



# Agenda

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DATE 7-23-12 TIME 1:53 pm

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**AIRPORT ADVISORY BOARD  
MEETING  
SANTA FE MUNICIPAL AIRPORT  
TERMINAL BUILDING  
121 AVIATION DRIVE  
THURSDAY, AUGUST 2, 2012  
4:00 PM**

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF AGENDA
4. APPROVAL OF JULY 5, 2012 MINUTES
5. AIRPORT REVIEW AND ASSOCIATED REPORTS:
  - AIRPORT ACTIVITY REVIEW
  - ATC TRAFFIC OPERATIONS/COUNTS REPORT
  - AIRPORT NOISE COMPLAINTS REPORT
  - AIRLINE ENPLANEMENT/DEPLANEMENT REPORT
  - MONTHLY AIRPORT REVENUE REPORT
6. REQUEST FOR APPROVAL OF STATE GRANT APPLICATION – RUNWAY 10-28 MIRL ETC.
7. REQUEST FOR APPROVAL OF AVIS SETTLEMENT AGREEMENT.
8. CONTINUED AIRPORT MASTER PLAN UPDATE DISCUSSION AND RECOMMENDATIONS, REVIEW MASTER PLAN CHAPTER 4.
9. ITEMS FROM THE FLOOR
10. ITEMS FROM THE BOARD.
11. ITEMS TO BE DISCUSSED AT THE SEPTEMBER 6, 2012 AIRPORT ADVISORY BOARD MEETING.
12. ADJOURN

**\*REMINDER; ALL PRESENTATION ITEMS BE LIMITED TO 5 MINUTES**

Persons with disabilities in need of accommodations, contact the City Clerk's office at 955-6520, five (5) working days prior to meeting date.

## **INDEX OF MINUTES**

### **AIRPORT ADVISORY BOARD**

**August 2, 2012**

<b><u>ITEM</u></b>	<b><u>ACTION</u></b>	<b><u>PAGE(S)</u></b>
<b>CALL TO ORDER</b>		<b>1</b>
<b>ROLL CALL</b>	<b>Quorum</b>	<b>1</b>
<b>APPROVAL OF AGENDA</b>	<b>Approved</b>	<b>1</b>
<b>APPROVAL OF MINUTES</b>		
<b>July 5, 2012</b>	<b>Approved [as amended]</b>	<b>2</b>
<b>AIRPORT REVIEW AND ASSOCIATED REPORTS:</b>		
<b>AIRPORT ACTIVITY REVIEW</b>		
<b>ATC TRAFFIC OPERATIONS/COUNTS REPORT</b>		
<b>AIRPORT NOISE COMPLAINTS REPORT</b>		
<b>AIRLINE ENPLANEMENT/DEPLANEMENT REPORT</b>		
<b>MONTHLY AIRPORT REVENUE REPORT</b>		
	<b>Informational</b>	<b>2-3</b>
<b>REQUEST FOR APPROVAL OF STATE GRANT APPLICATION-RUNWAY 10-28 MIRL, ETC.</b>	<b>Approved</b>	<b>3-4</b>
<b>REQUEST FOR APPROVAL OF AVIS SETTLEMENT AGREEMENT</b>	<b>Approved</b>	<b>4</b>
<b>CONTINUED AIRPORT MASTER PLAN UPDATE DISCUSSION AND RECOMMENDATIONS, REVIEW MASTER PLAN CHAPTER 4</b>	<b>Discussion</b>	<b>4</b>
<b>ITEMS FROM THE FLOOR</b>	<b>None</b>	<b>4</b>
<b>ITEMS FROM THE BOARD</b>		<b>5</b>
<b>ITEMS TO BE DISCUSSED AT THE SEPTEMBER 6, 2012 AIRPORT ADVISORY BOARD MEETING</b>		<b>5</b>
<b>ADJOURNMENT</b>		<b>5</b>

**MINUTES OF THE**  
**CITY OF SANTA FE**  
**AIRPORT ADVISORY BOARD MEETING**

**August 2, 2012**

**CALL TO ORDER**

A regular meeting of the City of Santa Fe Airport Advisory Board was called to order by Carolyn Cook, Chair at 4:00 p.m. on this date at the Santa Fe Municipal Airport Terminal Building, 121 Aviation Drive, Santa Fe, New Mexico.

