

MEETING MINUTES AND COMMENTS RECEIVED

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E.1 Kickoff Meeting/Visioning Session (September 26, 2017)



KICKOFF MEETING/VISIONING SESSION – SEPTEMBER 26, 2017

Attendees

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KICKOFF MEETING/VISIONING SESSION – SEPTEMBER 26, 2017

Agenda

1. Introductions/Opening Remarks
2. Purpose of Meeting
3. What attendees want from visioning session
4. What has Airport meant to the City of Concord and Cabarrus County over the past 23 years
5. Issues that need to be addressed
6. Future opportunities
7. What can stop the Airport
8. Final thoughts/what did you get out of the kickoff meeting/visioning session

Benefits

- | | |
|---|--|
| • Accessibility/connectivity | • NASCAR impact |
| • Convenience | • Safety (with air traffic control tower) |
| • TSA passenger efficiency | • Job creation/economic impact |
| • Build tax base | • On-site fire and police |
| • Diversity of industry | • Favorable demographics for flight school |
| • 24/7 FBO service | • Put Concord on the map |
| • 4 th largest airport in NC | • Favorable relative cost to operate |
| • Favorable cost/benefit | • Return on investment 20 times annually |
| • Quality of life | |

Issues

- | | |
|---|--------------------------------------|
| • Variety of services/destinations | • Entrance/entrance road and signage |
| • General aviation access (take care of corporate/GA) | • Airfield movement |
| • Future ground handling | • Pedestrian/aircraft conflict |
| • Adequate convenient parking for GA area | • Do we have adequate runway? |
| • Adequate future funding | • Tower is too short |

KICKOFF MEETING/VISIONING SESSION – SEPTEMBER 26, 2017

- Checkpoint redesign to include exit lane
- Expanded fire station
- Potential future conflict in air pattern – commercial versus training
- Satellite law enforcement office
- Surrounding land growth
- Road circulation to and within the airport (Derita Road access question)
- Future of tower – privatization, possible loss
- Social media communication
- Perimeter road for quick access
- ARFF equipment – age and capacity
- Insurance liability issues increasing
- Increased support personnel
- Space for ARFF training (outdoor)
- Appearance and welcoming image
- Communication of commercial flight scheduling
- Runway length

Opportunities

- Partnership of GA and commercial activity – optimize both
- Cargo potential
- Customer base – variety
- Communication of support services (existing and future)
- Connectivity with light rail
- Impact of future technology
- Business support potential
- Land and land use
- Related aviation business
- Larger terminal building
- Electric vehicles
- Connectivity with various forms of transit/travel

Threats

- Political
- Environmental impacts
- Public policy
- Lack of in-tune/engaged leadership
- Bad accident
- Inadequate land
- Fuel prices
- Not partnering
- Regional/national economy
- Terrorist activity
- Poor customer service
- Funding – federal, state, local
- Insufficient infrastructure
- Regulatory changes
- Lack of diversification
- Failure to solve access issue
- Incompatible land use
- Failure of advocacy
- Ego – individual bias
- Natural disaster
- Protest groups

KICKOFF MEETING/VISIONING SESSION – SEPTEMBER 26, 2017

Final Thoughts

- Thinking forward
- Perspective
- Identify concerns of each
- Meeting beneficial
- Got all three groups in a room
- Build partnerships

KICKOFF MEETING/VISIONING SESSION – SEPTEMBER 26, 2017



Concord Regional Airport
Master Plan Update
Kick-Off Meeting/Visioning Session
September 26, 2017

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KICKOFF MEETING/VISIONING SESSION – SEPTEMBER 26, 2017



Concord Regional Airport
Master Plan Update
Kick-Off Meeting/Visioning Session
September 26, 2017

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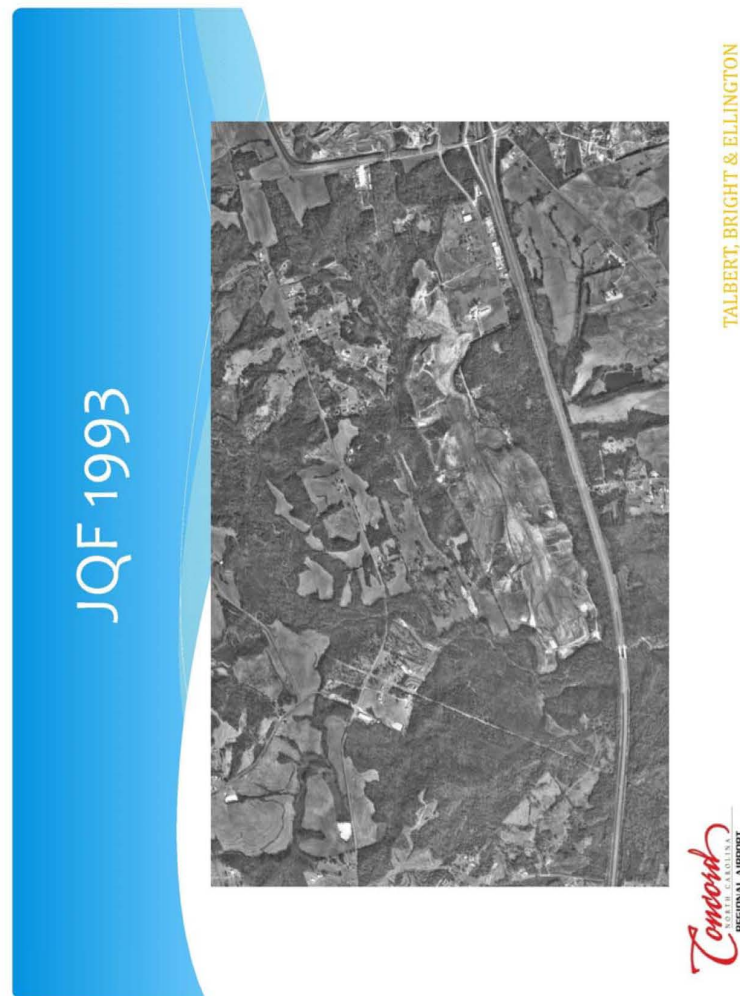


JQF History

- Airport opened in November 1994
- Runway 02/20 – 5,500' x 100'
- NASCAR came to Concord - Joe Gibbs Racing, Hendrick Motorsports, Stewart-Haas Racing, Roush Fenway Racing, Chip Ganassi Racing, DH Motorsports, among others
- Runway 02/20 was extended and opened in May 2005 – 7,400' x 100'
- Until December 2013, JQF was the busiest general aviation airport in the North Carolina airport system
- Allegiant Air initiated service December 2013
- Hangar A up-fitted to create temporary secure terminal service area
- Commercial service terminal opened September 2016
- Since 1991, JQF has received \$85,489,390 in grants for capital improvements



