

**WELCOME TO AN OPEN HOUSE FOR A PROPOSED
AIRPORT SAFETY ENHANCEMENT PROJECT**

SEDONA AIRPORT

Visit information stations

**Discuss the proposed safety
improvements with the project team**

**Offer your comments
(comment sheets available)**



COCONINO NATIONAL FOREST

Sky Ranch Lodge
Gravel Parking Lot
Masonic Lodge
Airport Beacon
Shrine Road
The Mesa Grill
Terminal
Air Terminal Drive
Wind Cone
Helicopter Parking
Lighted Wind Cone
Helicopter Pad
Perimeter Service Road
Segmented Circle/Lighted WindCone
End Elevation 4,736.1 MSL
Runway 3-21 (5,132'x100')
(1.8% Runway Gradient)
End Elevation 4,830.0 MSL
Wind Cone

LEGEND

- Airport Property Line
- Existing Easement Line
- Perimeter Security Fence

SCALE IN FEET
0 500 1000
Photo: Google Earth 5/2021

COCONINO NATIONAL FOREST

MEETING RUNWAY SAFETY AREA (RSA) STANDARDS

- Sedona Airport needs RSAs that are 150 feet (ft) wide and extend 300 ft beyond each runway departure end.
- RSAs must be:
 - ✓ **Cleared and graded (no more than -3.0 percent slopes beyond the runway end).**
 - ✓ Drained by grading or storm sewers.
 - ✓ Capable of accommodating the design aircraft and fire and rescue vehicles.
 - ✓ Free of obstacles not fixed by navigational purpose (e.g., approach lighting).
- Sedona Airport RSAs:
 - ✓ Are obstructed by the security perimeter fence and vegetation.
 - ✓ Contain significant slopes off the runway ends within the RSA.

Runway 3 Approach End RSA



Runway 21 Approach End RSA



The FAA does not allow a Modification to Standard for RSA deficiencies.

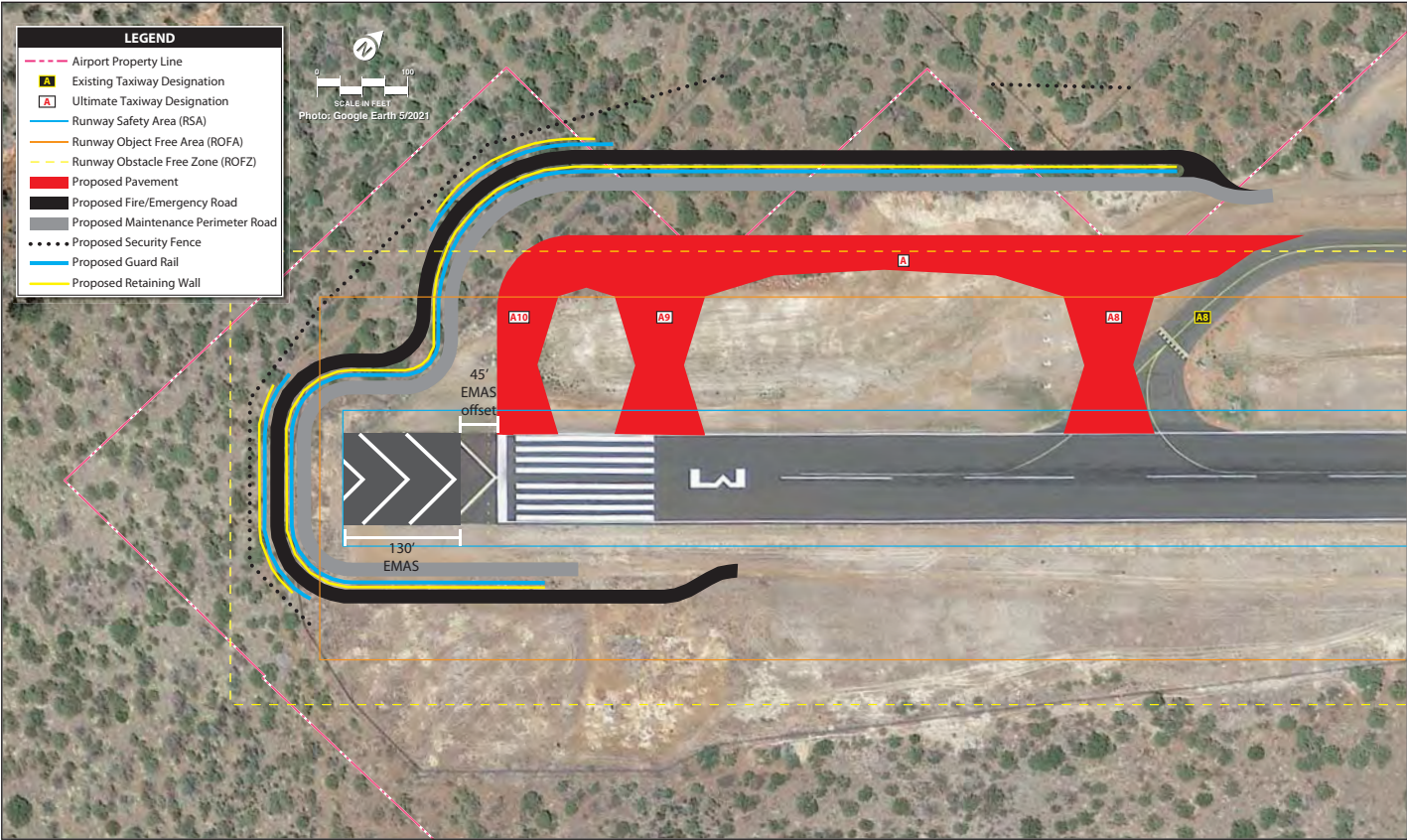
PROPOSED RSA AND TAXIWAY 'A' IMPROVEMENTS FOCUSED PLANNING STUDY

- 15% design based on preliminary geotechnical surveys.
- Consideration of design alternatives (including impacts to usable runway length).
- Field surveys (for biological and cultural resources) of proposed construction footprint.
- Land use analysis, including adjacent Coconino National Forest (NF) land uses.
- Visual analysis.
- Public information open houses.
- Coordination with U.S. Forest Service and Coconino NF.

