights	3	3.3%
12 nights	4	4.3%
13 nights	2	2.2%
14 nights	6	6.5%
Over 14 nights	11	12.0%
Total	92	100%

Q6. OVERNIGHT IN WHICH TOWN OR CITY?

	Frequency	Percent
Az City	1	1.1%
Casa Grande	7	7.6%
Eloy / Drop Zone	73	79.3%
Maricopa	1	1.1%
Mesa	1	1.1%
Picacho	1	1.1%
RV	1	1.1%
RV at Drop Zone	1	1.1%
Scottsdale	1	1.1%
SDAZ Camp Ground/Tea Room/ Bunk House	3	3.3%
Tucson	1	1.1%
Missing	1	1.1%
Total	92	100%

Q7. SIZE OF TRAVEL PARTY

	Frequency	Percent
1 person	77	54.6%
2 people	30	21.3%
3 people	10	7.1%
4 people	12	8.5%
5 people	6	4.3%
7 people	1	0.7%
10 people	4	2.8%
11 people	1	0.7%
Total	141	100%

Q8. ENTIRE TRAVEL PARTY: LODGING

	Frequency
\$0	43
\$25	3
\$50	3
\$75	6
\$100	9
\$150	4
\$200	9
\$250	4
\$300	9
\$400	6
\$500	10
\$600	6
\$700	2
\$800	1
\$900	5
Other	21
Total	141

Other:

	Frequency
\$8000	2
\$540	3
Van	1
Total	21

Q9. ENTIRE TRAVEL PARTY: FOOD & DRINK

	Frequency
\$0	7
\$25	8
\$50	16
\$75	5
\$100	15
\$150	9
\$200	15
\$250	8
\$300	11
\$400	4
\$500	17
\$600	4
\$700	3
\$800	6
\$900	4
Other	9
Total	141

Other:

	Frequency
\$1000	3
Total	9

Q10. ENTIRE TRAVEL PARTY: RETAIL SPENDING

	Frequency
\$0	23
\$25	10
\$50	15
\$75	12
\$100	19
\$150	12
\$200	11
\$250	8
\$300	7
\$400	4
\$500	5
\$600	6
\$700	2
\$800	1
\$900	1
Other	5
Total	141

Other:

	Frequency
\$2000	1
\$1000	3
Total	5

Q11. ENTIRE TRAVEL PARTY: RECREATION

	Frequency
\$0	8
\$25	1
\$50	2
\$75	2
\$100	3
\$150	6
\$200	10
\$250	7
\$300	10
\$400	15
\$500	8
\$600	9
\$700	5
\$800	5
\$900	13
Other	37
Total	141

Other:

	Frequency
\$175 \$2400	1
\$350 \$2600	
\$860 \$4000	
\$1250 \$8000	
\$1600 \$9000	
\$1800 \$10000	
\$1900	
\$7000	2
\$1000	3
\$2500	4
\$2000	5
\$1500	6
Total	37

Q12. ENTIRE TRAVEL PARTY: GROUND TRANSPORTATION

	Frequency
\$0	40
\$25	17
\$50	11
\$75	9
\$100	11
\$150	8
\$200	5
\$250	3
\$300	6
\$400	8
\$500	1
\$600	2
\$700	5
\$800	5
\$900	2
Other	8
Total	141

Other:

	Frequency
\$15	1
\$30	
\$200	
\$2600	
\$3000	
\$7000	
\$1500	2
Total	8



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CITY OF ELOY

REQUEST FOR BOARD ACTION

Agenda Item: **VII.B.**

Date: **09/03/2020**

Date submitted:
08/31/2020

Action: Other

Subject: Update on Taxiway
Relocation and Drainage
Improvement Project.

Date requested:
09/03/2020

TO: Municipal Airport Advisory Board

FROM: Harvey Krauss

RECOMMENDATION:

Board members to receive an update on the Airport Taxiway Relocation and Drainage Project.