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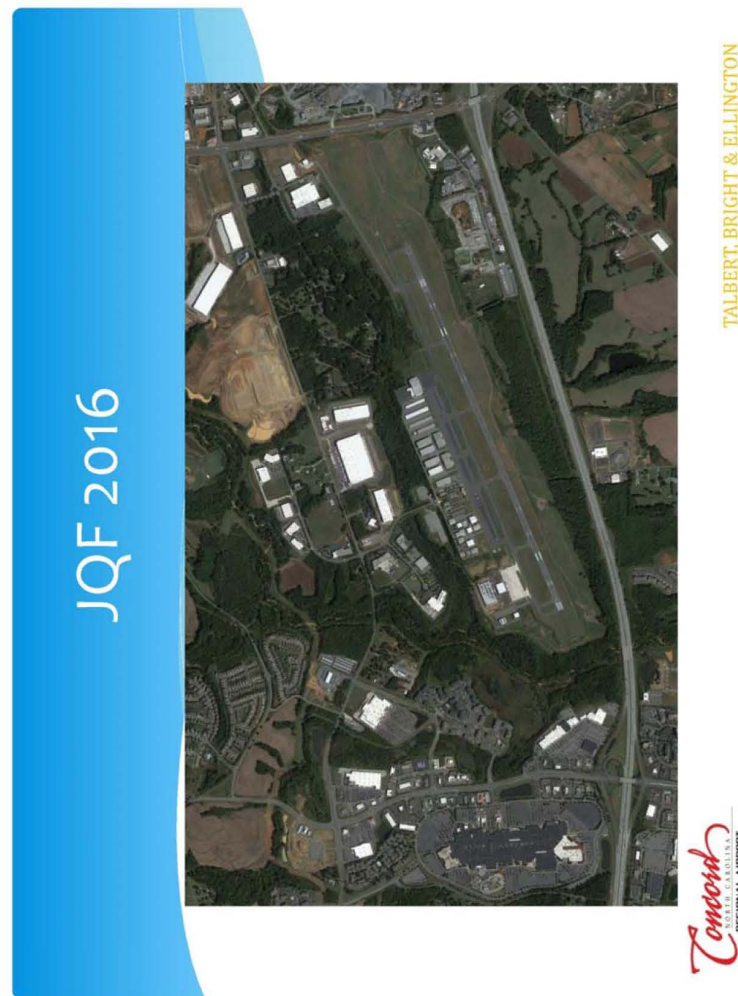
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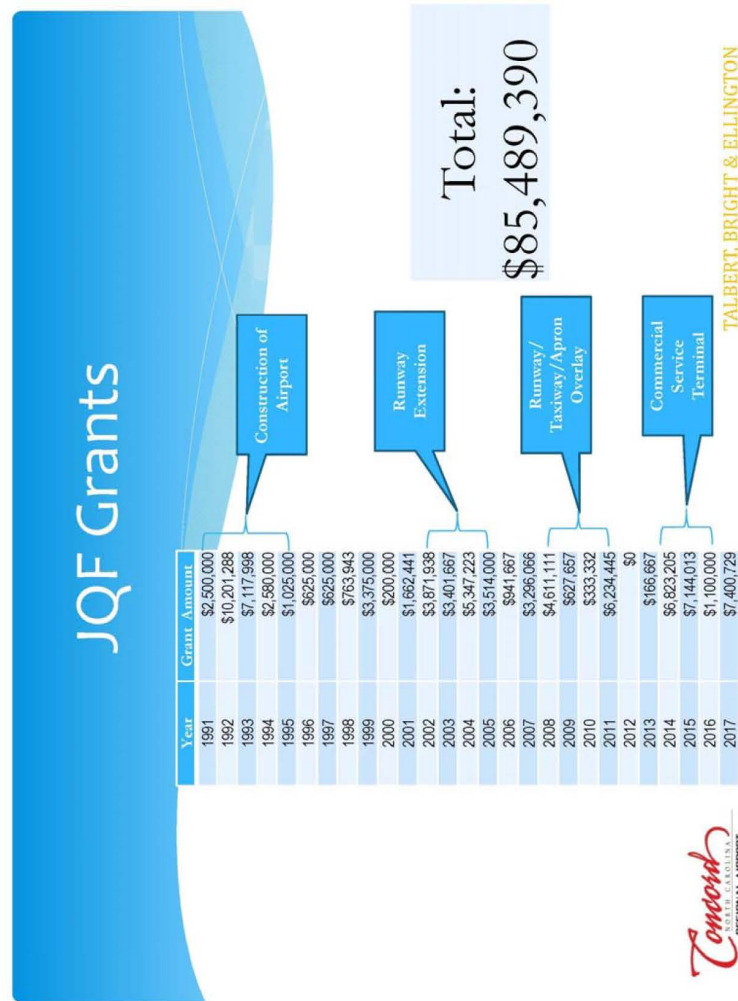
JQF 1998



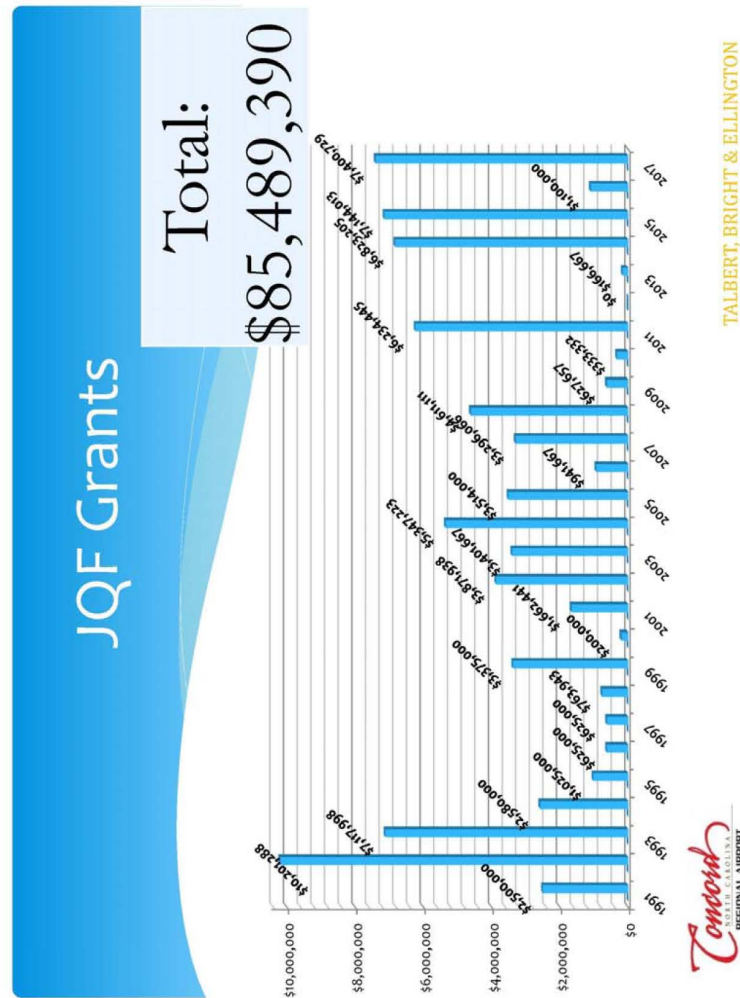
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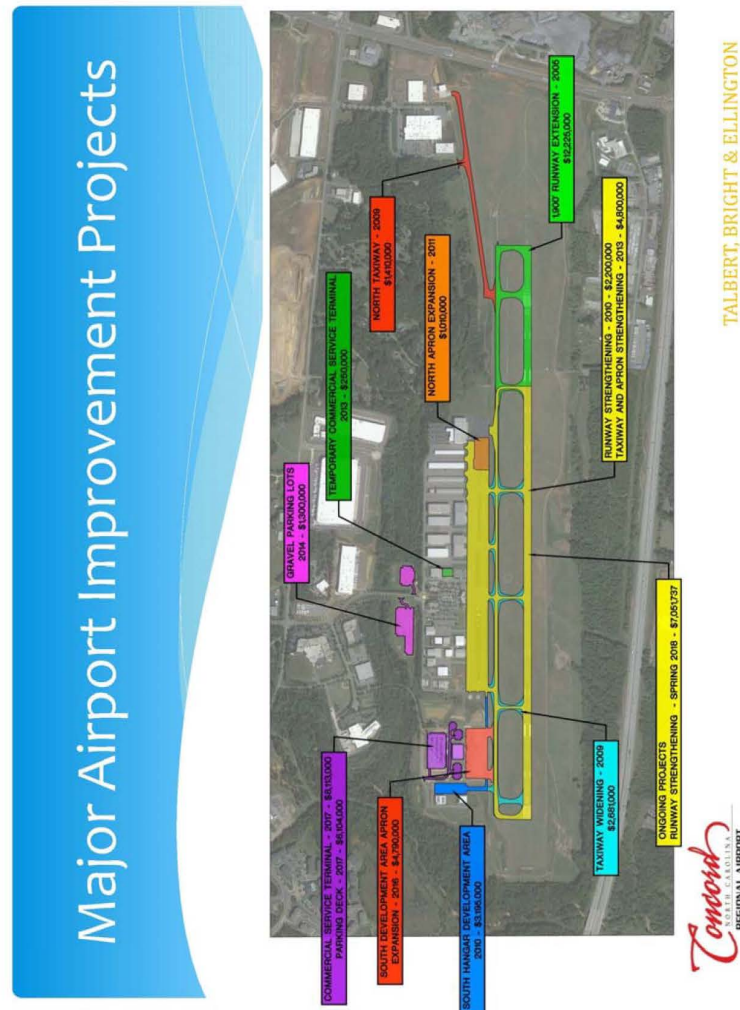
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KICKOFF MEETING/VISIONING SESSION – SEPTEMBER 26, 2017



JQF Economic Impact in NC (2016)

Concord Regional Airport			
Total State and Local Taxes (dollars)		Direct	\$3,162,000
Employment (jobs)		Total	1,140
			1,940
Estimated Payroll Income (dollars)	Direct	Direct	\$16,980,000
	Total	Total	\$42,960,000
Output (dollars)	Direct	Direct	\$97,670,000
	Indirect	Indirect	\$42,950,000
	Induced	Induced	\$20,320,000
	Total	Total	\$160,940,000

Source: NCDOT-DOA (2016).