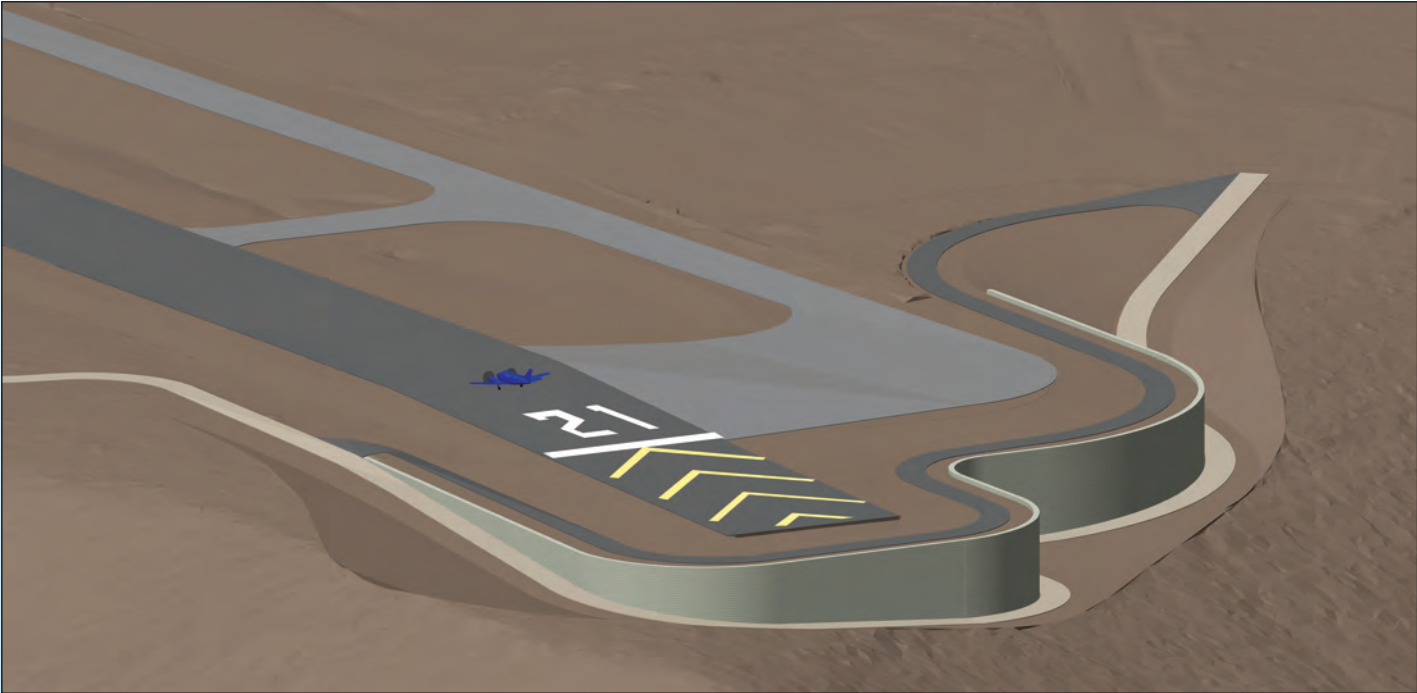
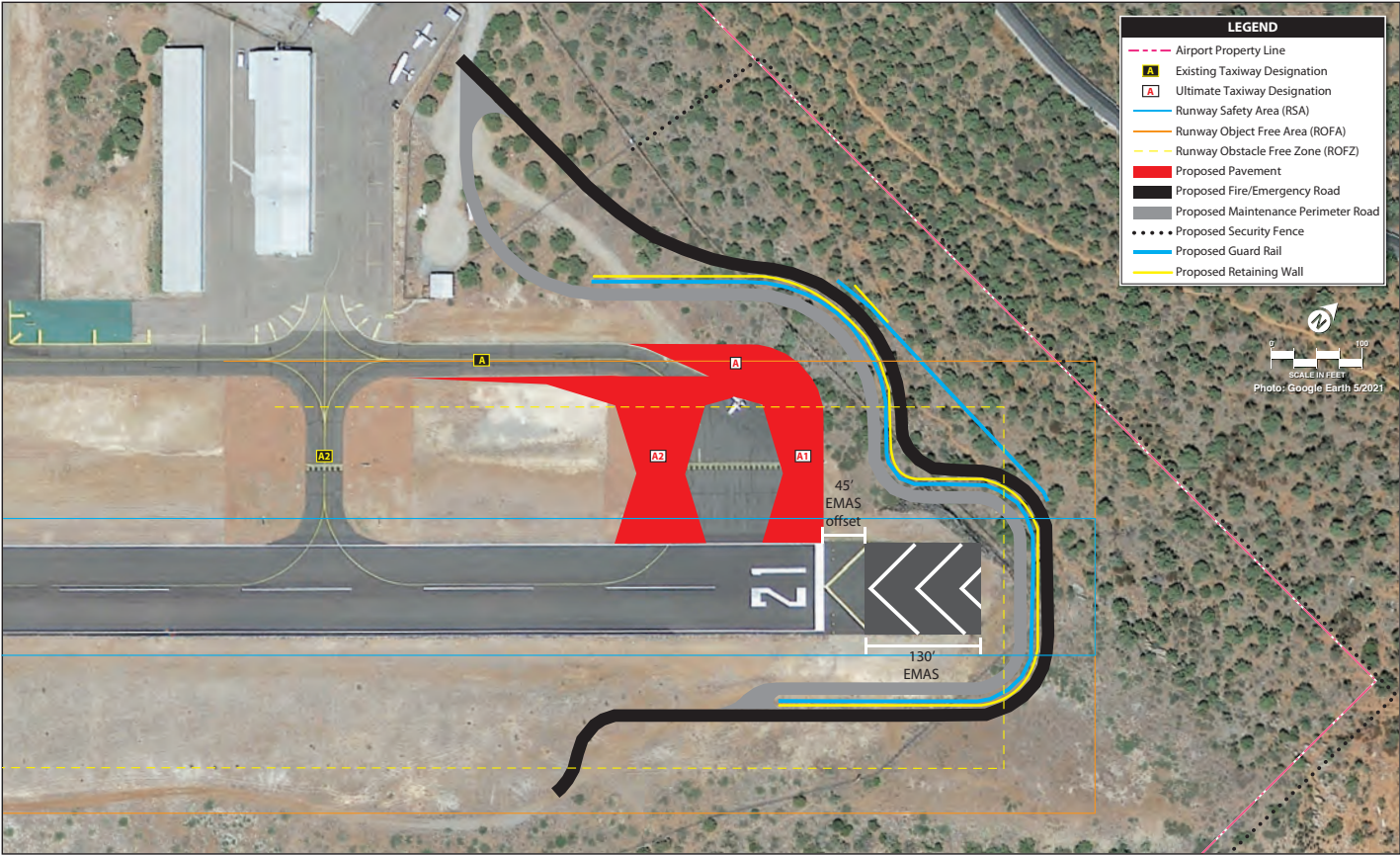
Proposed Project



RUNWAY 3 APPROACH END CONCEPTUAL PLAN



RUNWAY 21 APPROACH END CONCEPTUAL PLAN



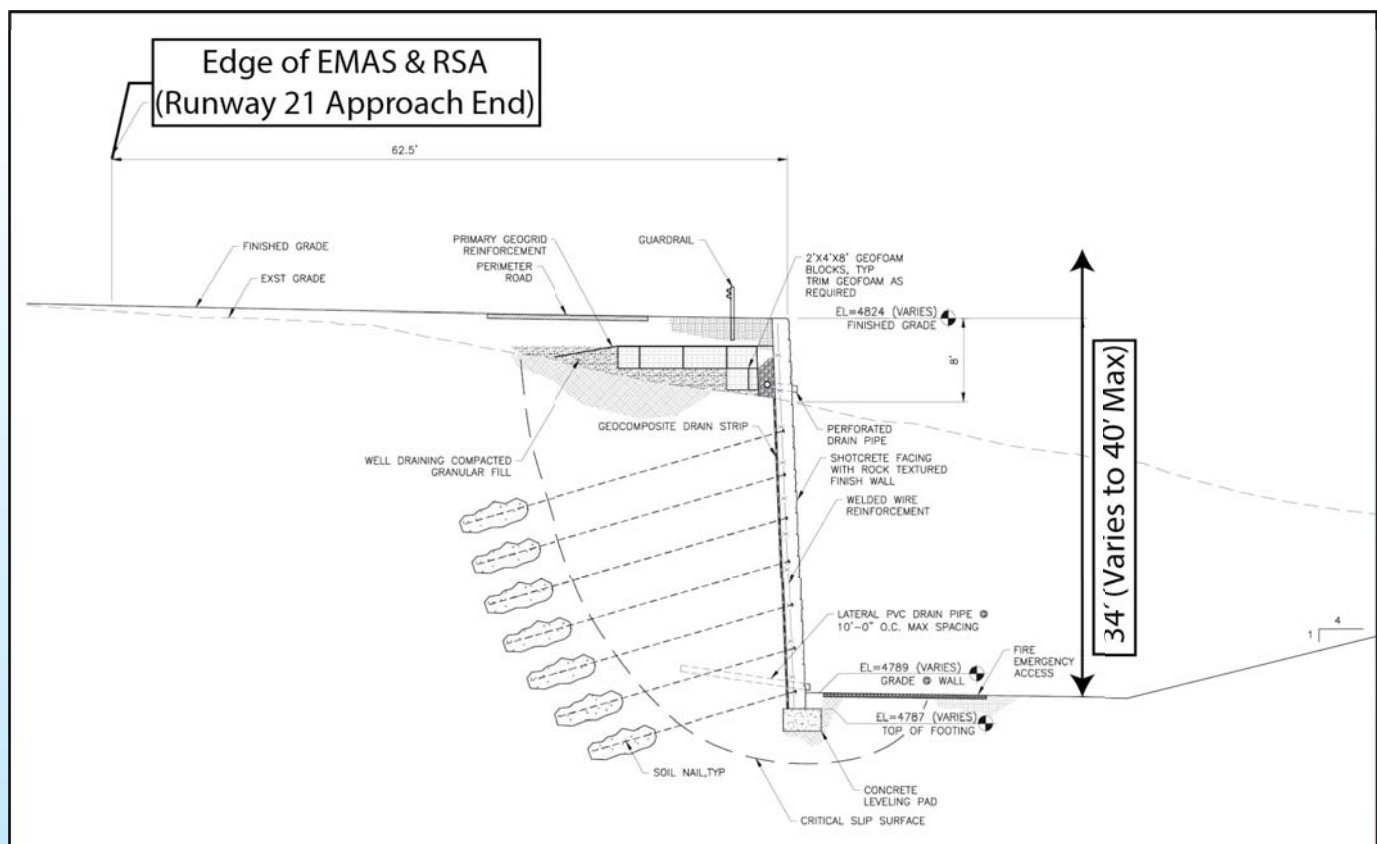
RETAINING WALL CONSIDERATIONS

Mechanically Stabilized Earth (MSE) walls are preferred based on the following design advantages:

- ✓ Relatively low cost.
- ✓ Ability to tolerate large short-term and long-term settlements.
- ✓ Better solution where a “fill-type” wall must be constructed or where side-hill fills are indicated.