**ROLL CALL**

Roll call indicated the presence of a quorum for conducting official business as follows:

**MEMBERS PRESENT:**

Carolyn Cook, Chair  
Richard Allison, Vice Chair  
Elizabeth Hunke  
Mark Miller  
Bill Sauter  
William Schmitt  
Bob Talarczyk

**MEMBERS ABSENT:**

None

**OTHERS PRESENT:**

Ralph Damato, AASF  
Jack (Jacques) Fauré, AASF  
Jim Montman, Aviation Division Director  
Carol Stewart, AASF  
Jo Ann G. Valdez, Stenographer

**APPROVAL OF AGENDA**

**Upon a motion by Ms. Hunke, second by Mr. Allison, members voted unanimously to approve the agenda as published.**

## **APPROVAL OF JULY 5, 2012 MINUTES:**

The following change was offered to the Minutes of the July 5, 2012 meeting:

Page 2, 4<sup>th</sup> paragraph from the bottom was changed to read: "*Mr. Montman said yes, **the Sunport** has gone to LED lighting and they have seen a decrease of approximately 40%.*"

**Upon a motion by Mr. Sauter, second by Ms. Hunke members voted unanimously to approve the Minutes of July 5 2012 as amended.**

## **AIRPORT REVIEW AND ASSOCIATED REPORTS:**

**AIRPORT ACTIVITY REVIEW**

**ATC TRAFFIC OPERATIONS/COUNTS REPORT**

**AIRPORT NOISE COMPLAINTS REPORT**

**AIRLINE ENPLANEMENT/DEPLANEMENT REPORT**

**MONTHLY AIRPORT REVENUE REPORT**

Memorandum dated July 25, 2012 to the Airport Advisory Board from Jim Montman; Aviation Division Director was distributed and reviewed.

[A copy is incorporated to these Minutes as Exhibit "A".]

Mr. Montman said the Airport is in Phase 1 of the Taxiway A project and the project is estimated to last 180 days for all four phases.

Mr. Montman reported that the Lease Agreement with the Airline will be signed today.

He noted that the TSA Lease is still at the FBO Legal Department.

Mr. Montman gave an update on the grants in progress noting that State grant 1101 and 1102 will have to be extended. The Airport is putting together a State grant application and hopes to have it done by the end of September. Along with this grant, the Airport will be asking for half of the funding to build a culvert along Cielo Azul. The total cost of the project is \$15,000 and the City's match would be \$2500.

Mr. Montman said the FAA has informed the Airport to go ahead and bid out the lighting project for Runway 10-28. The project will go through the City Council process and the Airport hopes to advertise the project next week.

Mr. Montman reported that the Airport has not heard back from the FAA with respect to the Tower Lease Agreement.

Mr. Montman noted that there is nothing new to report on the Wildlife Hazard Assessment.

Mr. Montman asked if there was an update on the New Mexico Pilot Association event.

In response, Ms. Stewart said they have put together a draft handout on the history of the Airport. She requested that the Board Members review the handout and provide comments or corrections to them by August 15<sup>th</sup>. The comments or corrections can be sent to them at [www.santafeaviation.org](http://www.santafeaviation.org). She mentioned that the copies will be done in color. [Copies of the handout were distributed. A copy is hereby incorporated to these Minutes as Exhibit "B".]

Ms. Stewart introduced Jack Fauré noting that he is with the Aviation Association and he compiled the data in the handout.

Mr. Montman continued with his report noting that Part 139 ACM and the review of the Emergency Response Plan are complete.

Mr. Montman noted that he has not received a response on the firefighter contracts.

Mr. Montman mentioned that the City is now the registered owner of the Skymaster aircraft.

Mr. Montman reported that Tristate-Careflight wants to build a hanger for helicopter operations behind Civil Air Patrol. He explained that they will have to do an investigation before moving forward because there used to be an old underground gas tank in this location.

Mr. Montman reported on operations noting that the total-to-date operations are down by 1,075 when compared to this month in the prior year.

Mr. Montman reported that there were four noise complaints for the month of July.

Mr. Montman gave an update on enplanement/deplanements noting that there was a decrease of 100 operations, when compared to this month of the prior year; however, there is an increase of 686 operations, when compared to the prior year.

Mr. Montman reviewed the monthly airport revenue report noting that American Airlines paid \$44,000 that they were in arrears in the month of July. They are now paid in full.

#### **REQUEST FOR APPROVAL OF STATE GRANT APPLICATION-RUNWAY 10-28 MIRL, ETC.**

Mr. Montman provided an update on the Runway 10-28 MIRL project. He requested approval to submit the state grant application for the Runway 10 28 MIRL Project.

**Mr. Allison moved to approve the submittal of the State grant application for the Runway 10-28 MRL project. Ms. Hunke seconded the motion. The motion passed unanimously by voice vote.**

#### **REQUEST FOR APPROVAL OF AVIS SETTLEMENT AGREEMENT**

Mr. Montman presented the information from the Avis Settlement Agreement. He explained that Avis was charging a fee of \$1.00 for a washing facility and the Airport does not have this.