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KICKOFF MEETING/VISIONING SESSION – SEPTEMBER 26, 2017



JQF Terminal Area Forecast (2017)

Aircraft Operations	Year					
	2000	2005	2010	2015	2016	
Enplanements	Air Carrier	0	0	102	62,588	79,878
	Commuter	0	0	9,024	52	137
	Total	0	0	9,126	62,640	80,015
Itinerant Operations	Air Carrier	0	0	576	1,851	1,953
	Air Taxi & Commuter	7,000	8,963	5,321	6,542	6,462
	General Aviation	40,000	42,921	33,826	29,815	31,453
	Military	250	101	190	748	728
	Total	47,250	51,985	39,913	38,956	40,596
Local Operations	Civil	8,000	14,207	18,051	15,990	18,694
	Military	0	8	94	136	105
	Total	8,000	14,215	18,145	16,126	18,799
Total Operations		55,250	66,200	58,058	55,082	59,395
Based Aircraft		88	175	181	168	170

Source: APO Terminal Area Forecast Detail Report (Forecast Issued January 2017)



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Master Plan Update Narrative Report Contents

- Executive Summary
- Existing Conditions
- Aviation Forecasts
- Facility Requirements
- Alternatives Development and Evaluation
- Environmental Considerations
- Airport Layout Plans
- Capital Improvement Plan
- Airport Recycling, Reuse, and Waste Reduction Plan
- Public Involvement

Airport Layout Plan (ALP) Drawing Set

- Cover Sheet
- Existing Conditions
- Airport Layout Plan
- Terminal Area Plan
- Airport Airspace Drawing (Part 77)
- Inner Portion Approach Surface
- Runway Departure Surface
- Runway Centerline Plan and Profile
- Land Use
- Exhibit "A" Property Map
- FAA Checklist

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Concord
NORTH CAROLINA
REGIONAL AIRPORT

KICKOFF MEETING/VISIONING SESSION – SEPTEMBER 26, 2017

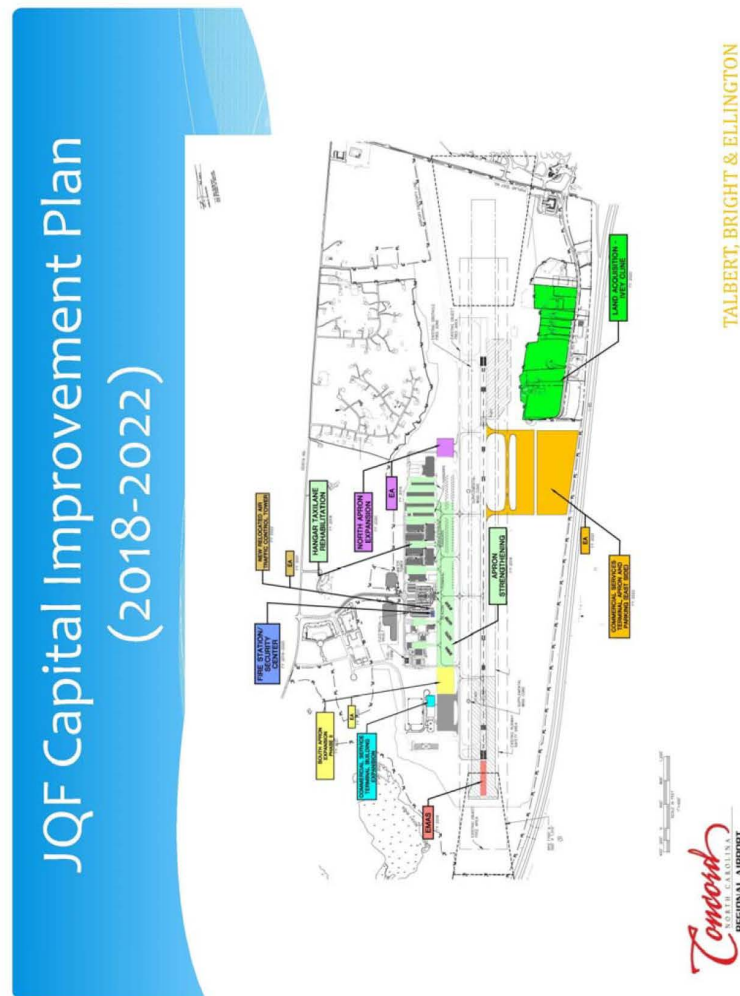


JQF Capital Improvement Plan (2018-2022)

Fiscal Year	Project Description	Project Reflected on ALP	Sponsor Priority Number	Estimated Total Cost of Project	Cost Allocation \$			Sponsor Participation
					AIP Entitlements	AIP Discretionary	State Participation	
Federally Funded Projects								
2018	Apron Strengthening / Hangar Taxilane Rehabilitation	Yes	1	\$6,171,000	\$1,000,000	\$4,553,900	\$300,000	\$317,100
2018	EMAS System for Runway 2 Over-run Area	Yes	2	\$4,693,000	\$0	\$4,223,700	\$0	\$469,300
2019	North Apron Expansion - EA	Yes	3	\$250,000	\$0	\$225,000	\$12,500	\$12,500
2019-2020	Fire Station/Security Center	Yes	4	\$2,121,000	\$1,000,000	\$908,900	\$106,050	\$106,050
2020	North Apron Expansion	Yes	5	\$1,920,000	\$1,000,000	\$728,000	\$96,000	\$96,000
2020	Land Acquisition/Relocation: Ivy Cline	Yes	6	\$7,000,000	\$0	\$6,300,000	\$300,000	\$400,000
2020	South Apron Expansion - Phase II - EA	Yes	7	\$300,000	\$0	\$270,000	\$15,000	\$15,000
2021	South Apron Expansion - Phase II	Yes	8	\$5,914,000	\$1,000,000	\$4,322,600	\$295,700	\$295,700
2021	Commercial Services Terminal, Apron and Parking (East Side) - EA	Yes	9	\$600,000	\$0	\$540,000	\$4,300	\$55,700
2021	New Relocated Control Tower - EA	Yes	10	\$200,000	\$0	\$180,000	\$0	\$20,000
2022	Terminal Expansion	Yes	11	\$7,244,000	\$1,000,000	\$5,519,600	\$300,000	\$424,400
2022	New Relocated Control Tower	Yes	12	\$3,500,000	\$0	\$3,150,000	\$0	\$350,000
2022	Commercial Services Terminal, Apron and Parking (East Side)	Yes	13	\$40,750,000	\$0	\$36,675,000	\$0	\$4,075,000
Participation Totals				\$80,663,000	\$5,000,000	\$67,596,700	\$1,429,550	\$6,636,750

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E.2 Development Alternatives Review Session (March 29, 2018)

MEETING SIGN-IN SHEET				
Project: <u>Master Plan Update</u>			Meeting Date: <u>3/29/18</u>	
Facilitator:			Place/Room:	
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AGENDA
MASTER PLAN UPDATE SESSION
CONCORD REGIONAL AIRPORT