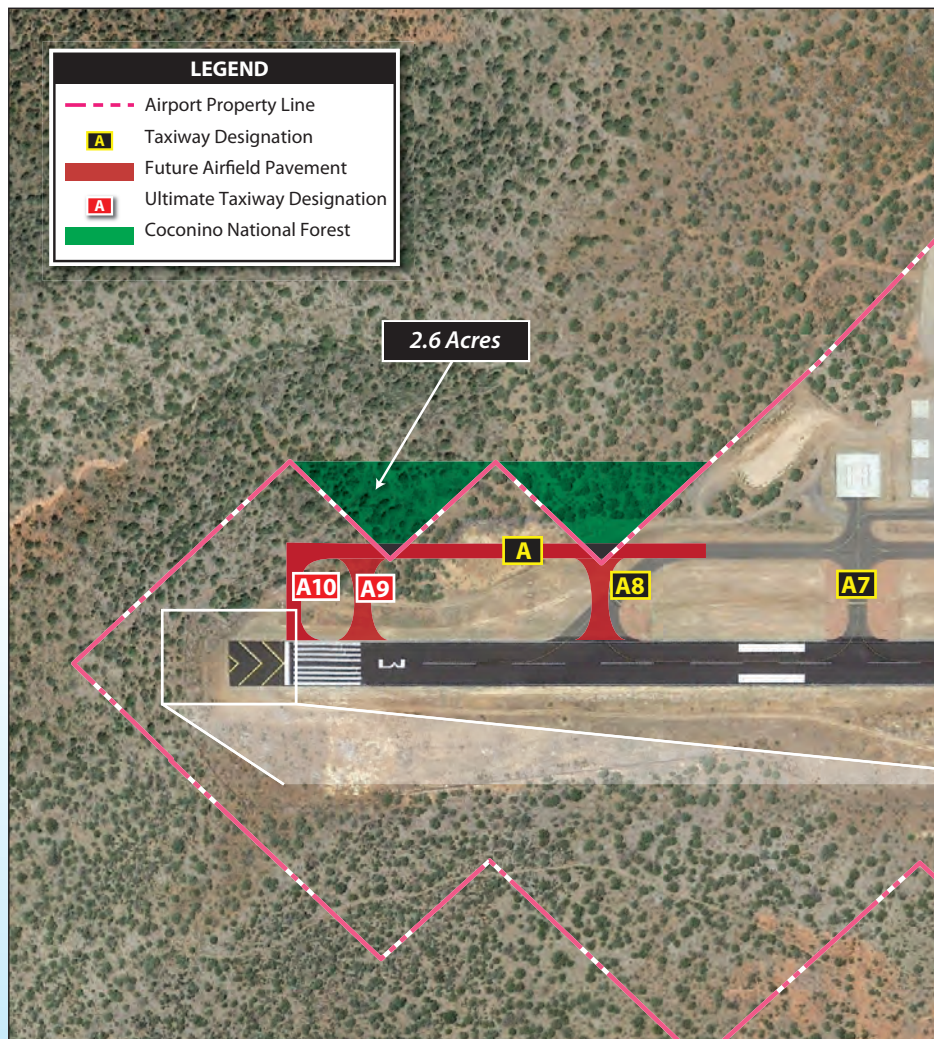
MSE walls will be back-filled with an expanded polystyrene “geofoam” fill material to minimize the weight on the underlying slope, reducing the risk of slope failure.

Wall facing treatments will be selected based on cost and aesthetics.

