Capital Improvement Program

A program for the orderly development of the airport has been prepared during the study process and will require investments from public and private entities. Flexibility is built into the plan to allow the airport to respond to demand, changing needs, and compliance requirements. The master plan has identified approximately $44 million in capital improvement needs at H.A. Clark Memorial Field over the 20-year planning period.

	Federal Share	State Funding Share	Local Funding Share	Total Project Cost Estimate
Short Term (Years 1-5) Total	$2,353,901	$1,147,850	$230,250	$3,732,000
Intermediate Term (Years 6-10) Total	$24,286,613	$1,192,194	$2,347,194	$27,826,000
Long Term (Years 11-20) Total	$10,827,034	$531,483	$1,176,483	$12,535,000
CIP TOTAL	**$37,467,548**	**$2,871,526**	**$3,753,926**	**$44,093,000**

Many projects are eligible for grant funding from the FAA and Arizona Department of Transportation – Aeronautics Group (ADOT). Under current funding mechanisms, approximately $40.4 million of the total is eligible for grant-in-aid funding. An additional $3.8 million will be the responsibility of local funding sources.

Master Plan Implementation

The H.A. Clark Memorial Field Airport Master Plan has been undertaken to evaluate the airport's capabilities and role as well as plan for timely development of new or expanded facilities that may be required to meet future demand. The ultimate goal of the master plan is to provide systematic guidelines for the airport's overall maintenance, development, and operation.

An airport master plan is intended to be a proactive document which identifies and then plans for future facility development well in advance of the actual need for the facilities. This is done to ensure that the City of Williams and airport management can coordinate project approvals, design, financing, and construction to avoid experiencing detrimental effects due to inadequate facilities.

The airport serves as a vital economic asset for the surrounding region. As such, it should be carefully and thoughtfully planned and subsequently developed in a manner which matches the development goals of the community. The preparation of the master plan is evidence that the City of Williams recognizes the importance of air transportation to the region as well as the unique challenges presented in operating an airport. The investment in an airport yields many benefits to the community and region.

For more information, please contact:
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9/2022