1. Introductions/Opening Remarks
2. Aviation Forecasts
3. Alternative Development Options review
4. Final thoughts

Concord Regional Airport (JQF)

Development Alternatives
Review Session
March 29, 2018

Aviation Forecast Summary

	2017 (Existing)		2018		2023		2028		2038	
	Forecast	TAF	Forecast	TAF	Forecast	TAF	Forecast	TAF	Forecast	TAF
Enplanements and Average Annual Growth Rate										
Air Carrier Enplanements	115,074	36,866	117,491	37,634	130,356	41,724	144,631	46,256	178,040	56,858
(% Difference from TAF)	(212.1%)		(212.2%)		(212.4%)		(212.7%)		(213.1%)	
Based Aircraft and Average Annual Growth Rate										
Single-Engine Piston	107		107		108		108		107	
Multi-Engine Piston	15		15		16		16		17	
Turboprop	8		8		9		9		11	
Jets	23		24		26		30		37	
Helicopters	5		5		5		6		7	
Total Based Aircraft	158	169	159	171	164	185	169	195	179	215
(% Difference from TAF)	(-6.5%)		(0.6%)		(0.6%)		(0.6%)		(0.6%)	
Aircraft Operations and Average Annual Growth Rate										
GA Local	21,844	19,902	21,975	20,200	22,642	21,761	23,329	23,441	24,767	27,203
GA Itinerant	31,205	32,484	31,392	32,517	32,345	32,682	33,328	32,847	35,382	33,177
Air Carrier	2,496	1,979	2,511	2,006	2,588	2,147	2,666	2,299	2,831	2,636
Air Taxi	6,179	6,551	6,216	6,643	6,404	7,112	6,599	7,610	7,006	8,720
Military	686	833	691	833	712	833	734	833	779	833
Total Operations	62,410	68,623	62,785	74,065	64,691	76,766	66,555	79,662	70,764	86,116
(% Difference from TAF)	(-9.1%)		(0.6%)		(0.6%)		(0.6%)		(0.6%)	
Operations per Based Aircraft	395	406	395	433	395	414	394	409	395	401
			(-15.2%)		(-15.7%)		(-16.3%)		(-17.8%)	

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FAA Forecast Approval



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memphis Airports District Office
2600 Townsend Oaks Blvd., Suite 2250
Memphis, TN 38116
Phone: 901-322-8180

March 1, 2018

Mr. Dirk Vanderleest
Concord Regional Airport
Aviation Director
9000 Aviation Boulevard
Concord, NC 28027

Chapter 3 – Aviation Forecast Review
AIP Project No. 3-37-001S-003-2017
Airport Master Plan Update
Concord Regional Airport (JQF)

Dear Mr. Vanderleest:

We have reviewed the revised draft copy of the Chapter 3 Aviation Forecasts transmitted to us on January 18, 2018. All comments regarding the range of forecast growth have been addressed. We have no other comments in reference to this submittal. We, therefore, find the subject forecast approved for use.

Should you have any questions, please contact me at (901) 322-8187 or by email at Leonard.Green@faa.gov.

Sincerely,

L. Bernard Green, CM, AICP
Airport Planner, Memphis Airports District Office

cc: Judy Elder, Talbert & Bright

Enclosure

TALBERT, BRIGHT & ELLINGTON

Airfield Design Standards

Runway Design Factors	Existing	Future (RDC D-III) Precision Approach Requirements
Runway Width	100'	150'
Runway Safety Area (RSA): RSA width	500'	500'
RSA length beyond runway end	1,000' (600' RWY 20)	1,000' (600' EMAS)
Object Free Area (OFA): OFA width	800'	800'
OFA length beyond runway end (Precision OFA)	1,000'	1,000'
Building Restriction Line (BRL)	800' from centerline	800' from centerline
Taxiway width	50'	50'
Runway to taxiway distance	400'	400'
Runway to parking distance	500'	500'
Taxiway to parking distance	100'	100'

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Storage Requirements

Based Aircraft Storage Ratios

Aircraft Types	Apron Tie-Downs	T-Hangars	Conventional Hangars
Single-Engine	26%	49%	25%
Multi-Engine	20%	60%	20%
Turboprop	0%	0%	100%
Jet	12%	0%	88%
Rotorcraft	0%	0%	100%

Conventional Hangar Requirements

- * Single-Engine – 1,000 square feet
- * Multi-Engine – 3,000 square feet
- * Turboprop – 6,000 square feet
- * Jet – 8,000 square feet
- * Helicopter – 4,000 square feet

Apron Requirements

- * Single-Engine – 1,000 square yards
- * Multi-Engine – 2,000 square yards
- * Turboprop – 3,000 square yards
- * Jet – 4,000 square yards
- * Helicopter – 4,000 square yards

Based Aircraft Storage Requirements

Conventional Hangar

Aircraft Types	2017	2023	2028	2038
Single-Engine	27,000	27,000	27,000	27,000
Multi-Engine	9,000	9,000	9,000	9,000
Turboprop	48,000	54,000	54,000	66,000
Jet	160,000	184,000	208,000	264,000
Rotorcraft	20,000	24,000	24,000	28,000
Total Conventional Hangar Space	264,000	298,000	322,000	394,000

Apron

Aircraft Types	2017	2023	2028	2038
Single Engine Piston	28,000	28,000	28,000	28,000
Multi Engine Piston	6,000	6,000	6,000	8,000
Turboprop	0	0	0	0
Business Jet	12,000	12,000	16,000	20,000
Rotorcraft	0	0	0	0
Total Apron Area	46,000	46,000	50,000	56,000

Transient Aircraft Storage Requirements

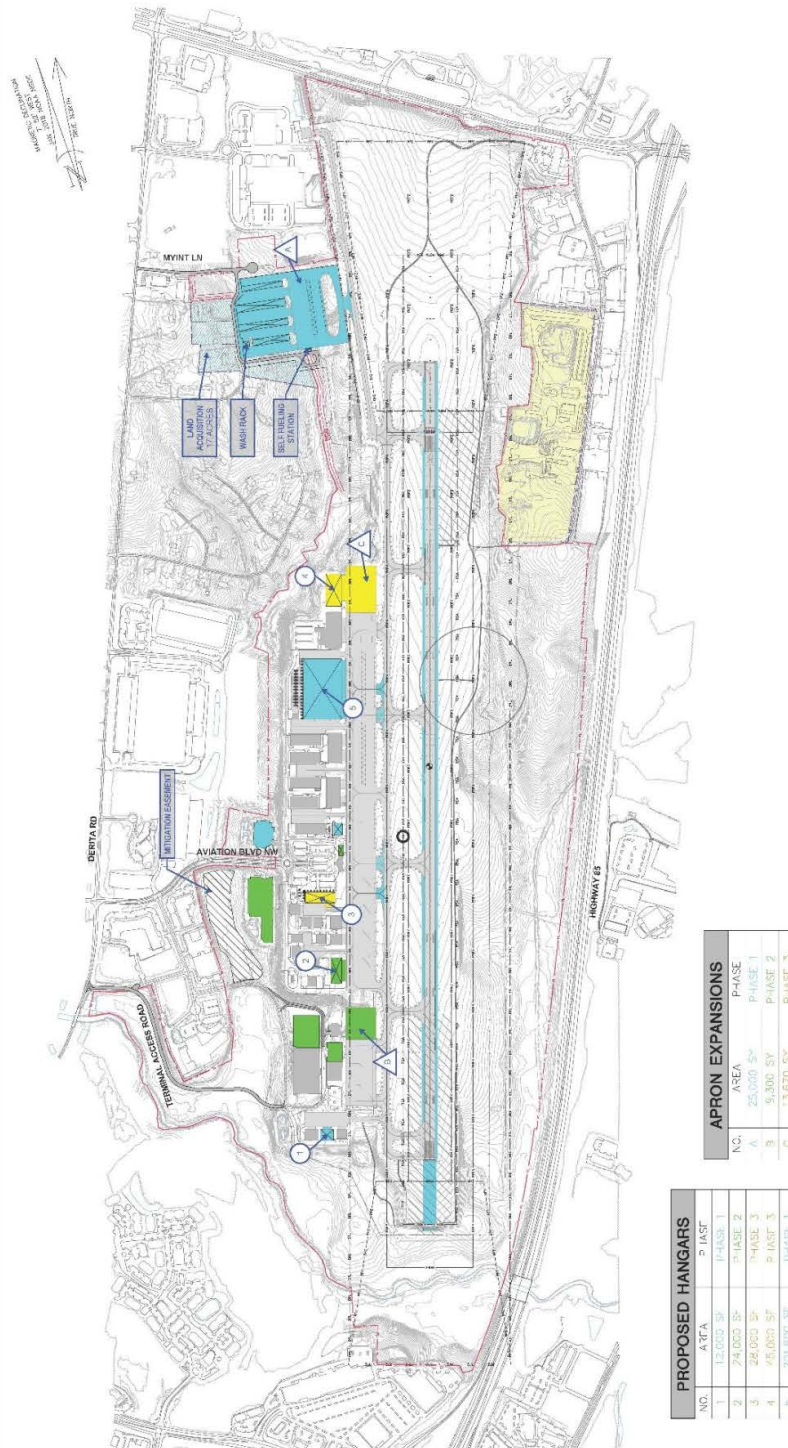
Year	Apron Area (Square Yards)	Conventional Hangars (Square Feet)
2017	217,700	101,800
2023	224,800	105,100
2028	231,900	108,400
2038	246,000	115,000