DISCUSSION:

The City Council, at its regular meeting on June 8, 2020, awarded a bid to Rummel Construction in the amount of \$5,334,020.15 for construction services for the improvements necessary to relocate the existing taxiway at the Eloy airport, construct a new drainage channel and culvert along the northeastern and northern portion of the airport, and install new chain link security fencing. The construction will address widespread drainage issues in the northern portion of the airport and to meet FAA runway-to-taxiway separation standards by relocating the existing taxiway (Taxiway 'A') to approximately 300-feet from the runway. In addition, the new fencing will help secure the airfield along the eastern side of the property. The construction will have 7 phases, which will allow continued operation of the airport during construction with minimal disruptions. The City advertised and received 6 sealed bids for construction on May 7, 2020.

Rummel will be mobilizing for this construction project on September 28, 2020, and the project is scheduled to be completed in the spring of 2021.

This taxiway relocation project will eliminate approximately one-half of the existing tie downs at the Airport. Under separate contract, the City will arrange for construction of replacement tie downs in the area of the Airport labeled Phase 1, which was designated for construction of new T-Hangars. In lieu of construction of T-Hangars at this time, the City will be installing temporary tie downs as a replacement for the tie downs eliminated with this construction project.

Attached is an overall site plan for the project, as well as a phasing plan. There will be minimal disruptions of service due to construction activities.

FISCAL IMPACT:

Funding for the \$5,334,020.15 construction is as follows:

Taxiway 'A' Relocation Construction Services

FAA Share: \$4,274,147.15

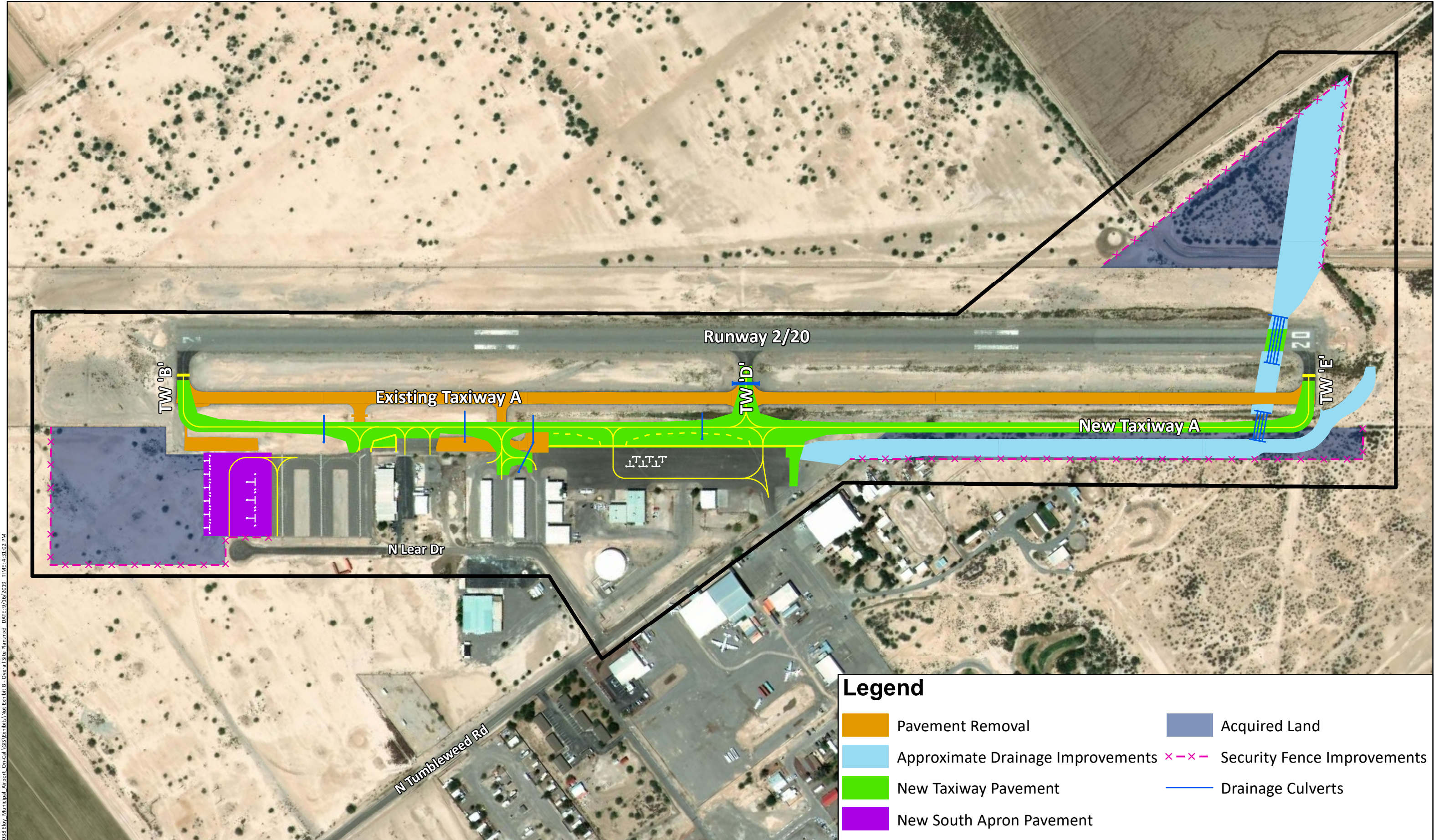
City Share: \$100,000.00 (City Allowance Expenses)