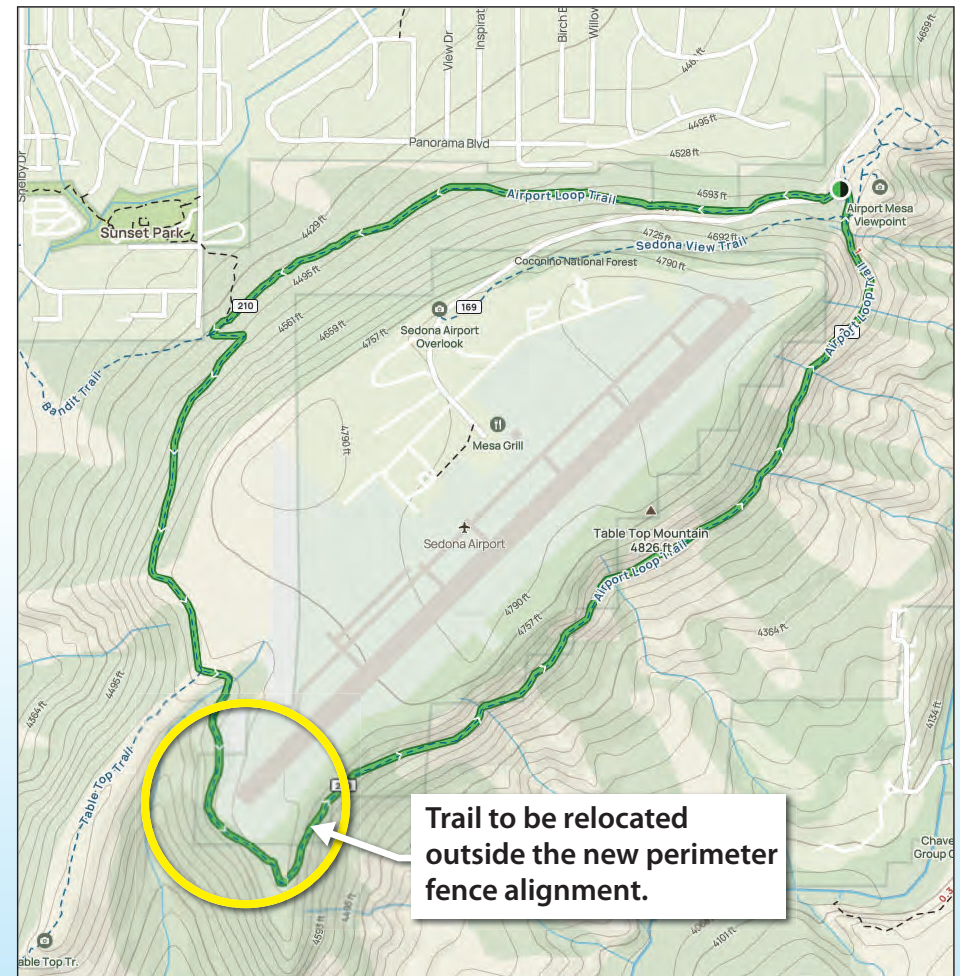


LAND USE CONSIDERATIONS

Acquisition of 2.6 acres of USFS land



Relocation of Airport Loop Trail outside of new fence line

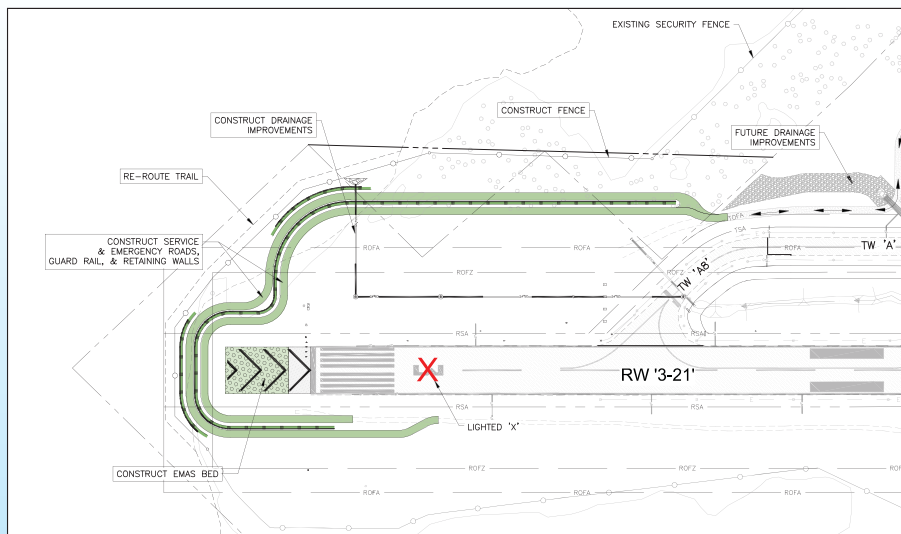


CONSTRUCTION PHASING

Phase 1

Runway 3 RSA

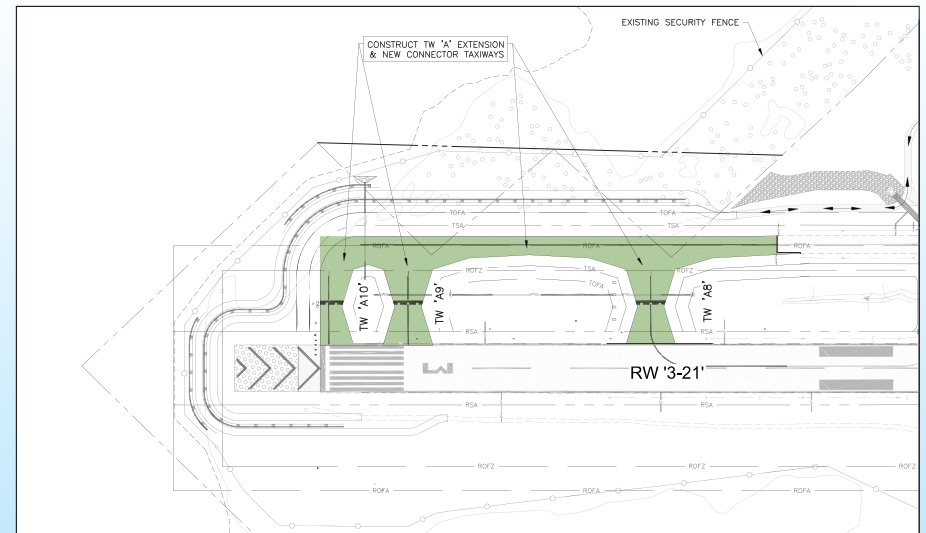
1. Retaining wall construction including associated earth work (cut and fill)
2. Installation of new storm drain and associated infrastructure
3. Emergency vehicle access road construction
4. EMAS installation
5. Realign Airport Loop Trail



Phase 2

Taxiway 'A' and Connector Taxiways 'A8', 'A9', & 'A10'

1. Extend Taxiway 'A' to full runway length
2. Realign Taxiway 'A8'
3. Construct new Taxiways 'A9' and 'A10'

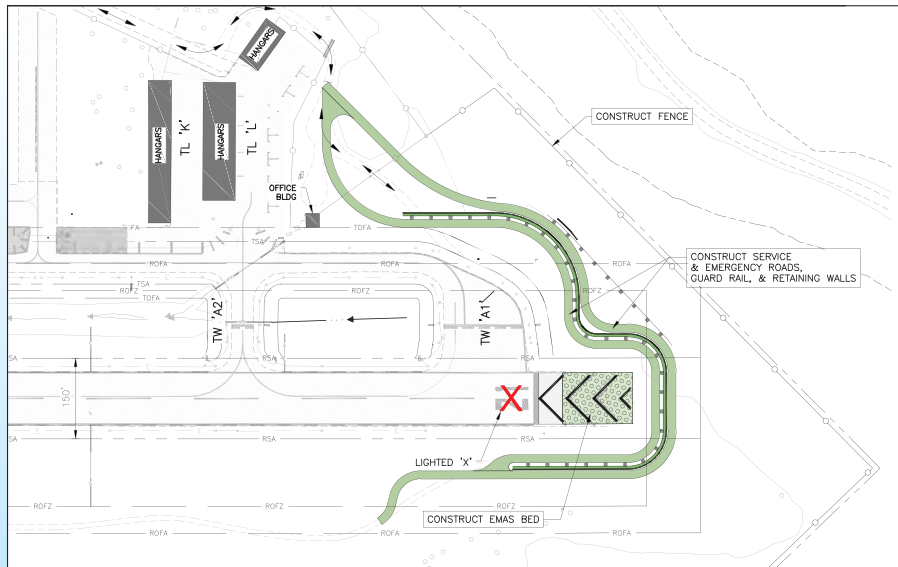


CONSTRUCTION PHASING

Phase 3

Runway 21 RSA

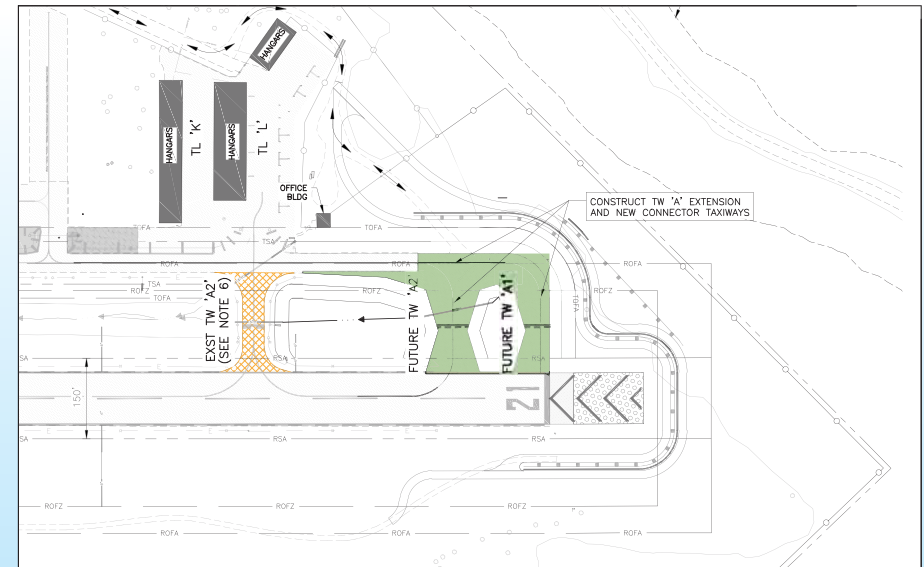
1. Retaining wall construction including associated earth work (cut and fill)
2. Installation of new storm drain and associated infrastructure
3. Emergency vehicle access road construction
4. EMAS installation