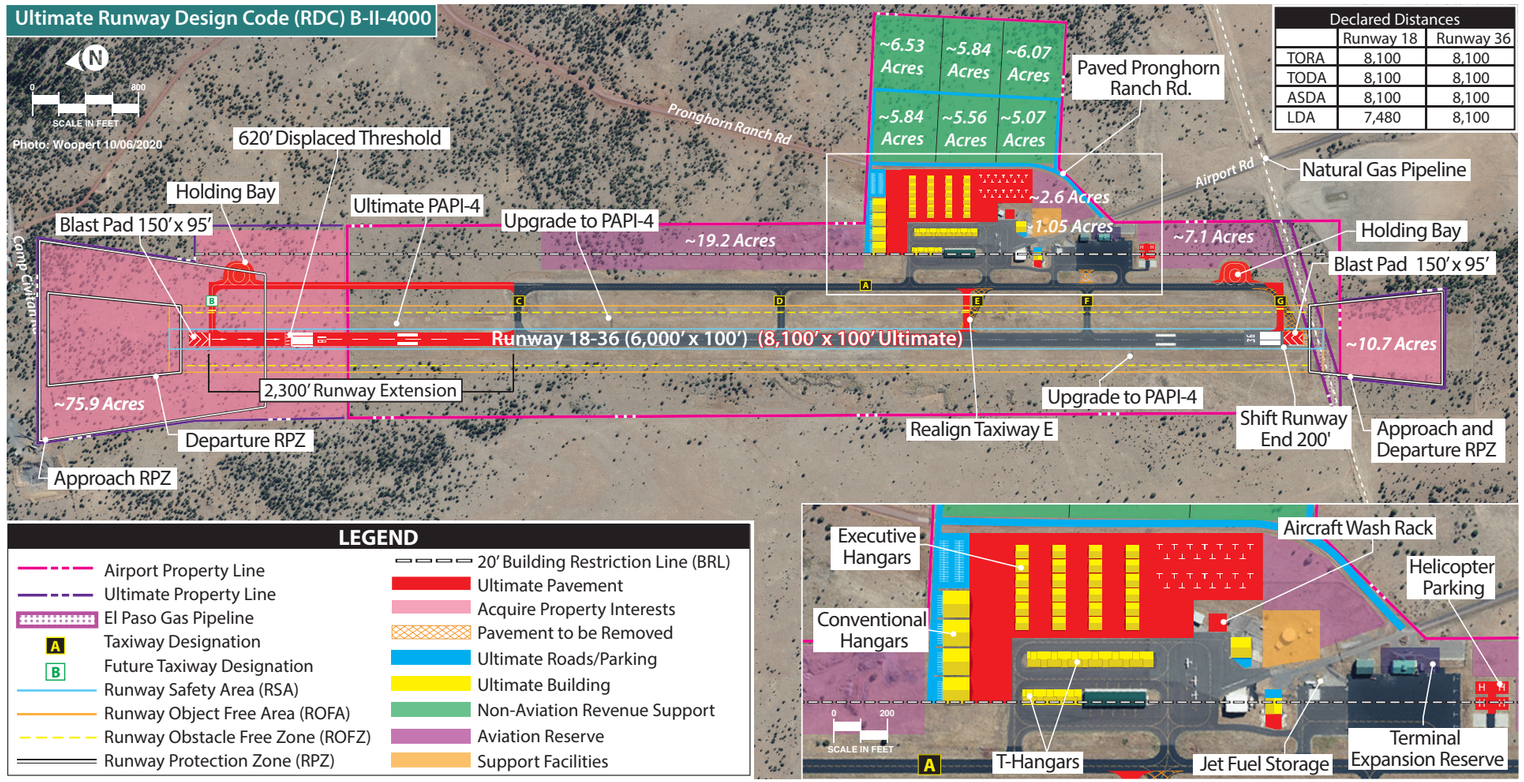
H.A. Clark Memorial Field

Master Plan Executive Summary

H.A. Clark Memorial Field, owned and operated by the City of Williams, is categorized as a general aviation airport by the Federal Aviation Administration (FAA). Furthermore, it is given a "Basic" role in the FAA's National Plan of Integrated Airport Systems as it links the community with the national airport system and supports several types of general aviation activities. In addition, the airport is included in the Arizona State Aviation System Plan as a General Aviation – Rural Airport, as it serves a supplemental role in local economies. The airport is a top-notch facility that serves as a major economic engine for the surrounding region. The airport is easily accessible and ideally positioned adjacent to U.S Interstate 40.

Existing airfield features include:

- Runway providing a length of 6,000 feet
- Fixed Base Operator (FBO)
- Aircraft maintenance and avionics services
- Aircraft storage hangars
- Abundant aircraft parking apron space
- Aircraft fueling capabilities (100LL and Jet A)



Demand Based Master Plan

Airport planning begins with a definition of demand that may reasonably be expected to occur at the facility in the future. For H.A. Clark Memorial Field, this involved updating forecasts to identify potential aviation demand in based aircraft and annual aircraft operations over the course of the next 20 years. Recognizing the realities of year-to-year fluctuations in activity, the master plan focuses on potential demand levels rather than future dates in time. Planning according to activity milestones allows the plan to accommodate unexpected shifts or changes in aviation demand, which can help the airport serve actual needs of users, while maintaining a safe and efficient airport environment. The number of based aircraft and annual aircraft operations are forecast to increase during the planning period when considering a diverse economy and continued development of airport facilities.

Planning Horizon Activity Levels

	2020	2025	2030	2040
BASED AIRCRAFT				
Single Engine	12	14	15	19
Multi-Engine	0	0	0	0
Turboprop	0	0	1	2
Jet	0	0	0	0
Helicopter	0	0	1	2
TOTAL BASED AIRCRAFT	**12**	**14**	**17**	**23**
ANNUAL OPERATIONS				
ITINERANT				
General Aviation	4,500	5,400	6,500	8,900
Air Taxi	500	520	540	560
Military	0	100	100	100
Total Itinerant	**5,000**	**6,020**	**7,140**	**9,560**
LOCAL				
General Aviation	1,500	1,600	2,000	2,600
Total Local	**1,500**	**1,600**	**2,000**	**2,600**
TOTAL OPERATIONS	**6,500**	**7,620**	**9,140**	**12,160**
ANNUAL INSTRUMENT APPROACHES	**0**	**120**	**143**	**191**

Airport Development

H.A. Clark Memorial Field continues to be developed as a facility that can handle a wide array of general aviation activities. The development plan presents the recommended configuration for the airport, which preserves and enhances the facility's role, while meeting FAA design standards to the extent practicable. Flexibility will be important to future development at the airport, as activity and growth may not occur as predicted. This plan provides stakeholders with a general guide that can maintain the airport's long-term viability and allows the airport to continue to provide air transportation services to the region. The following summarizes the airside and landside recommendations to best meet the needs of projected demand.

Airside

- Adhere to ultimate Runway Design Code (RDC) B-II standards on Runway 18-36.
- Ultimately provide 8,100 feet of runway length on Runway 18-36 (2,300-foot extension) and extend parallel Taxiway A.
- Shift Runway 36 threshold 200 feet north to allow for airport control of runway safety area.
- Acquire property interests north and south of the existing runway environment to allow for runway extension and positive control of associated safety areas.
- Improve safety areas and taxiway geometry associated with the airfield system.
- Enhance airfield lighting and instrument approach capabilities.
- Continued rehabilitation of airfield pavements to support aircraft utilization.

Landside

- Upgrades to the existing terminal building as demand dictates.
- Designate areas that can accommodate aviation development potential.
- Construction of additional aircraft hangars.
- Extend taxilanes, roadways, and utility infrastructure to support development in the east quadrant of the airport.
- Identify proposed non-aviation development potential east of Pronghorn Ranch Road to further enhance the airport's revenue stream.