Drainage Improvements Construction Services

ADOT Share: \$863,885.70

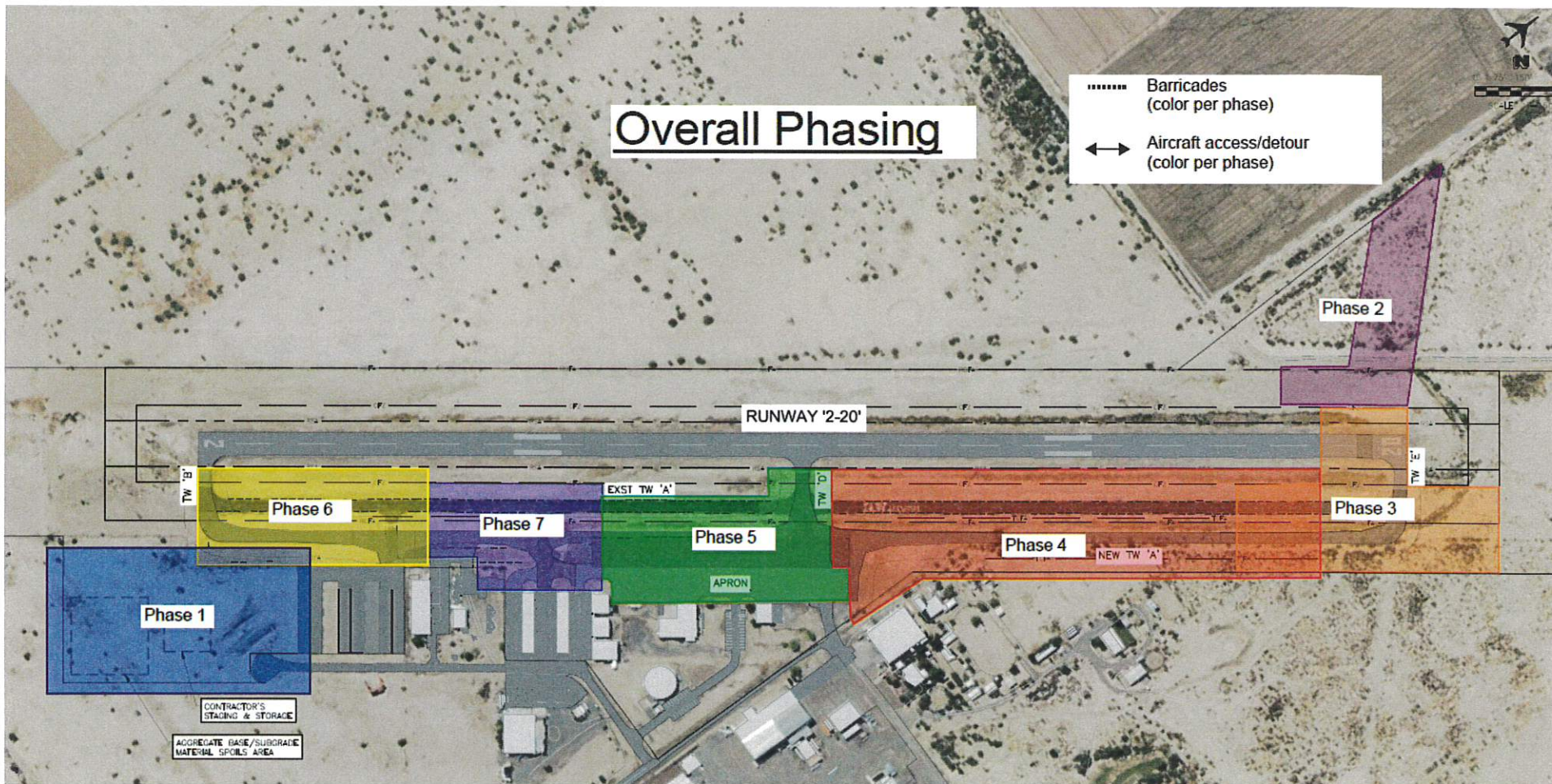
City Share: \$95,987.30

The City's total share of \$195,987.30 is funded in GL account #58-456-4937.



Overall Phasing

- Barricades
(color per phase)
- ↔ Aircraft access/detour
(color per phase)



CITY OF ELOY

REQUEST FOR BOARD ACTION

Agenda Item: **VIII.A.**

Date: **09/03/2020**

Date submitted:
08/31/2020

Action: Other

Subject: Introduction of Potential
Airpark Master Plan

Date requested:
09/03/2020

TO: Municipal Airport Advisory Board

FROM: Jerry Stabley

RECOMMENDATION:

Direct staff to move forward with developing a scope of work and a project schedule.

DISCUSSION:

One of the strategic implementation actions included in the City's 2019 Economic Development Strategic Plan is to: Design and adopt an Airpark Master Plan to strengthen this identified near and long term economic engine for the City. The plan is described as a "long range plan for the ultimate development of the airport for aviation and aeronautical related industries or industries that rely on airport convenience and services". This plan will be an opportunity to build on the success of Skydive Arizona and other existing businesses near the airport.

In the preparation of an Airpark Master Plan, it is critically important to differentiate between the area the airport itself (the area "inside the fence", and the area that surrounds it (the area "outside the fence"). Master plans for airports are subject to rigorous standards by the FAA and are prepared by consultants that focus solely on existing and future airport functions and operations. The Eloy Municipal Airport has an existing master plan (2013) in place, prepared by Coffman Associates. It is scheduled to be updated in Fiscal Year 2021 on the Airport Capital Improvements Plan (ACIP). The term airpark is often used by municipalities to describe the area around an airport that is outside of the fence. Airpark master plans are typically focused on land use/zoning recommendations, transportation network, and infrastructure facilities and services.