**Mr. Allison moved to approve the Avis Settlement Agreement as presented by Mr. Montman. Ms. Hunke seconded the motion. The motion passed unanimously by voice vote.**

#### **CONTINUED AIRPORT MASTER PLAN UPDATE DISCUSSION AND RECOMMENDATIONS-REVIEW MASTER PLAN CHAPTER 4**

[Copies of the handout entitled: *Santa Fe Airport Master Plan Review Chapter 4* prepared by Mr. Sauter were distributed and reviewed. A copy is hereby incorporated to these Minutes as Exhibit "C".]

Mr. Sauter presented the information from Exhibit "C". Please see Exhibit "C" for the specifics of this presentation.

Mr. Sauter explained that this chapter is very long and very detailed. He feels that Chapter 4 is well done and he did not think that a page by page review is warranted.

With regards to the land use considerations, (*the best use of Development Property*) portion of the Chapter, Chair Cook suggested that the Airport consider or start thinking about whether or not they are getting the best use of the land that it has. She also asked what can be done to help the businesses develop more revenue and support for the City. She suggested that this Chapter be updated.

Mr. Allison suggested that a new aerial photo of the Airport property be done.

Ms. Hunke will review Chapter 5 at the September Board meeting.

#### **ITEMS FROM THE FLOOR**

There were no items from the floor.

## **ITEMS FROM THE BOARD**

Chair Cook noted that Mr. Talarczyk has done a great composition and great photographs on the 100 years of aviation at the Airport. Mr. Talarczyk demonstrated a framed photograph.

Mr. Allison noted that there are a couple of runways that do not have windsocks at the end of the runway.

Mr. Montman offered to check on this.

## **ITEMS TO BE DISCUSSED AT THE SEPTEMBER 6, 2012 AIRPORT ADVISORY BOARD MEETING**

Airport Master Plan Update Discussion and Recommendations-Review of Master Plan (Chapter 5- Elizabeth Hunke).

## **ADJOURNMENT**

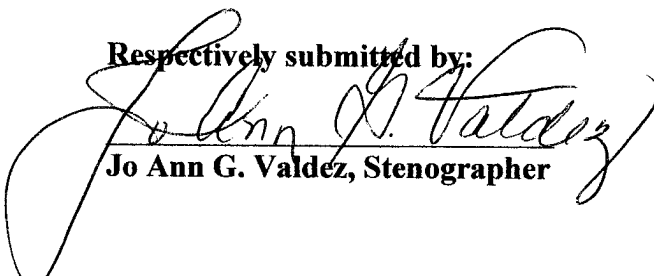
The next meeting of the Board will be held on September 6, 2012.

There being no further business to come before the Board, Ms. Hunke made a motion to adjourn the meeting, second by Mr. Miller, the meeting was adjourned at 5:45 p.m.

**Approved by:**

\_\_\_\_\_  
**Carolyn Cook, Chair**

**Respectively submitted by:**

  
**Jo Ann G. Valdez, Stenographer**

**DATE: JULY 25, 2012**

**TO: AIRPORT ADVISORY BOARD**

**FROM: JIM MONTMAN, AVIATION DIVISION DIRECTOR**

**RE: AIRPORT ACTIVITY REVIEW (Discussion on the following items)**

- General Review
- Airlines Update – Lease agreement progress, office space
- TSA update – Lease progress
- Grants in progress update
- Wildlife Hazard Assessment progress report
- Taxiway A Phase II construction progress
- Tower Lease Agreement status
- NMPA Event update
- Skymaster update
- Part 139 ACM and ERP review
- Firefighters contracts
- Runway 10-28 MIRL project
- Cielo Azul culvert plan
- Tristate, Careflight plan

*Exhibit A*

**DATE: JULY 25, 2012**

**TO: AIRPORT ADVISORY BOARD**

**FROM: JIM MONTMAN, AVIATION DIVISION DIRECTOR**

**RE: AIRPORT REVIEW REPORTS**

The following reports will be passed out at the meeting since the data is not available until after the last day of each month:

- 1) ATC traffic operations counts
- 2) Airport noise complaints
- 3) Airline enplanement/deplanement
- 4) Monthly airport revenue

DRAFT

EXHIBIT

tabbles

B

8

## REMEMBERING THE PAST



Santa Fe Municipal Airport terminal as it is today

## THE HISTORY OF SANTA FE AIRPORT

*Santa Fe Airport is located on approximately 2,100 acres, about nine miles Southwest of downtown Santa Fe, the oldest Capital in the United States (est. 1610). "The City Different" is located at the foot of the Sangre de Cristo Mountains, at nearly 7,000 feet above sea level. Santa Fe is renowned worldwide as a dynamic center for arts, science and cultures.*

As the threat of war was increasing, the government began providing money for the construction of airports. In January 1941 the WPA approved an allotment of \$181,558 to improve and extend Santa Fe's airport. The municipal airport at that time was located near what is now the New Mexico State Police Headquarters off Cerrillos Road. Only one runway was paved and extended 4,500 feet. There were no landing lights. There was, however, a hanger and an office building there.