TALBERT, BRIGHT & ELLINGTON

Facility Requirements

Facility	Current Capacity	Existing	Phase 1 (2018-2023)	Phase 2 (2024-2028)	Phase 3 (2029-2038)
Runway		7,400' x 100'	7,400' x 150'	7,400' x 150'	7,400' x 150'
Taxiway		Full-Parallel	Full-Parallel	Full-Parallel	Full-Parallel
T-Hangar Units	67	62	63	63	63
Conventional Hangar (sf)	399,637 sf	365,800 sf	403,100 sf	430,400 sf	509,000 sf
	Excess	+33,837 sf			
Total Apron Area (sy)	178,953 sy	263,700 sy	270,800 sy	281,900 sy	302,000 sy
	Deficiency	-84,747 sy			
Automobile Parking Spaces		1,513	1,513	1,513	1,513
Commercial Service Terminal (sf)		25,000 sf	35,182 sf	37,123 sf	43,327 sf
General Aviation Terminal (sf)		12,618 sf	20,086 sf	21,027 sf	22,215 sf

Development Alternative 1

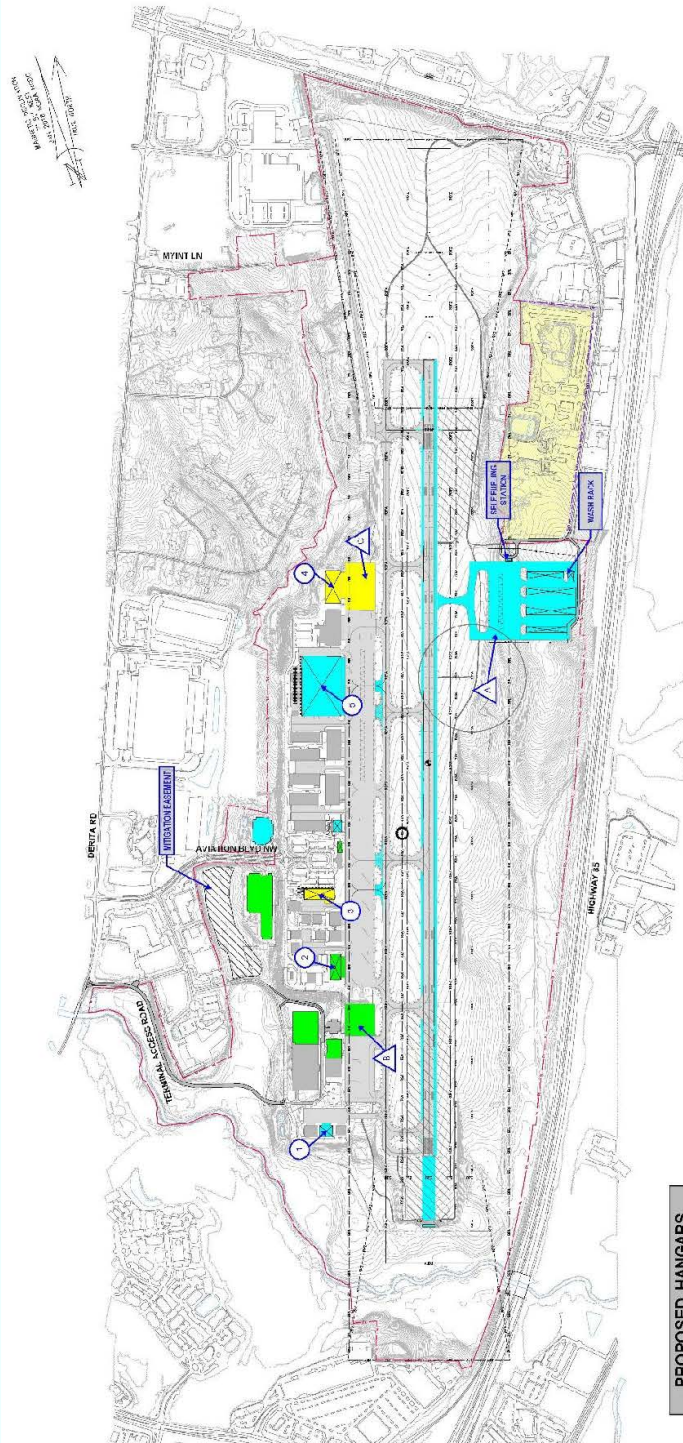


TALBERT, BRIGHT & ELLINGTON

PROPOSED HANGARS		
NO.	AREA	PHASE
1	12,000 SF	PHASE 1
2	24,000 SF	PHASE 2
3	24,000 SF	PHASE 3
4	48,000 SF	PHASE 4
5	250,000 SF	PHASE 5