Community Development staff would like to begin preparing the preliminary area of study, scope of work and project schedule for the Eloy Airpark Master Plan, which will be undertaken by City staff. Staff will present background information to the Board at this meeting and will seek the Board's approval to move forward with these initial tasks. If the Board decides to move forward, staff will identify the study area, create the scope of

work and project schedule and bring them back for the Board's concurrence and recommendation. Staff would then present them to the City Council as the basis to conduct the planning process to prepare the Eloy Airpark Master Plan.

FISCAL IMPACT:

There is not a fiscal impact related to this item.

CITY OF ELOY

REQUEST FOR BOARD ACTION

Agenda Item: **VIII.B.**

Date: **09/03/2020**

Date submitted:
08/31/2020

Action: Other

**Subject: Airport Capital
Improvement Program (ACIP)
FY2022 - FY2026**

Date requested:
09/03/2020

TO: Municipal Airport Advisory Board

FROM: Harvey Krauss

RECOMMENDATION:

Board members to review the FAA and ADOT Five-Year Capital Improvement Program for the Eloy Municipal Airport.

DISCUSSION:

An updated Airport Capital Improvement Program for the Eloy Municipal for FY 2022 – FY 2026 FAA/ADOT has been uploaded to the to the ADOT ACIP Web Portal for ADOT's review. Here are the next steps and key dates associated with the ACIP review and approval process.

- ADOT will review the Eloy ACIP and provide any suggested changes/revisions by September 30, 2020.
- If necessary, the “revised” ACIP will need to be resubmitted to ADOT by October 18, 2020.
- Once approved by ADOT, the ACIP will need to be submitted to the FAA by December 10, 2020.

FISCAL IMPACT:

Projects included on the ACIP are eligible for FAA and ADOT funding.