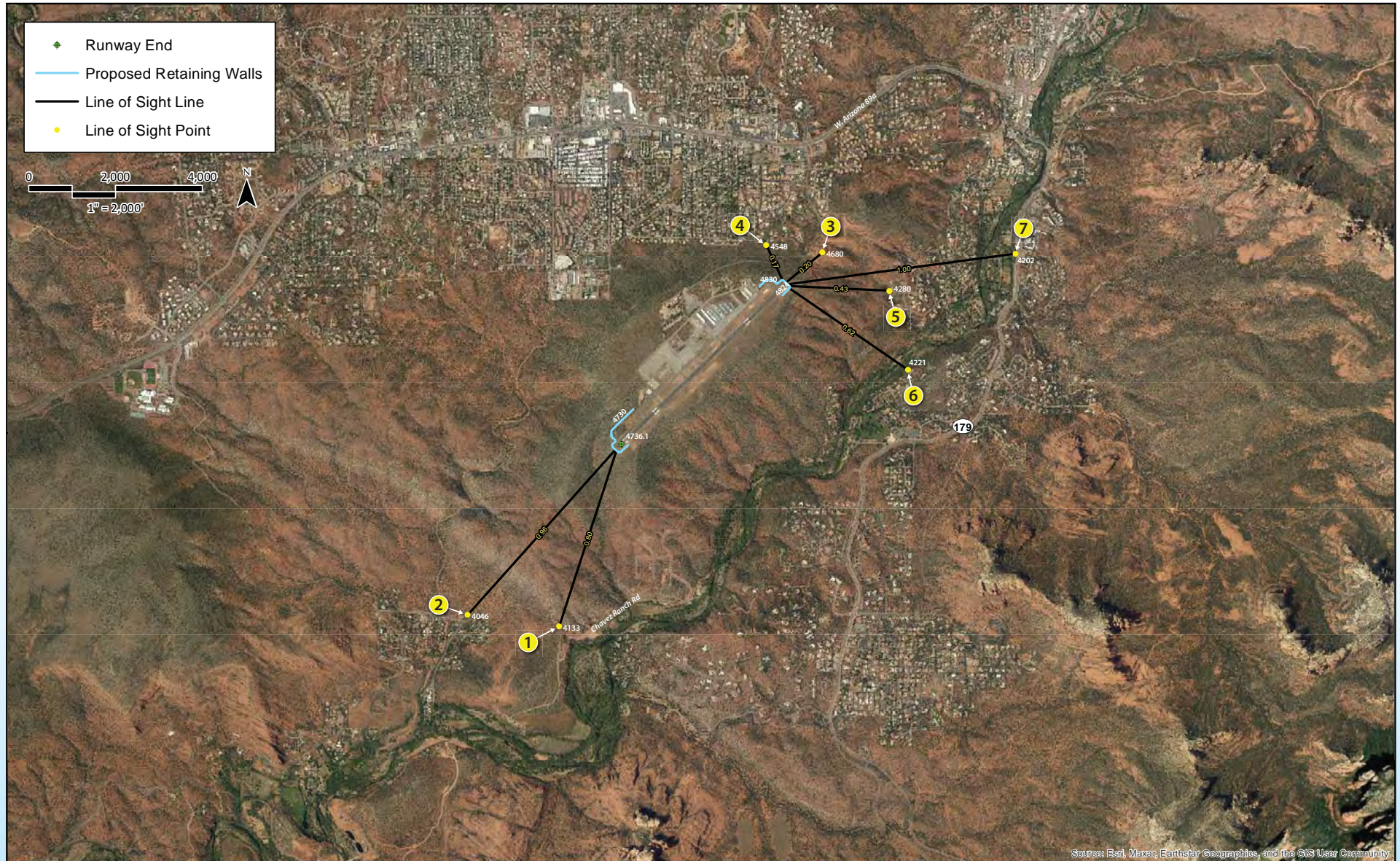
Phase 4

Connector Taxiway Realignment

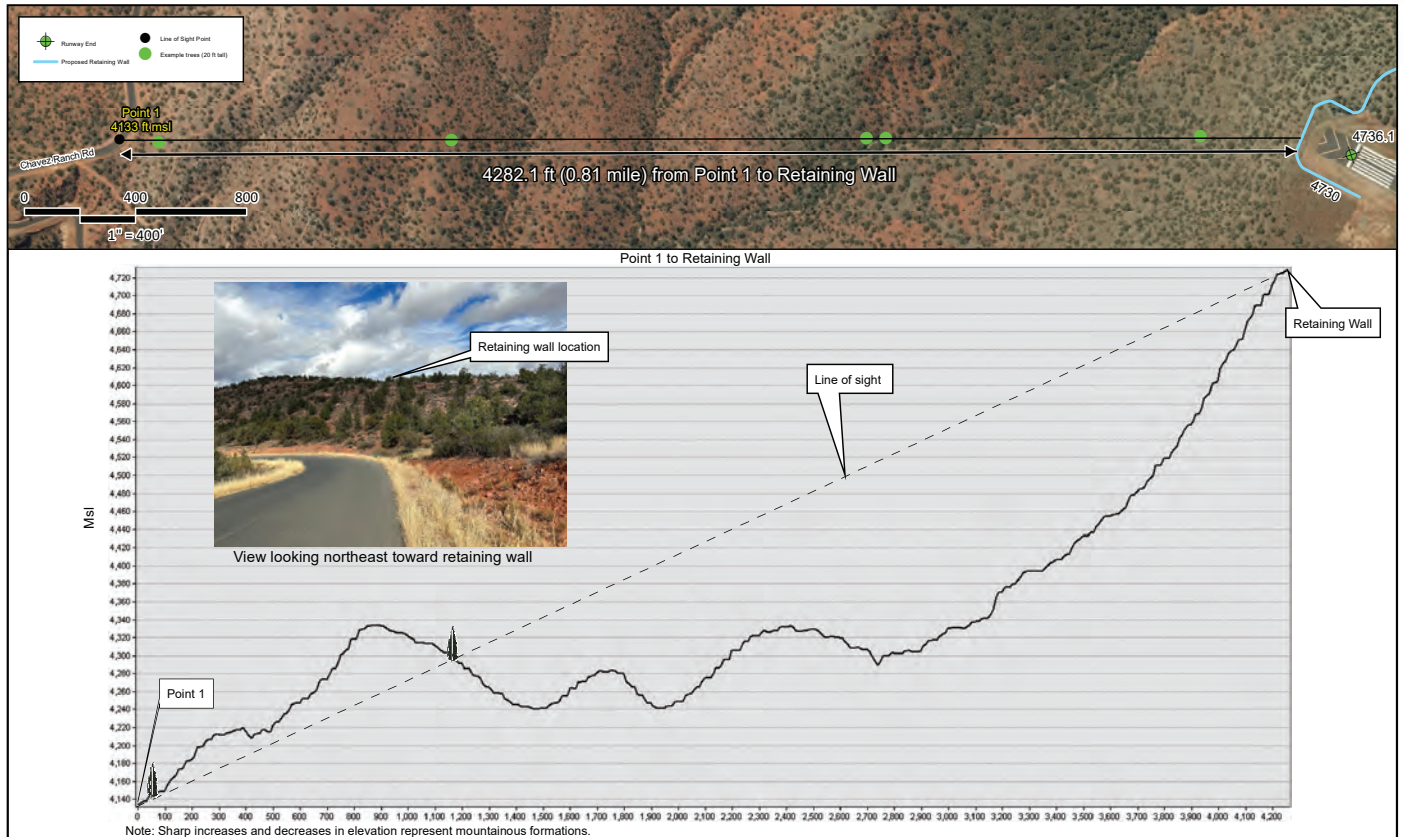
1. Reconstruct Taxiway 'A1' into Taxiways 'A1' and 'A2'
2. Demolish existing Taxiway 'A2'