## 1941

The Army and CAA (Civil Aeronautics Authority) engineers agreed on a 1450 acre site located one mile south of the old airport to build a new airport, "one which will permit the heaviest military aircraft to take off and land at this altitude." In February the city secured options on the site and began to make plans to raise \$7500 to pay for the land.

Bids for construction were let in April 1941, and the winning holder was San Ore Construction Company of Wichita, Kansas.

In May the Santa Fe *New Mexican* gave the following description of the airport under construction. "The new government port will comprise an area with outside dimensions of nine miles with 480 acres graded and leveled. Five miles of runway, three miles surfaced are planned. The runways 150 feet wide will withstand the strain of the heaviest bomber. The surface runways will represent more than 216,000 square yards of bituminous (tarmac) P surfacing.

## 1942

Construction was completed in May 1942 and testing of lighting began. The county was working on a road to the airport. There was no building included so the city council negotiated with Continental Airlines to build offices, quarters for radio equipment and a waiting room. The airline was to finance the building, taking on the cost in rent.

On June 3, 1942 Santa Fe received a half million dollar asset from the federal government as J.D. Church of the Civil Aeronautics Authority delivered the recently completed airport and announced additional improvements of \$200,000 were scheduled for the future. The additions would be for the taxiways and a probable extension on one runway to 9,100 feet. He said it was constructed as an auxiliary to the army port in Albuquerque and would probably see army use.

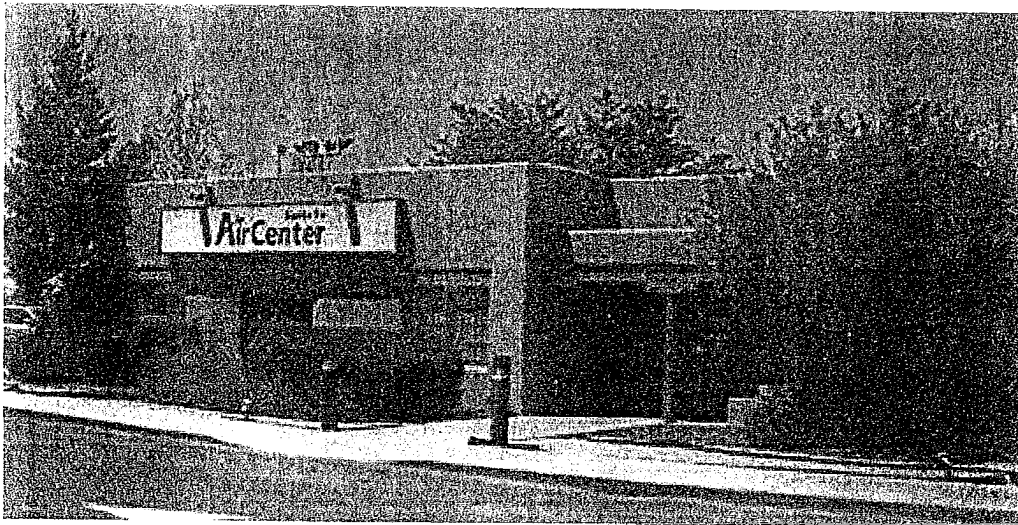
As reported in the Santa Fe *New Mexican*, "CAA spent \$484,000 on the field which spreads over an area of 2,200 acres provided by the city. There are three paved runways, each 6,300 feet long

and 150 wide.” They are connected by a maze of paved taxiways and a large concrete apron spreads in front of the administration building site.

“A complete lighting system illuminates the runways and signals fliers of wind direction and runway to use.”

The city received bad news in late December 1942 that there would be no administration building “for the duration.” The WPA refused the city’s request for priorities on the necessary building materials. Continental was using the new airport for some of its flights because of the conditions of the runways and no night lighting at the old airport. They had run a telephone line and were operating cars between the two ports.

The airport was used for transition training to B-24 bombers for the army before the war was over. After the war, the airport was returned to the city for \$1.00. The first terminal building was also opened. The old airport was leased to Charles Boyd, owner of Boyd Acro Service during part of the 40’s and 50’s.