APRON EXPANSIONS		
NO.	AREA	PHASE
A	25,000 SF	PHASE 1
B	5,300 SF	PHASE 2
C	13,670 SF	PHASE 3

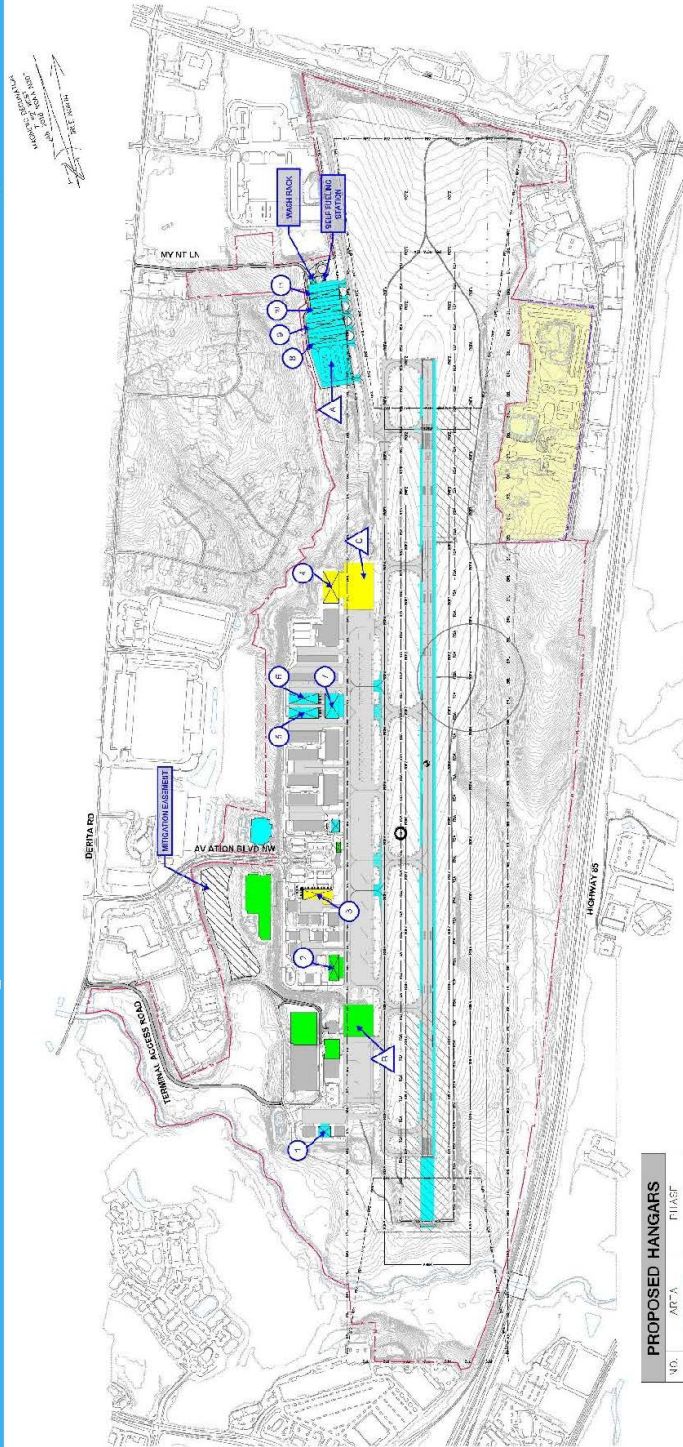
Development Alternative 2



APRON EXPANSIONS		
NO.	AREA	PHASE
1	12,000' x 150'	PHASE 1
2	24,000' x 150'	PHASE 2
3	24,000' x 150'	PHASE 3
4	24,000' x 150'	PHASE 4
5	24,000' x 150'	PHASE 5

PROPOSED HANGARS		
NO.	AREA	PHASE
1	12,000' x 150'	PHASE 1
2	24,000' x 150'	PHASE 2
3	24,000' x 150'	PHASE 3
4	24,000' x 150'	PHASE 4
5	24,000' x 150'	PHASE 5

Development Alternative 3



PROPOSED HANGARS		
NO.	AREA	PHASE
1	15,000 SF	PHASE 1
2	24,000 SF	PHASE 2
3	28,000 SF	PHASE 3
4	15,000 SF	PHASE 1
5	28,000 SF	PHASE 1
6	28,000 SF	PHASE 1
7	22,500 SF	PHASE 1
8	23,700 SF	PHASE 1
9	18,800 SF	PHASE 1
10	18,800 SF	PHASE 1
11	18,800 SF	PHASE 1

APRON EXPANSIONS		
NO.	AREA	PHASE
A	9,500 SY	PHASE 1
B	8,300 SY	PHASE 2
C	13,670 SY	PHASE 3

Judy Elder

From: Leonard.Green@faa.gov
Sent: Friday, March 30, 2018 8:52 AM
To: Judy Elder
Subject: RE: Concord Regional Airport Master Plan Update Development Alternatives

Thanks Judy,

It was a good meeting.

I was thinking that one thing that could be noted concerning the forecast vs existing activity is that the FAA TAF is approximately two years behind today's values.

Bernard

From: Judy Elder [mailto:jelder@tbeclt.com]
Sent: Thursday, March 29, 2018 11:56 AM
To: sbenner2@carolina.rr.com; bsbaucom1@gmail.com; jonbenn@me.com; Green, Leonard (FAA) <Leonard.Green@faa.gov>; eman1200@excite.com; Dupree, Tommy (FAA) <Tommy.Dupree@faa.gov>; Johnson, Duane (FAA) <Duane.Johnson@faa.gov>; atempleton@airmethods.com; rpowell@moroil.com; dwain.wilkins@tsa.dhs.gov; jmontague@ncuioc.com; bbenson@ncwycap.org; la.alphaone@gmail.com; anthony.luruci@tsa.dhs.gov; j-ray@earthlink.net; river@metal-wear.com; jtcuncc@gmail.com; y2khardtop@gmail.com; skyblueaerollc@gmail.com; mike_bridges@msn.com; mikejenniebridges@gmail.com; mbarkowitz28027@gmail.com
Cc: 'vanderleestd@concordnc.gov' <vanderleestd@concordnc.gov>; Susan Green <greens@concordnc.gov> (greens@concordnc.gov) <greens@concordnc.gov>; 'walterr@concordnc.gov' <walterr@concordnc.gov>; Brian Salyers <bsalyers@tbeclt.com>
Subject: Concord Regional Airport Master Plan Update Development Alternatives
Importance: High

All...

Thank you for attending the meeting this morning and providing your input. As we discussed at the meeting, attached is a copy of the development alternatives that were presented for your review and comment.

We would appreciate your comments no later than April 15, 2018, so we can finalize the preferred development alternative for the Airport Layout Plan drawing set.

Thank you for your interest in the airport and we look forward to receiving your comments.

Judy Elder-Linke
TALBERT, BRIGHT & ELLINGTON
2000 Park Street, Suite 101
Columbia, SC 29201
Phone: 803-933-9290
Fax: 803-933-9205
Mobile: 803-315-9537
Email: jelder@tbeclt.com

Judy Elder

From: Sky Blue Aero LLC <skyblueaerollc@gmail.com>
Sent: Tuesday, April 10, 2018 3:25 PM
To: Judy Elder; greens@concordnc.gov; Rob Walter; vanderleestd@concordnc.gov
Cc: Louise Zullo
Subject: RE: Concord Regional Airport Master Plan Update Development Alternatives
Attachments: JQF Alternatives 032918_Wm Ramsey.pdf

Judy,

Thanks to all for hosting the very informative March Concord Master Plan Update. Hopefully we're not too late getting back to you.

We prefer Option B with the addition of an expanded parallel taxiway on the east side of RWY 2/20 (see attached file). Please note, we're not professional "airport planners" so these are just our ideas.

Advantages:

1. Greatly reduces runway crossings and "eliminates" taxiing back on runway. Original Option 2 requires all east side based departures and probably many landing aircraft to taxi on and cross runway 2/20, a very bad idea IMHO.
2. Departing aircraft would only have to cross the runway when using runway 2 and the crossing point would be mid-field in view of the tower.
3. Most small landing aircraft could make the mid-field turn-off to the east side hangars without needing to cross the runway.
4. Provides Tower with greater flexibility moving traffic on airport with additional taxiway.
5. Moving GA hangars to east side of field would provide more space for commercial and corporate aviation growth on west side.
6. Limited to no impact on the residential communities on the NW side (Derita Rd) of the airport.

Disadvantages:

1. Cost of the additional parallel taxiway infrastructure
2. Aircraft hangered on the east side of the runway will need to cross the runway mid-field when departing runway 2.

We hope you find some of our thoughts useful.

Please contact me if you have questions.

Thanks,

Wm B. Ramsey
Louise A. Zullo



Brann

**BRANN
RAMSEY**

SKY BLUE AERO LLC
703-927-8802 (m)
704-727-5301 (o)
skyblueaerollc@gmail.com

From: Judy Elder [<mailto:jelder@tbcalt.com>]
Sent: Thursday, March 29, 2018 12:56
To: sbenner2@carolina.rr.com; bsbaucom1@gmail.com; jonbenn@me.com; leonard.green@faa.gov; eman1200@excite.com; tommy.dupree@faa.gov; duane.johnson@faa.gov; atempleton@airmethods.com; rpowell@moroil.com; dwain.wilkins@tsa.dhs.gov; jmontague@ncuic.com; bbenson@ncwycap.org; la.alphaine@gmail.com; anthony.luruci@tsa.dhs.gov; j-ray@earthlink.net; river@metal-wear.com; jtcuncc@gmail.com; y2khardtop@gmail.com; skyblueaerollc@gmail.com; mike_bridges@msn.com; mikejenniebridges@gmail.com; mbarkowitz28027@gmail.com
Cc: 'vanderleestd@concordnc.gov'; Susan Green <greens@concordnc.gov> (greens@concordnc.gov); 'walterr@concordnc.gov'; Brian Salyers
Subject: Concord Regional Airport Master Plan Update Development Alternatives
Importance: High

All...