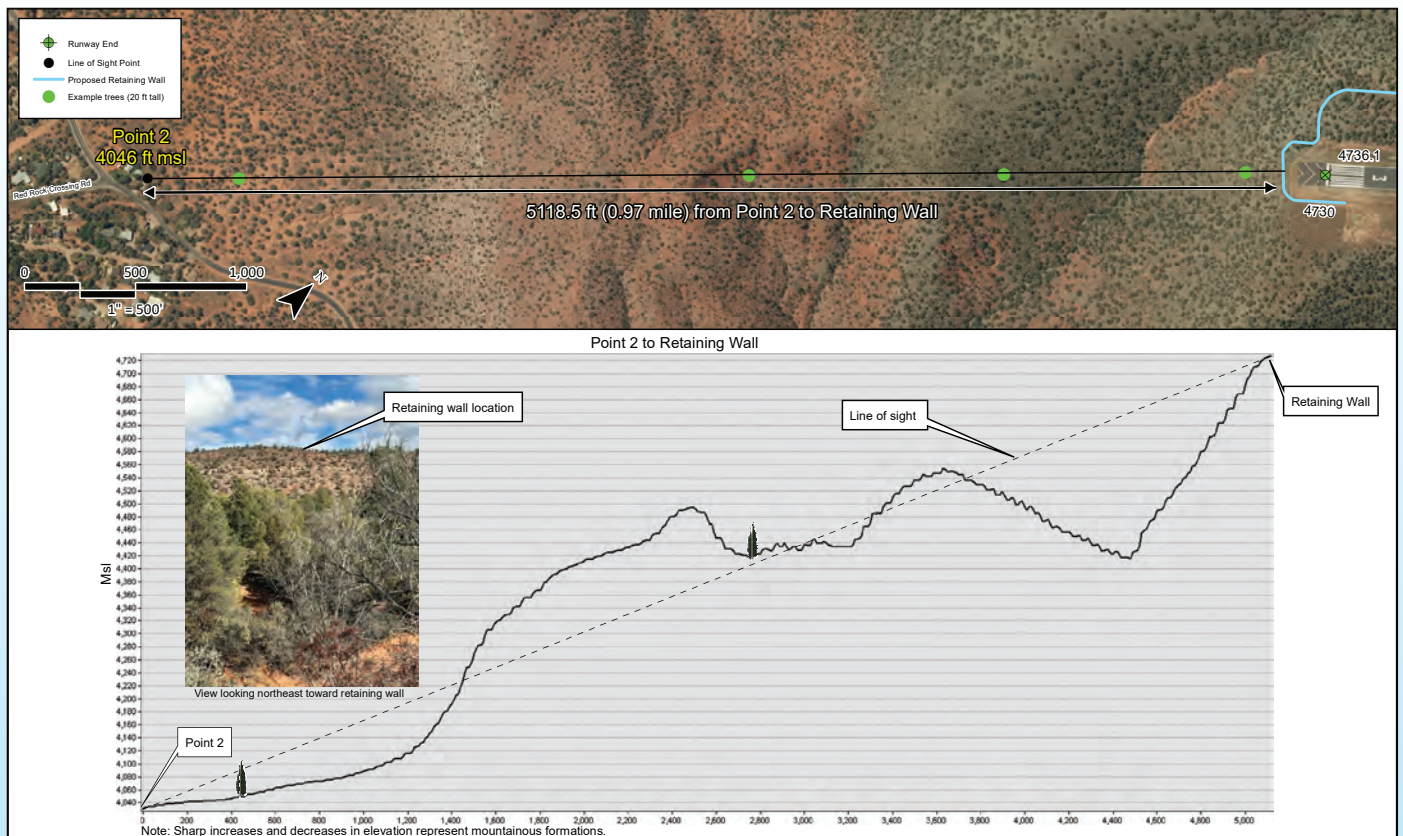
LINES OF SIGHT KEY - POINTS 1-7



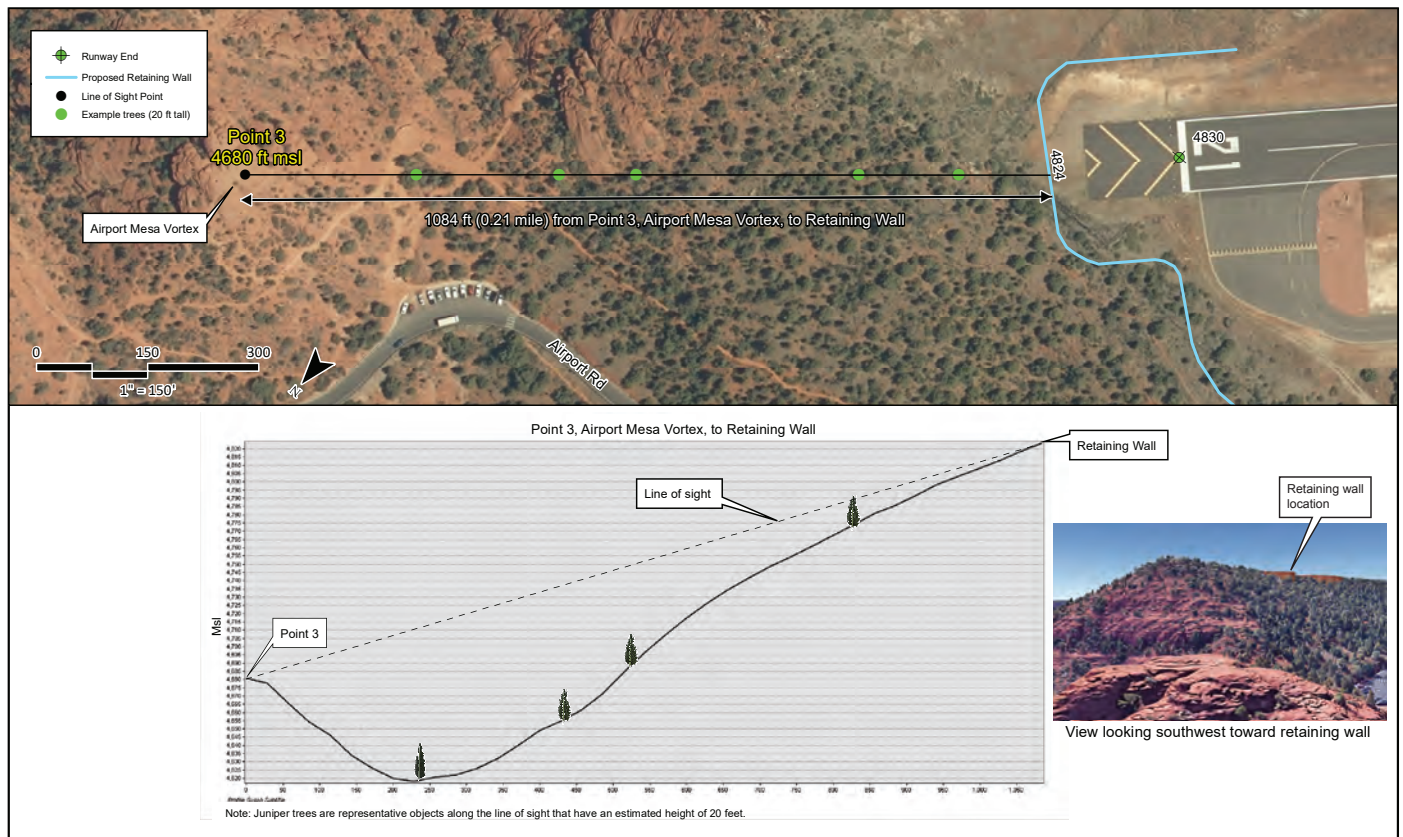
LINE OF SIGHT - POINT 1 (Chavez Ranch Rd.)



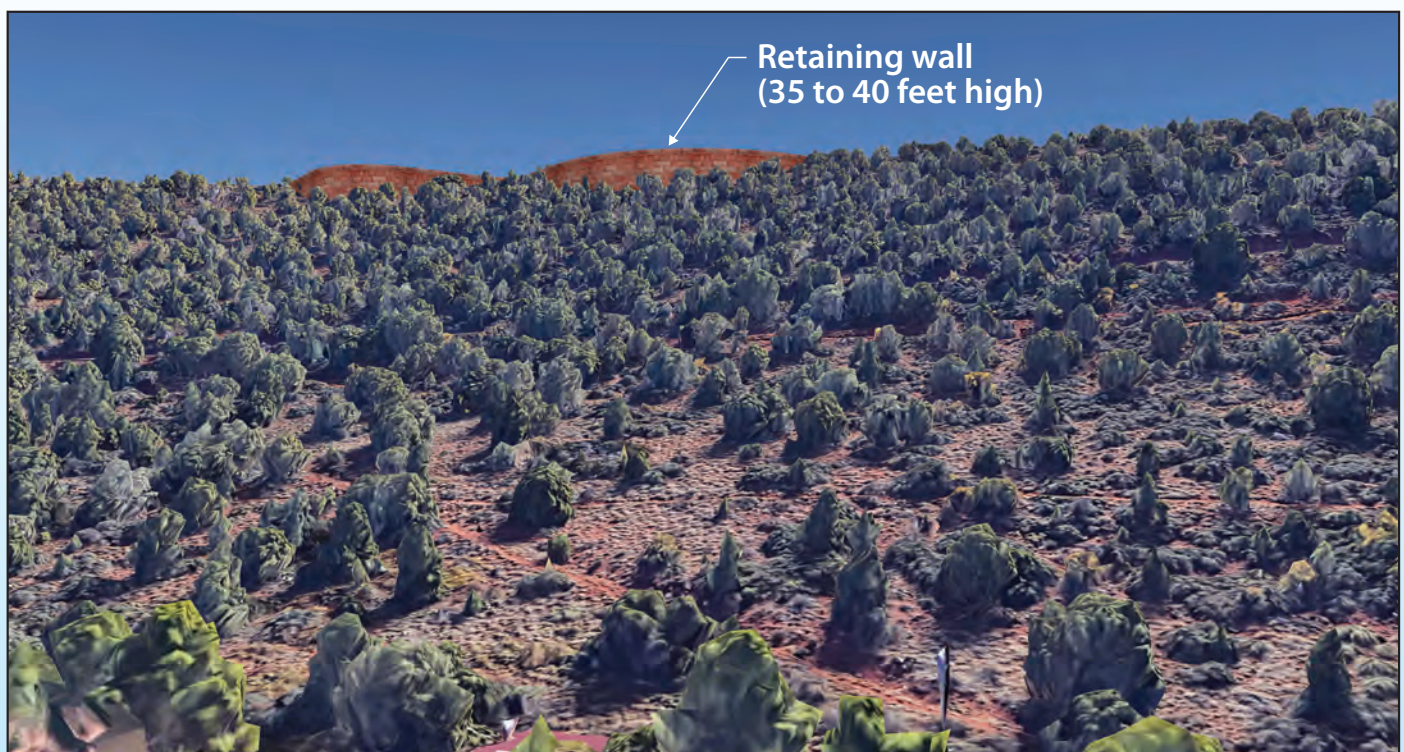
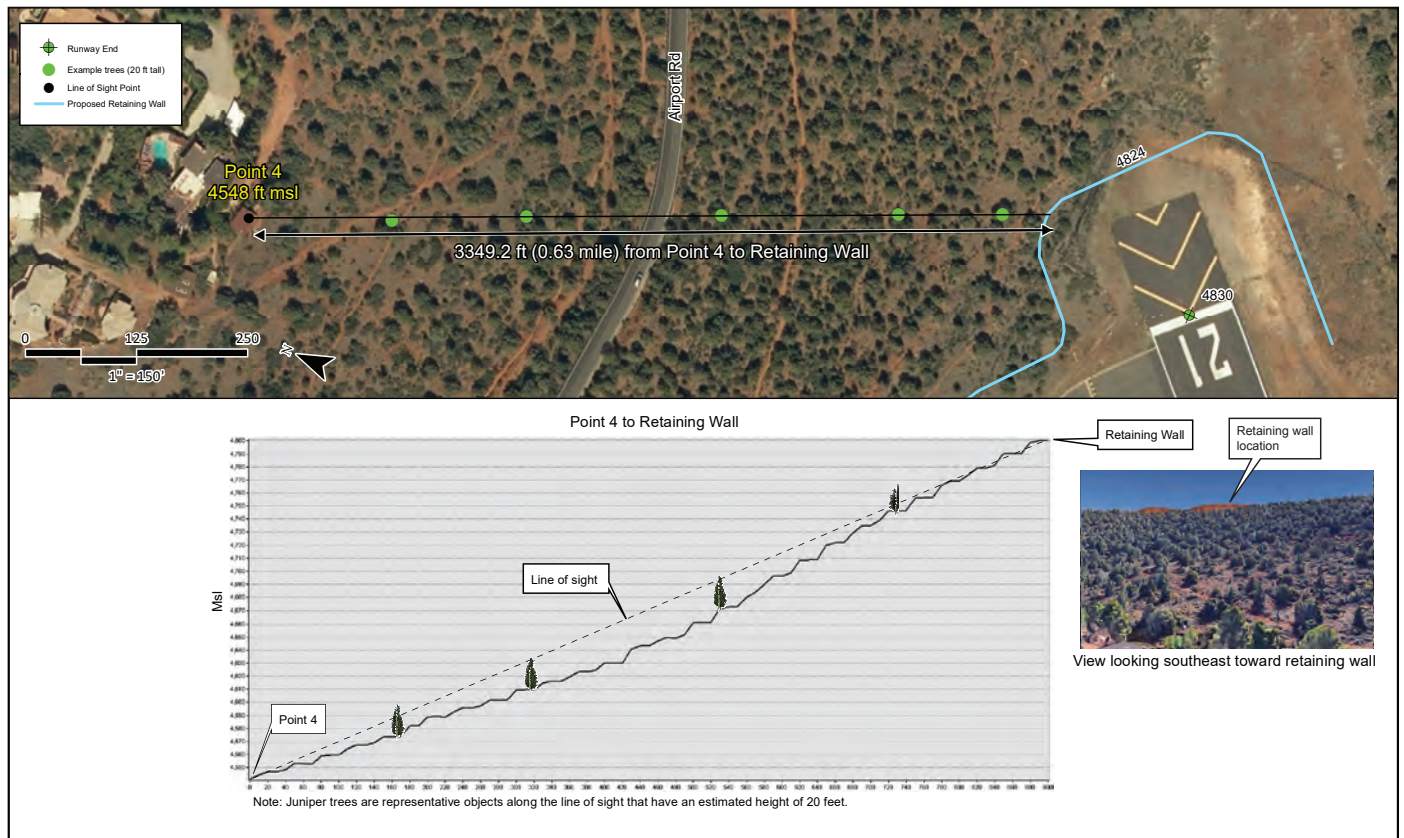
LINE OF SIGHT - POINT 2 (Red Rock Crossing Rd.)