ELOY MUNICIPAL AIRPORT														
"DRAFT" FAA/ADOT ACIP (2022-2026)														
PREPARED BY: COFFMAN ASSOCIATES														
PREPARED: JULY 30, 2020														
FISCAL YEAR		PROJECT NUMBER		PROJECT		QUANTITY		TOTAL COST		FEDERAL SHARE (1)		STATE SHARE		CITY SHARE
2018		AIP #14		Land Acqusition (Taxiway Relocation and Drainage Improvements)		± 15.0 Acres		\$494,180		\$450,000		\$22,090		\$22,090
				Subtotal (FY 2018)				\$494,180		\$450,000		\$22,090		\$22,090
2019		AIP #15		Relocation of Taxiway "A", New MITL, and Floodplain Improvements (Design Only)		LS		\$471,513		\$429,360		\$21,077		\$21,077
				Subtotal (FY 2019)				\$471,513		\$429,360		\$21,077		\$21,077
2020		#E0S2W01C		Drainage Improvements - Phase 1 (Construct)		LS		\$1,200,000		\$0		\$1,080,000		\$120,000
2020		#E0S2V01C		Runway Lighting Rehabilitation (Design and Construction)		LS		\$450,000		\$0		\$405,000		\$45,000
2020		AIP #16		Relocation of Taxiway "A" and new MITL		±23,000 SY		\$4,726,204		\$4,726,204		\$0		\$0
				Subtotal (FY 2020)				\$6,376,204		\$4,726,204		\$1,485,000		\$165,000
2021		21-1		Master Plan Update (Including AGIS Survey)		LS		\$400,000		\$364,240		\$17,880		\$17,880
				Subtotal (FY 2021)				\$400,000		\$364,240		\$17,880		\$17,880
2022		22-2		Drainage Improvements - Phase 2 (Design & Construct)		LS		\$750,000		\$0		\$675,000		\$75,000
				Subtotal (FY 2022)				\$750,000		\$0		\$675,000		\$75,000
2023		23-1		Environmental Assessment (Land Acquistion and Runway Extension)		LS		\$300,000		\$273,180		\$13,410		\$13,410
				Subtotal (FY 2023)				\$300,000		\$273,180		\$13,410		\$13,410
2024		24-1		Land Acquistion (SW Runway Extension)		±20 Acres		\$400,000		\$364,240		\$17,880		\$17,880
2024		24-2		SW Runway Extension - 650 feet (Design Only)		LS		\$400,000		\$364,240		\$17,880		\$17,880
2024		24-3		Drainage Improvements - Phase 3 (Design & Construct)		LS		\$850,000		\$0		\$765,000		\$85,000
				Subtotal (FY 2024)				\$1,650,000		\$728,480		\$800,760		\$120,760
2025		25-1		Construct SW Runway Extension - 650 feet (Including Parallel Taxiway "A", MIRL, MITL)		LS		\$4,000,000		\$3,642,400		\$178,800		\$178,800
				Subtotal (FY 2025)				\$4,000,000		\$3,642,400		\$178,800		\$178,800
2026		26-1		Install AWOS		LS		\$300,000		\$273,180		\$13,410		\$13,410
				Subtotal (FY 2026)				\$300,000		\$273,180		\$13,410		\$13,410
				TOTAL ACIP (FY2021 - FY2026)				\$7,400,000		\$5,281,480		\$1,699,260		\$419,260

1. Assumes Federal Funding at 91.06% except for CARES Act Projects (AIP #16) which are funded at 100%.

Federal Aviation Administration and Arizona Department of Transportation
Five-Year Capital Improvement Program
Project Request Data Sheet

Airport Name: **Eloy Municipal Airport**

Sponsor Signature: _____
 (Required)