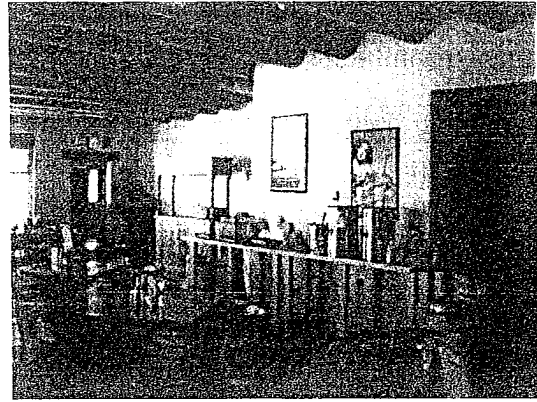
**Santa Fe Air Center**

**1955**

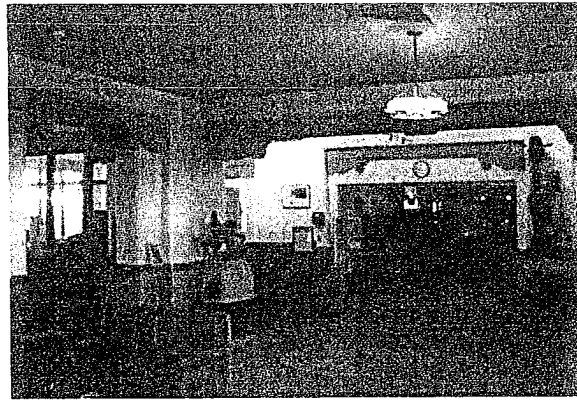
In 1955, the city wanted to build a larger terminal but could not float a large enough bond issue. They reached an agreement with the county on December 27, 1955 to use its bonding capacity to build new runways and a tower-terminal. The county approved the \$275,000 bond issue on January 31, 1956 by a countywide referendum. The agreement was for 20 years and the name was changed to, “Santa Fe County Municipal Airport.” During that period, the airport was under control of both governmental bodies.



Terminal ticket area



Lounge & S.F. airport Grill



Terminal Lobby and boarding area

## 1957

Construction of the new terminal was started in late January 1957 by Hesselden Construction Company of Albuquerque using the design of Wolgamood & Millington Architects of Santa Fe.

As the new airport neared completion in October 1957, the county commissioners became upset when their names appeared below those of two city council members involved in the project, on the \$140 bronze plaque in the new terminal. The city council accepted the terminal building after touring on October 23 with CAA representatives. The county was to accept the terminal on November 4, 1957.

\* \* \* \*

## 1958 – 1966

A description of the airport appeared on January 5, 1958 in an insert in the *New Mexican* entitled, “The massive project included extension and resurfacing of principal runways and taxiways, construction of the new parking and loading ramps and the construction of a new, modern terminal building. The work was financed by a \$385,000 county bond issue, with the federal government authorizing a maximum of \$499,000 in matching funds. Completion of the construction late in 1957 gives Santa Fe the finest airport in the Southwest for a community of this size...”

“Commercial flights were conducted by both Continental and Trans-World Airlines, with 10 scheduled flights daily. Passenger travel by airliner approximates 2,000 per month...”

“In addition to the runways and the terminal building, physical facilities at the airport include four open hangers, 12 closed hangers and two large storage hangers...”

“...The terminal building includes a five-story tower which permits tower operators at the airport for the first time.”

“The building it self, of Pueblo style, contains commodious space for airline ticket offices, a large lobby, quarters for Civil Aeronautics administration communication center, the airport manager’s office, and space for a restaurant and cocktail lounge. The old structure which the new terminal building replaced, has been retained for use as a weather station for airport activities...” The tower was actually commissioned in July 1958-.

Through the years there has been periodic maintenance and upgrades. There was significant work done to widen taxiways in 1961 and to resurface a runway in 1966.

Residents of Santa Fe remember President John F. Kennedy arriving at the Santa Fe airport in the early 1960’s. More recent arrivals have included First Lady Barbara Bush as well as President and Mrs. Bill Clinton.

## 1970 -1980

The airport was the home of the Columbine II, one of President Dwight D. Eisenhower’s planes used during his presidency. It is a Lockheed Constellation cargo airplane that was outfitted as a passenger plane and was restored by Santa Fean Harry Oliver and Wyoming resident Mel Christler. Mr. Christler bought the plane from the Air Force in 1970, and was using it for parts until he found out its historic value in 1980. Eisenhower flew to Korea and also wrote his, “Atoms for Peace” speech while flying in Columbine II.