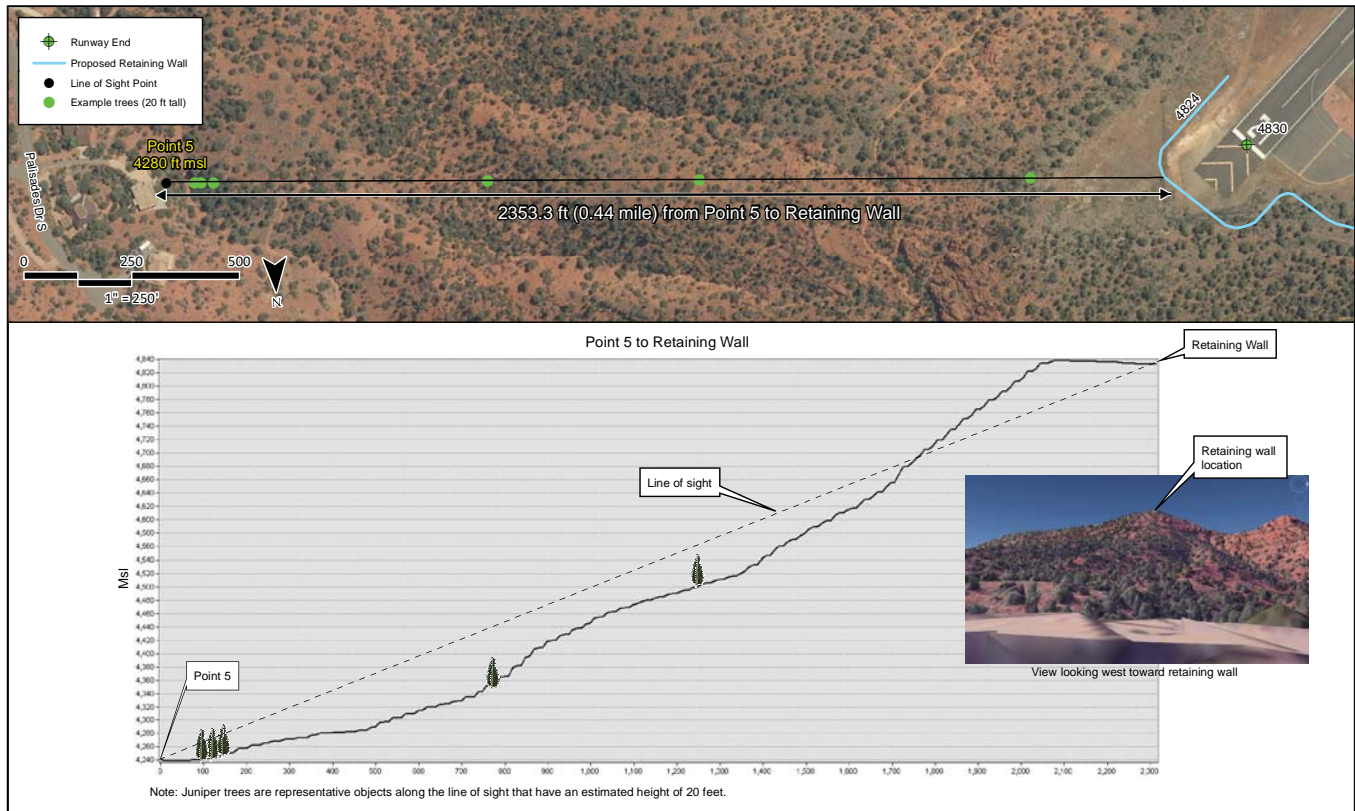
LINE OF SIGHT - POINT 3 (Sedona Vortex)



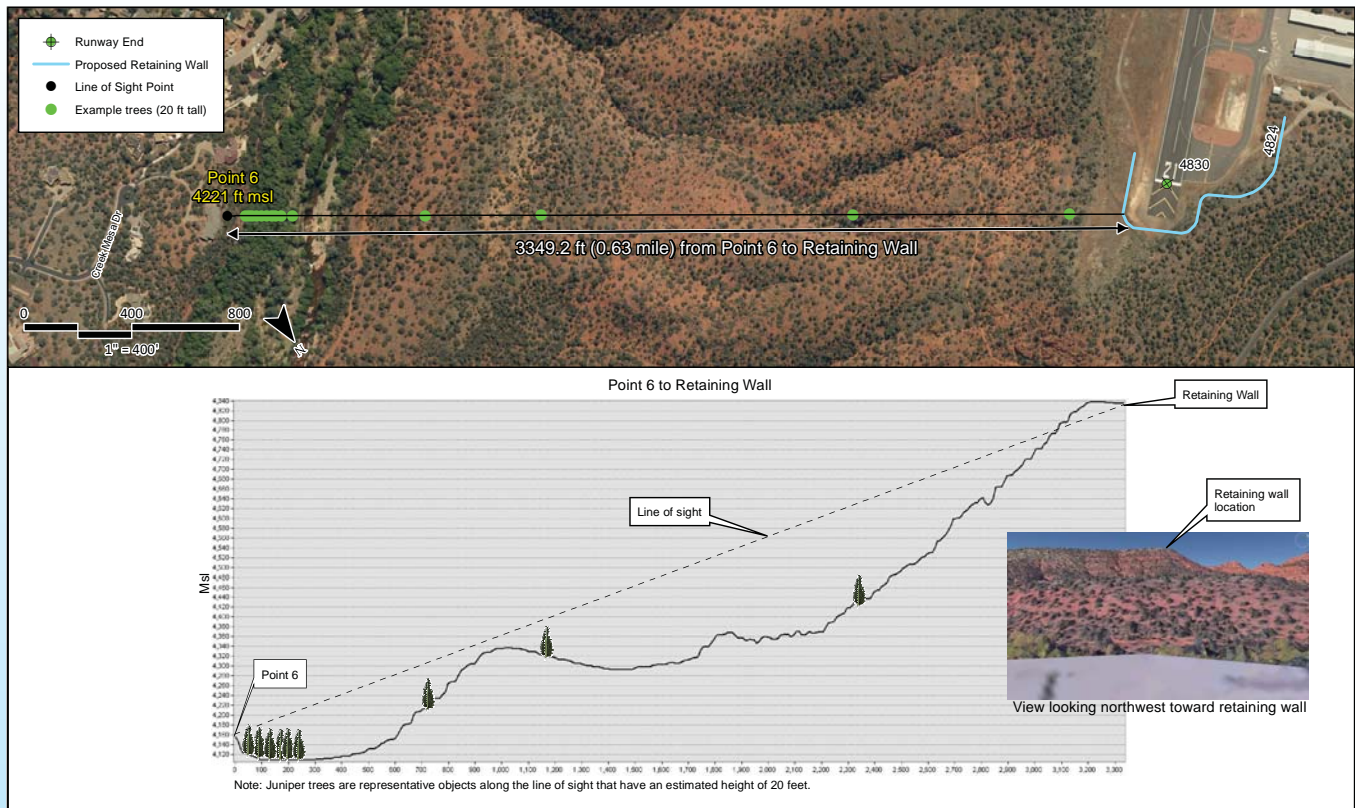
LINE OF SIGHT - POINT 4 (Rockridge Dr.)