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Judy Elder-Lincke
TALBERT, BRIGHT & ELLINGTON
2000 Park Street, Suite 101
Columbia, SC 29201
Phone: 803-933-9290
Fax: 803-933-9205
Mobile: 803-315-9537
Email: jelder@tbcalt.com

"Make no little plans. They have no magic to stir men's blood and probably themselves will not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever-growing insistency."

— Daniel Burnham

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Judy Elder

From: David Farmer <y2khardtop@gmail.com>
Sent: Monday, April 2, 2018 9:17 PM
To: Judy Elder
Subject: Re: Concord Regional Airport Master Plan Update Development Alternatives

My preference is option 2. Ideally this would be done with the additional parallel taxiway, but even without it I prefer the location over either of the extreme northern options.

I also feel strongly that Concord needs more T-hangars. I have read that general aviation is stagnant, but my partner and I have been waiting....and waiting...and will likely move our aircraft to another airport very soon if we cannot get a hangar.

David Farmer, Tenant
Bonanza 8539M

On Mon, Apr 2, 2018 at 8:53 PM, Judy Elder <jelder@tbect.com> wrote:

By email, please.

Judy Elder-Lincke

TALBERT, BRIGHT & ELLINGTON

2000 Park Street, Suite 101

Columbia, SC 29201

Phone: [803-933-9290](tel:803-933-9290)

Fax: [803-933-9205](tel:803-933-9205)

Mobile: [803-315-9537](tel:803-315-9537)

Email: jelder@tbect.com

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From: David Farmer <y2khardtop@gmail.com>
Sent: Thursday, March 29, 2018 4:22 PM
To: Judy Elder <jelder@tbeclt.com>; vanderleestd@concordnc.gov
Subject: Re: Concord Regional Airport Master Plan Update Development Alternatives

How would you like comments to be submitted regarding these proposals?

Thank you

David Farmer

--
David Farmer
David Farmer Racing
DFR Motors LLC
<http://www.facebook.com/DavidFarmerRacing>

Judy Elder

From: eman <eman1200@excite.com>
Sent: Thursday, March 29, 2018 5:26 PM
To: Judy Elder
Subject: Re: Concord Regional Airport Master Plan Update Development Alternatives
Attachments: deleteme.jpg

I really don't like any of the options, since they all seem to push the general aviation traffic out of the way of everything. But there's also a lot of unanswered questions.

With option 1, what is the purpose of the land acquisition behind the t-hangars? Will something else be built there? In all of the options, are the t-hangars still in a secure location behind a security fence? For option 2 I don't see the need for a parallel taxi way, crossing the runway is not a big deal. For both options 1 and 3 I see a bottleneck.....there's only one way in and one way out of the t-hangar area. As soon as you have 2 planes, neither can go anywhere. You might want to consider extending taxiway A straight out, I included a screenshot of what I'm talking about. Then you can send incoming planes down one and outgoing down another, with minimal extra taxiway paving.

So I know I didn't help pick an option, I don't like any of them, really. The more I think about it, the more it looks like you're making big changes and spending big money just to accomodate one additional community hangar. Seems like a waste. But if you absolutely need a vote, I vote option 2.

Eric

-----Original Message-----

From: "Judy Elder" [jelder@tbeclt.com]
Date: 03/29/2018 12:56 PM
To: "sbenner2@carolina.rr.com" <sbenner2@carolina.rr.com>, "bsbaucom1@gmail.com" <bsbaucom1@gmail.com>, "jonbenn@me.com" <jonbenn@me.com>, "leonard.green@faa.gov" <leonard.green@faa.gov>, "eman1200@excite.com" <eman1200@excite.com>, "tommy.dupree@faa.gov" <tommy.dupree@faa.gov>, "duane.johnson@faa.gov" <duane.johnson@faa.gov>, "atempleton@airmethods.com" <atempleton@airmethods.com>, "rpowell@moroil.com" <rpowell@moroil.com>, "dwain.wilkins@tsa.dhs.gov" <dwain.wilkins@tsa.dhs.gov>, "jmontague@ncuioc.com" <jmontague@ncuioc.com>, "bbenson@ncwycap.org" <bbenson@ncwycap.org>, "la.alphaone@gmail.com" <la.alphaone@gmail.com>, "anthony.luruci@tsa.dhs.com" <anthony.luruci@tsa.dhs.com>, "j-ray@earthlink.net" <j-ray@earthlink.net>, "river@metal-wear.com" <river@metal-wear.com>, "jtcuncc@gmail.com" <jtcuncc@gmail.com>, "y2khardtop@gmail.com" <y2khardtop@gmail.com>, "skyblueaerollc@gmail.com" <skyblueaerollc@gmail.com>, "mike_bridges@msn.com" <mike_bridges@msn.com>, "mikejenniebridges@gmail.com" <mikejenniebridges@gmail.com>, "mbarkowitz28027@gmail.com" <mbarkowitz28027@gmail.com>
CC: "vanderleestd@concordnc.gov" <vanderleestd@concordnc.gov>, "Susan Green (greens@concordnc.gov)" <greens@concordnc.gov>, "walterr@concordnc.gov" <walterr@concordnc.gov>, "Brian Salyers" <bsalyers@tbeclt.com>
Subject: Concord Regional Airport Master Plan Update Development Alternatives

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Judy Elder-Linke

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2000 Park Street, Suite 101

Columbia, SC 29201

Phone: 803-933-9290

Fax: 803-933-9205

Mobile: 803-315-9537

Email: jelder@tbeclt.com

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Judy Elder

From: ray <j-ray@earthlink.net>
Sent: Thursday, March 29, 2018 1:31 PM
To: Judy Elder
Subject: Re: Concord Regional Airport Master Plan Update Development Alternatives

Thank you for reaching out for our input!

I am an airline pilot who keeps my private airplane in the Common Hangar. N2224W. I am VERY pleased with the service you provide!

My biggest concern to future change is whether I would be forced out of the big hangar. You set my concerns at ease this morning in that regard.

As for the 3 plans presented this morning, plan 3 seems to be the most economical plan to me. No housing acquisitions required.

Although it won't affect me, moving the T-Hangars to the east side of the runway seems like a bad idea UNLESS you would build a parallel taxi-way. I got the impression this would be rather expensive & I sensed a reluctance on your part that this would ever happen. The problem is crossing the active runway will cause delays. Your Tie-down & T-Hangar customers would not be happy with that.

Plan 1 & 2 would require buying property. If you elect to go this route, I'd suggest you buy them all out, not just 5 houses. I believe there would be considerable interest in leasing this land for non-airport customers as well. Also, an idea tossed out this morning would be extremely interesting to me. A fly-in community. I would certainly entertain buying a lot to build my own house & hangar on. I know that's a bit far-fetched, but I'm certain you could sell it out. If you pursue a feasibility study on this, let me know.

I'd recommend you purchase the land on the east side of the runway regardless of the plan you decide on. The price will only be going up. It's been on your plans for 20 years, I'd make it a reality.

That's all I have.

Thank You!

James Ray
704-839-3787

Judy Elder

From: Jennie Bridges <mikejennie.bridges@gmail.com>
Sent: Thursday, March 29, 2018 5:23 PM
To: Judy Elder
Subject: Re: Concord Regional Airport Master Plan Update Development Alternatives

Hi Judy,
I realize these plans are to benefit the tenants and increase efficiency of the airport but as a resident and neighbor of the airport, it saddens me realize our 2 developments will continue to be sandwiched in and the promise made to us 26 years ago has been broken.
That said, I think option 3 is the best choice. Let me know what you find out about the annexation problem and the noise problem with being residential.