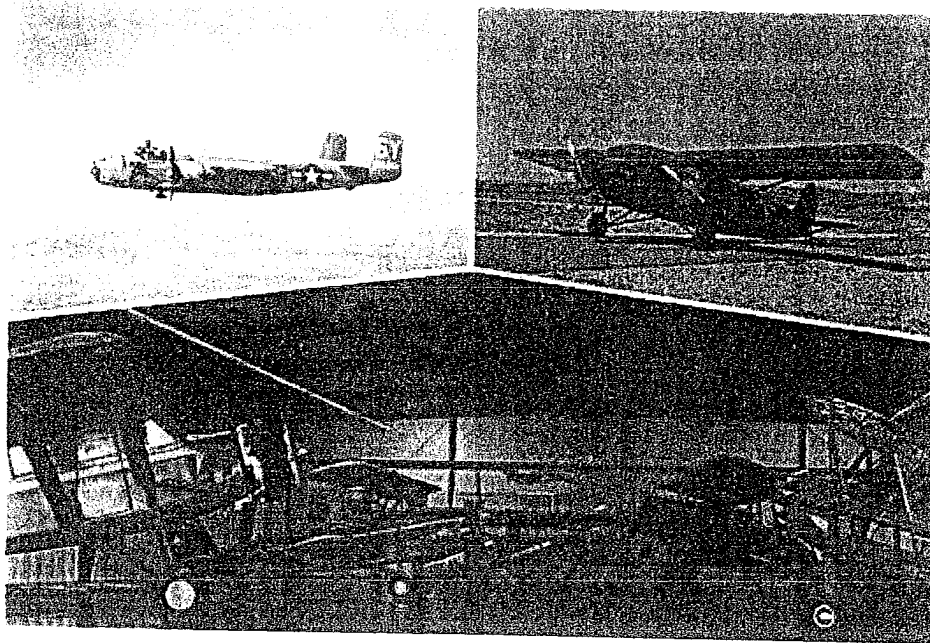
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Starting in the late 70's Dave Allyn and P.C. Meister began readying vintage aircraft and aviation memorabilia and officially opened, "*Wings of Yesterday, Flying Air Museum,*" a living history museum, on May 31, 1976. At the time it was the largest privately owned living history museum in the world. There were two hangers connected to the main museum to house the antique planes. The museum had a large collection from aviation history and the owners held daily flying demonstrations of the aircraft. They also held an air show in 1978 which attracted over 30,000 spectators. Sadly, the museum building burned in 1982 and most of the memorabilia was lost. The hangers with the aircraft were saved, but the museum was forced to close.



License plate and B-25 patch that were sold as souvenirs by the museum

Some of the planes that the "Wings of Yesterday, Flying Air Museum" had on display were: a Fokker D-V11... (1918), Lockheed Electra Jr. 12-A... (1938), Stinson Tri-Motor 6600-B... (1931), Navy N3N Biplane Trainer... (1935), Crosley "Moonbeam"... (1928) which is still at Santa Fe Airport, F-100 "Supper Saber"... (1952), Grumman FM-2 Wildcat fighter... (1941), Mitchell B-25 Bomber... (1945), American Eaglet B-31... (1935), A-36 Mustang I... (1941), AT-6 "Texan" Trainer... (1943), F-80 "Shooting Star"... (1947), Stinson SM8-A... (1928), and a Waco RNF... (1931).



Photos of planes from the "Wings of Yesterday Flying Air Museum"

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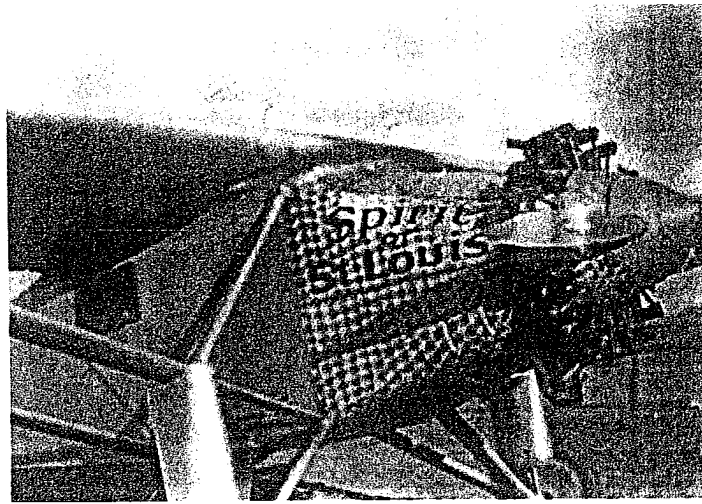
## The early days of aviation in Santa Fe



Charles A. Lindbergh land his plane in Santa Fe  
*see*



Charles Lindbergh in Santa Fe



Spirit of St. Louis – built by Ryan Airlines and designed by Donald A. Hall

Charles A. Lindbergh landed his monoplane, “The Spirit of St. Louis” in Santa Fe for a visit on September 25, 1927, four months after his historic 3,610 mile solo flight across the Atlantic Ocean.

The Spirit of St. Louis designed by David Hall was built by Ryan Airline Co. and powered by a Wright-Whirlwind single blade J-5C 223 hp. engine. The fuel tanks were in front of the cockpit for safety in case of an accident. Lindbergh could not see directly of the airplane except by using a periscope on the left side or by turning the airplane and looking out a window.

straight ahead

According to the report from the Santa Fe *New Mexican*; When Lucky Lindy, as he was called made his approach over La Bajada, he “spied a row of autos buzzing along the road, and swooped down to a few feet above the ground and crow-hopped over one after the other. He shot like an arrow over to the landing field, tumbleweed dangling from his tail skid.”