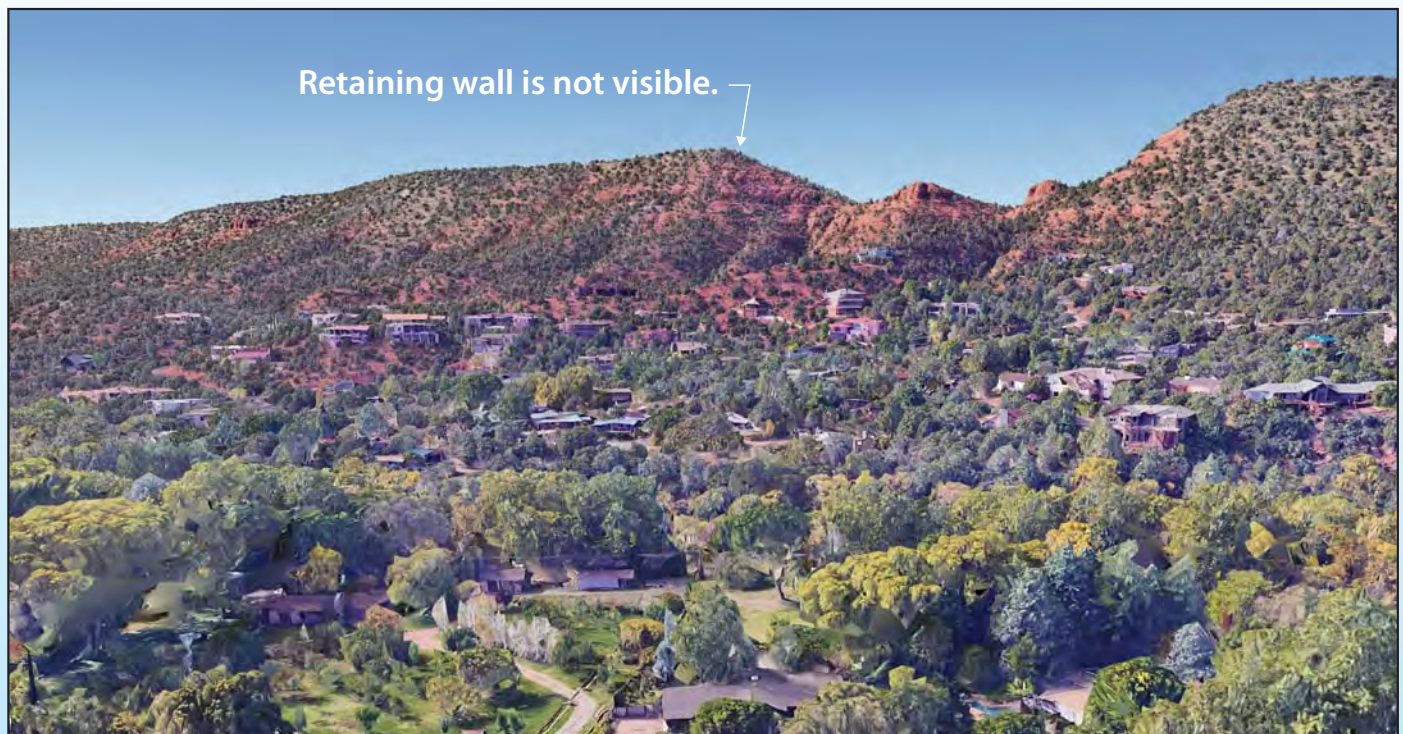
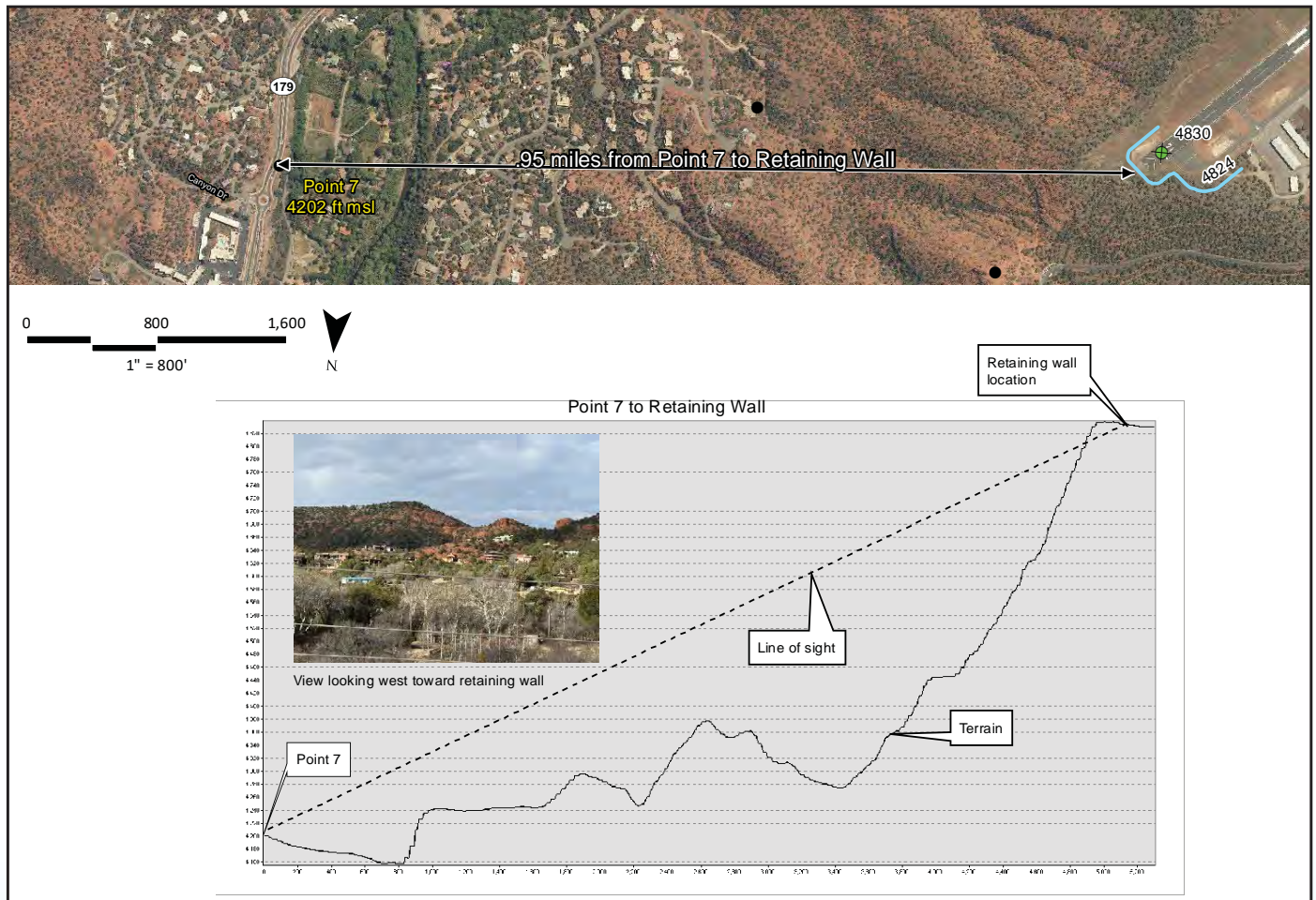
LINE OF SIGHT - POINT 5 (Palisades Dr. S.)



LINE OF SIGHT - POINT 6 (Creek Mesa Dr.)



LINE OF SIGHT - POINT 7 (Highway 179)



NEXT STEPS

- Work with the Federal Aviation Administration and the Coconino National Forest to complete required federal environmental documentation under the *National Environmental Policy Act (NEPA)* - 2024
- Obtain additional public comment as part of the NEPA process - 2024

IF ENVIRONMENTAL CLEARANCES ARE RECEIVED:

- Complete project design - 2025-2026
- Begin construction (Phases 1/2) - 2027
- Construction of Phases 3/4 - to be determined