Date: 8/26/2020 11:55:32AM

<u>Fiscal Year</u>	<u>Project Map Identifier</u>	<u>Project Category</u>	<u>Project Total Amount</u>	<u>Project Component</u>	
2022	22-1	State and Local	\$750,000	Airport Drainage, Improve	
				Description: Constr. of misc. drainage improvements including approx. 2,000 lf of drainage channel and culverts as determined by Airport Drainage Study (Ph. 2). This would include projects which have received a FONSI from FAA.	Project shown on approved ALP? Y Phase Project? Y FSL Pavement Maintenance Prj.? N
				Justification: The airport is experiencing drainage and flooding problems. The drainage improvements will correct extg. problems and will also allow for future airport development.	Environmental Review Status? EA
2023	23-1	Federal, State, and Local	\$300,000	Planning:Conduct <Environmental Assessment/Environmental Impact Statement/Feasibility> <Study/Update>	
				Description: Prepare an EA for a 650 ft extension to Rwy 2, including land acquisition (approx. 40 acres). APN 404-05-009B and APN 404-05-010J	Project shown on approved ALP? Y Phase Project? N FSL Pavement Maintenance Prj.? N
				Justification: The EA is required in order to determine that there are no significant environmental issues associated with the project.	Environmental Review Status? CatEx
2024	24-1	Federal, State, and Local	\$400,000	Land:Acquire <Land/Easement> For Development/Relocation	
				Description: Reimbursement for the acquisition of approx. 40 acres of land for the extension of Rwy 2 (APN 404-05-010J and APN 404-05-009B).	Project shown on approved ALP? Y Phase Project? Y FSL Pavement Maintenance Prj.? N
				Justification: The land is required for the extension of Rwy 2.	Environmental Review Status? EA
2024	24-2	Federal, State, and Local	\$400,000	Runways:<Extend/Widen/Strengthen> Runway [To Meet Standards] - Standards	
				Description: Design of a 650 ft. extension to Rwy 2, including parallel Twy extension, MIRLs and MITLs.	Project shown on approved ALP? Y Phase Project? Y FSL Pavement Maintenance Prj.? N
				Justification: The Rwy extension is required to serve larger, high-performance turbine AC. The extension is further justified in the Airport Master Plan.	Environmental Review Status? EA

Federal Aviation Administration and Arizona Department of Transportation
Five-Year Capital Improvement Program
Project Request Data Sheet

Airport Name: **Eloy Municipal Airport**

Sponsor Signature: _____
 (Required)

Date: 8/26/2020 11:55:32AM

<u>Fiscal Year</u>	<u>Project Map Identifier</u>	<u>Project Category</u>	<u>Project Total Amount</u>	<u>Project Component</u>	
2024	24-3	State and Local	\$850,000	Airport Drainage, Improve	
				Description: Constr. of misc. drainage improvements including approx. 3,500 lf of drainage channel and culverts as determined by Airport Drainage Study (Ph. 3). This would include projects which have received a FONSI from FAA.	Project shown on approved ALP? Y Phase Project? Y FSL Pavement Maintenance Prj.? N
				Justification: The airport is experiencing drainage and flooding problems. The drainage improvements will correct extg. problems and will also allow for future airport development.	Environmental Review Status? EA
2025	25-1	Federal, State, and Local	\$4,000,000	Runways:<Extend/Widen/Strengthen> Runway [To Meet Standards] - Standards	
				Description: Construct a 650 ft. extension to Rwy 2, including parallel Twy extension, MIRLs and MITLs.	Project shown on approved ALP? Y Phase Project? Y FSL Pavement Maintenance Prj.? N
				Justification: The Rwy extension is required to serve larger, high-performance turbine AC. The extension is further justified in the Airport Master Plan.	Environmental Review Status? EA
2026	26-1	Federal, State, and Local	\$300,000	Equipment:Install Weather Reporting Equipment {Describe, e.g., AWOS } - Standards	
				Description: Install a new AWOS on the northwest side of RWY 2-20.	Project shown on approved ALP? Y Phase Project? N FSL Pavement Maintenance Prj.? N
				Justification: The AWOS will provide real-time weather data at the Airport enhancing safety for aircraft operations, including the safety of pilots and passengers.	Environmental Review Status? CatEx

CITY OF ELOY

REQUEST FOR BOARD ACTION

Agenda Item: VIII.C.

Date: 09/03/2020

Date submitted:
08/31/2020

Action: Formal

Subject: Next Meeting Date -
December 3, 2020

Date requested:
09/03/2020

TO: Municipal Airport Advisory Board

FROM: Harvey Krauss

RECOMMENDATION:

Proposed Date for Next Board Meeting - December 3, 2020.

DISCUSSION:

Board members to determine next meeting date. Proposed date for next meeting is December 3, 2020.

FISCAL IMPACT:

N/A