After landing on an airstrip south of where present day St Michael’s Drive meets Cerrillos Road, Lindbergh went to the Statehouse to give a speech. Thousands cheered as Lindbergh climbed the steps to declare that air travel was the future and that Santa Fe would have the same opportunities for air development as any other city, thanks to new aircraft engines that could conquer the city’s high altitude.

At one time during one of his flights in the area, Lindbergh's plane hit a downdraft from 200 feet above the ground and dropped down to 10 feet. He couldn't regain altitude so he landed nearby. In 1929, Lindbergh was the first to fly over archaeological sites in the Southwest photographing Chaco Canyon, Canyon de Chelly, the many Rio Grand ancient pueblo sites and others from the air.

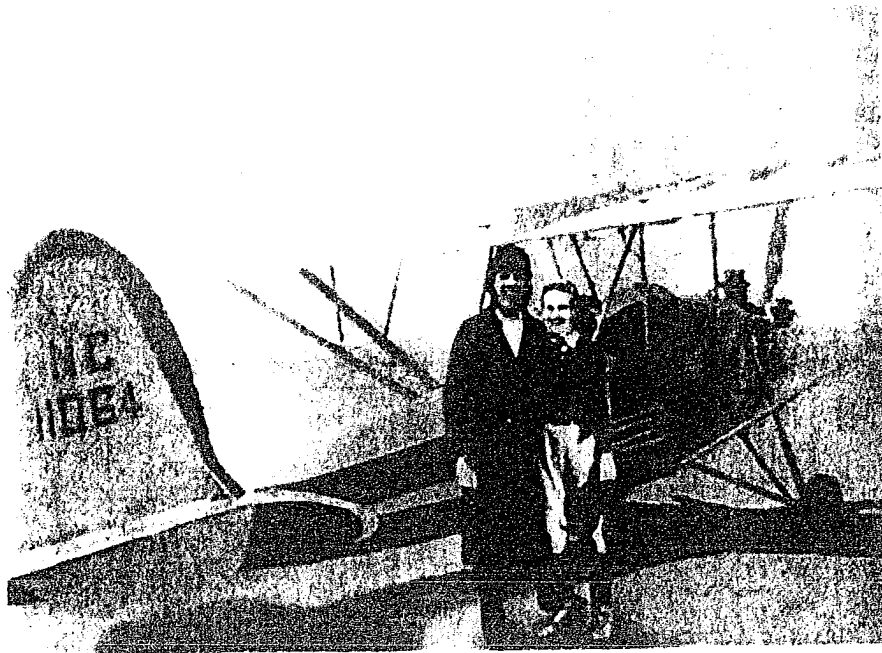


An archeological photo taken by Lindbergh of Chaco Canyon

\* \* \* \*

## Barnstormers 1911 - 1938

Nine years prior to Lindbergh's fly in, a mail plane had landed on an airstrip that a gang of prison inmates had hastily scratched into the dirt at the edge of town. Soon after, which barnstormers entered the Santa Fe area forging the pioneer spirit of flying.



Circa 1938

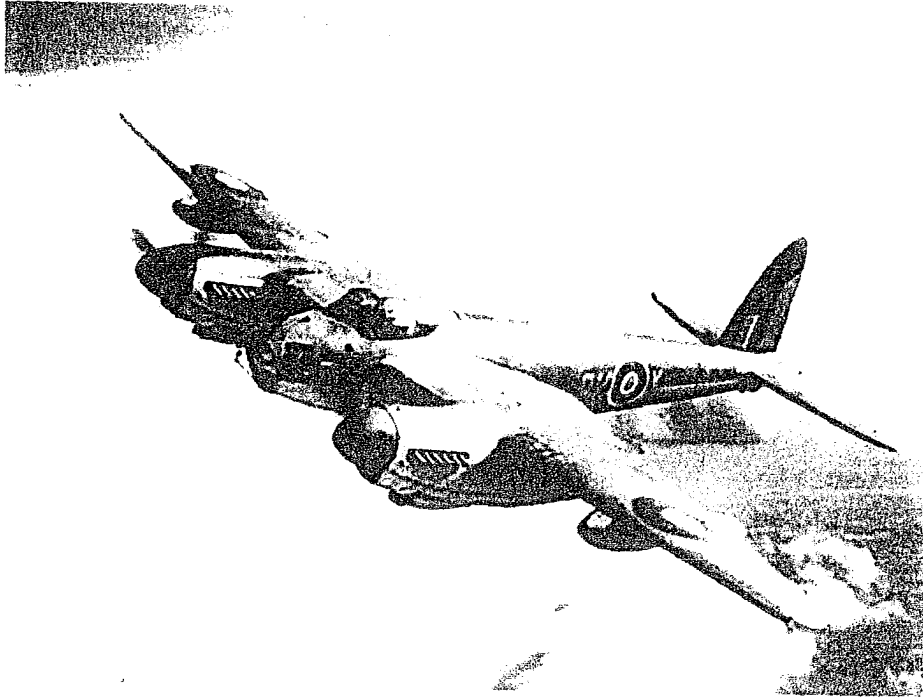
Ronald and Mrs. Gregg with their Beazley airplane

*Santa Fe Barnstormers:* Some time around 1911 and up until 1937-8, barnstormers flew in from the Midwest or California to visit Santa Fe long before there was any air strip. They land in nearby fields hoping that in the thin air of the 7,000 foot elevation they wouldn't hit a sudden down draft. The tallest thing that they had to be aware of was the pair of New Mexico Power and Light smoke stacks near Don Gaspar Ave. and Water Street at that time.