Sent from my iPhone

On Mar 29, 2018, at 12:56 PM, Judy Elder <jelder@tbeclt.com> wrote:

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<JQF Alternatives 032918.pdf>

Judy Elder

From: Michael Berkowitz <mpb@tbharrisjr.com>
Sent: Tuesday, April 3, 2018 10:11 AM
To: Judy Elder
Subject: RE: Concord Regional Airport Master Plan Update Development Alternatives

Thank you Judy. Our firm works all over the southeast. If there is anything we can assist with please let me know.

With respect to the airport:

The residential properties adjacent to the airport are in unincorporated Cabarrus County. Several years ago I spoke with the City Attorney for Concord. He indicated that if we were annexed then the zoning of the residential properties would have to be changed to a commercial or industrial designation. Otherwise, the properties would be in violation of the City's Ordinance with respect to noise and other factors. FYI.

From: Judy Elder [mailto:jelder@tbeclt.com]
Sent: Thursday, March 29, 2018 1:12 PM
To: Michael Berkowitz <mpb@tbharrisjr.com>
Subject: FW: Concord Regional Airport Master Plan Update Development Alternatives
Importance: High

Mike your email bounced back so I am sending it to this email.

Judy Elder-Linke
TALBERT, BRIGHT & ELLINGTON
2000 Park Street, Suite 101
Columbia, SC 29201
Phone: 803-933-9290
Fax: 803-933-9205
Mobile: 803-315-9537
Email: jelder@tbeclt.com

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Sent: Thursday, March 29, 2018 12:56 PM
To: sbenner2@carolina.rr.com; bsbaucom1@gmail.com; jonbenn@me.com; leonard.green@faa.gov; eman1200@excite.com; tommy.dupree@faa.gov; duane.iohnson@faa.gov; atempleton@airmethods.com; rpowell@moroil.com; dwain.wilkins@tsa.dhs.gov; jmontague@ncuioc.com; bbenson@ncwycap.org; la.alphaone@gmail.com; anthony.luruci@tsa.dhs.com; j-ray@earthlink.net; river@metal-wear.com; itcuncc@gmail.com; y2khardtop@gmail.com; skyblueaerollc@gmail.com; mike_bridges@msn.com; mikejenniebridges@gmail.com; mbarkowitz28027@gmail.com
Cc: 'vanderleestd@concordnc.gov' <vanderleestd@concordnc.gov>; Susan Green <greens@concordnc.gov>

Judy Elder

From: ray <j-ray@earthlink.net>
Sent: Thursday, March 29, 2018 1:31 PM
To: Judy Elder
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That's all I have.

Thank You!

James Ray
704-839-3787

Judy Elder

From: ryanbennett124@gmail.com
Sent: Sunday, April 8, 2018 8:41 PM
To: Judy Elder
Subject: FW: Concord Regional Airport Master Plan Update Development Alternatives
Attachments: JQF Alternatives 032918.pdf

Hello Ms. Elder,

I was forwarded this email by a neighbor. I own a home on Mistywood Lane that would be one of the primary affected residences if this plan (Option 1) were to come to fruition. How do we get notified of these discussions directly? I would obviously like to know ahead of time if something like this is in the works.

Sincerely,
Ryan Bennett
1105 Mistywood Lane
Concord NC 28027

----- Forwarded message -----

From: **Judy Elder** <jenter@tbeclt.com>
Date: Thu, Mar 29, 2018 at 12:56 PM
Subject: Concord Regional Airport Master Plan Update Development Alternatives
To: "sbenner2@carolina.rr.com" <sbenner2@carolina.rr.com>, "bsbaucom1@gmail.com" <bsbaucom1@gmail.com>, "jonbenn@me.com" <jonbenn@me.com>, "leonard.green@faa.gov" <leonard.green@faa.gov>, "eman1200@excite.com" <eman1200@excite.com>, "tommy.dupree@faa.gov" <tommy.dupree@faa.gov>, "duane.johnson@faa.gov" <duane.johnson@faa.gov>, "atempleton@airmethods.com" <atempleton@airmethods.com>, "rpowell@moroil.com" <rpowell@moroil.com>, "dwain.wilkins@tsa.dhs.gov" <dwain.wilkins@tsa.dhs.gov>, "jmontague@ncuioc.com" <jmontague@ncuioc.com>, "bbenson@ncwyap.org" <bbenson@ncwyap.org>, "la.alphaone@gmail.com" <la.alphaone@gmail.com>, "anthony.luruci@tsa.dhs.gov" <anthony.luruci@tsa.dhs.gov>, "j-ray@earthlink.net" <j-ray@earthlink.net>, "river@metal-wear.com" <river@metal-wear.com>, "jtcuncc@gmail.com" <jtcuncc@gmail.com>, "y2khardtop@gmail.com" <y2khardtop@gmail.com>, "skyblueaerollc@gmail.com" <skyblueaerollc@gmail.com>, "mike_bridges@msn.com" <mike_bridges@msn.com>, "mikejenniebridges@gmail.com" <mikejenniebridges@gmail.com>, "mbarkowitz28027@gmail.com" <mbarkowitz28027@gmail.com>
Cc: "vanderleestd@concordnc.gov" <vanderleestd@concordnc.gov>, "Susan Green" <greens@concordnc.gov> (<greens@concordnc.gov>)" <greens@concordnc.gov>, "walterr@concordnc.gov" <walterr@concordnc.gov>, Brian Salyers <bsalyers@tbeclt.com>

All...

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Judy Elder

From: Tommy.Dupree@faa.gov
Sent: Thursday, March 29, 2018 9:36 PM
To: Judy Elder; sbenner2@carolina.rr.com; bsbaucom1@gmail.com; jonbenn@me.com; Leonard.Green@faa.gov; eman1200@excite.com; Duane.Johnson@faa.gov; atempleton@airmethods.com; rpowell@moroil.com; dwain.wilkins@tsa.dhs.gov; jmontague@ncuioc.com; bbenson@ncwycap.org; la.alphaone@gmail.com; anthony.luruci@tsa.dhs.com; j-ray@earthlink.net; river@metal-wear.com; jtcuncc@gmail.com; y2khardtop@gmail.com; skyblueaerollc@gmail.com; mike_bridges@msn.com; mikejenniebridges@gmail.com; mbarkowitz28027@gmail.com
Cc: vanderleestd@concordnc.gov; greens@concordnc.gov; walterr@concordnc.gov; Brian Salyers
Subject: RE: Concord Regional Airport Master Plan Update Development Alternatives

Thank you Judy. Very productive meeting..

Tommy L. Dupree

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From: Judy Elder [mailto:jelder@tbeclt.com]
Sent: Thursday, March 29, 2018 11:56 AM
To: sbenner2@carolina.rr.com; bsbaucom1@gmail.com; jonbenn@me.com; Green, Leonard (FAA) <Leonard.Green@faa.gov>; eman1200@excite.com; Dupree, Tommy (FAA) <Tommy.Dupree@faa.gov>; Johnson, Duane (FAA) <Duane.Johnson@faa.gov>; atempleton@airmethods.com; rpowell@moroil.com; dwain.wilkins@tsa.dhs.gov; jmontague@ncuioc.com; bbenson@ncwycap.org; la.alphaone@gmail.com; anthony.luruci@tsa.dhs.com; j-ray@earthlink.net; river@metal-wear.com; jtcuncc@gmail.com; y2khardtop@gmail.com; skyblueaerollc@gmail.com; mike_bridges@msn.com; mikejenniebridges@gmail.com; mbarkowitz28027@gmail.com
Cc: 'vanderleestd@concordnc.gov' <vanderleestd@concordnc.gov>; Susan Green <greens@concordnc.gov> (greens@concordnc.gov) <greens@concordnc.gov>; 'walterr@concordnc.gov' <walterr@concordnc.gov>; Brian Salyers <bsalyers@tbeclt.com>
Subject: Concord Regional Airport Master Plan Update Development Alternatives
Importance: High

All...

Thank you for attending the meeting this morning and providing you input. As we discussed at the meeting, attached is a copy of the development alternatives that were presented for your review and comment.

We would appreciate your comments no later than April 15, 2018, so we can finalize the preferred development alternative for the Airport Layout Plan drawing set.