Ronald E. Greggs and his wife were one of the barnstormers that spent sometime in those early days flying his two-seat parasol-wing, Nicholas Beazley light plane, powered by a Szekely engine over the capital city.

One day, Greggs he hit a downdraft of wind and crashed the plane in the Santa Fe area to the point that it was no longer flyable. By that time (1937) the Beazley Aircraft Company had ceased production due to the "Great Depression" and no more of these aircraft were built.

\* \* \* \*



Mosquito

In 1911, there was a primitive landing strip in back of what is now the Highway Patrol off Cerrillos Road and between Jaguar Drive and Cam Entrada. Then in 1920 the strip was upgraded sufficiently for the need of that time. Then later around 1942, the landing strip was host for the large Army; British built, "De Havilland DH-98 Mosquito two-seat light bomber," powered by two 1,250 horsepower Merlin engines and was the fastest operational plane of its day that could fly at 380 mph. The Mosquito, which was largely manufactured of plywood, had then flown into Santa Fe to performing aerial maneuvers here.

\* \* \* \*

*Assoc* Airport manager Jim Montman, was named 2002 Airport Manager of the Year by the *A*irport Managers of New Mexico ~~Airport Managers' Association~~. His accomplishments included obtaining federal grants for planned renovation of the terminal, rebuilding one of the runways, enhancing security, listening to and working with concerns of nearby residents and renegotiating a lease with the National Guard. In July 2002, the City Council approved the Santa Fe Municipal Airport's Master Plan which provides for future work over the next 20 years.

American Eagle Airways began flights from Santa Fe Airport June 11, 2009, and is still in operation here to date.

\* \* \* \*



**F-111 Aardvark**

**This F-111 “Aardvark” manufactured by General Dynamics in 1972 was retired in 1996 and was given to the City of Santa Fe for display purposes.**

**The F-111 Aardvark** was designed and manufactured as a medium range tactical interdiction fighter for use in low level high speed combat missions. Assignments: combat Lancer, Vietnam 1968, Constant Guard V. Vietnam 1972-73, operation Eldorado canyon Apr. 14-15 1986, and Desert Shield Oct. 1990.

**Key operations:**

Korean Tree Cutting Contingency – 390<sup>th</sup> TFS, deployed to Taegu AB, South Korea. Desert Shield and Desert Storm – 494<sup>th</sup> TFS, deployed to Taif AB, Saudi Arabia.

Units Assigned to: Mountain Home AFB – 459<sup>th</sup> TFS.

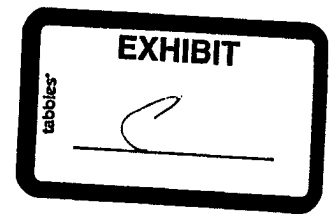
Mountain Home AFB – 390<sup>th</sup> TFS “Boars.”

RAF Lakenheath – 494<sup>th</sup> TFS “Panthers.”

Cannon AFB – 524<sup>th</sup> TFS “Hounds of Heaven.”

Cannon AFB - 524<sup>th</sup> TFS “Fireballs.”

\* \* \* \*



## Santa Fe Airport Master Plan Review Chapter 4

Chapter 4 deals with the physical facilities needed to accommodate projected demand, future growth potential and meet program requirements defined in Chapter 3.

The alternatives offered are well presented and can be used in the Master Plan development program without much change.

When this Master Plan was approved in 2002, the airport was not FAR Part 139 certified. Perhaps this chapter should be re-written to show today's compliance with Part 139 sections and progress reports on continuing efforts to fully comply with Part 139 requirements.

Extension of runway 2-20 will probably be needed at some future time and the alternatives presented are very well done.

The taxiway alternatives are also well presented and some of the taxiway work has already been done or is in progress.

The Terminal Building alternatives are complex and will be determined by many factors, primarily demand.

The Master Plan refers to joint use of the Fire Station which is probably not going to happen. Perhaps the Master Plan references to that situation needs to be revised.

General Aviation support alternatives seem to be adequate in the Master Plan. Since radar is now being used, capacity concerns are less of a problem and this information might be included in the Master Plan.

This chapter is very long and very detailed. It is so well done, that I don't think a page by page review is warranted.

Bill Sauter

August 2, 2012