

Special Use Permit

Narrative

PRJ22-23736

Request: Request to operate an Airport in the L-1 (Light Industrial) zoning District

Location: East and West of the 99th Avenue alignment south of the Algonquin Road alignment

APN: 300-25-009, 010, 013E & F, 028-069, 070A & B, 071A & B, 072-074

Acreage: Approximately 433 acres

Current Use: Bishop Air Training Field

Request Description:

This is a request for an updated Special Use Permit to operate the existing Bishop Air Training Field (Airport) as an airport with parachute operations in the Mobile area within the L-1 (Light Industrial) zoning district. Bishop LLC is a subsidiary of BBDP and Complete Parachute Solutions. BBDP and Complete Parachute Solutions are headquartered in DeLand, Florida. Also, CPS operates a Tactical Training Facility in Coolidge, AZ for the last 15 years. Finally, CPS operates an Arizona Maintenance Facility in Eloy, Arizona. The subject site is currently zoned L-1, Light Industrial and is located within the City of Goodyear.

The property is zoned I-1 (Light Industrial). Zoning was approved on September 22, 2008, with City Council adoption of Ordinance No. 2008-1139. A Special Use for an airport was approved by the City Council on September 22, 2008. (Case No. 08-350-00003). Case No. 08-350-00003 was approved subject to stipulations of approval including the below stipulation:

Development shall be in substantial conformance with the development site plan for the air training facility submitted with the Special Use application entitled "Air Training Field, Mobile, Arizona, Special Use Permit for Private Airport" and dated December 5, 2005, and the narrative submitted with the Special Use application dated August 4, 2008. Any expansion of the existing air training facility, additional buildings, or substantial changes in the operation of the air training facility shall require an amendment to the approved Special Use.

The property was previously operated by Lufthansa to train pilots. Pursuant to the stipulation, the proposed operation for Complete Parachutes requires an amendment to the approved Special Use.

A notice of violation was issued to the applicant (NOV Case No. 22-00001320) citing the following:

Goodyear Zoning Article 1-3-5.A. APPLICABILITY. Site Plan approval is required prior to development activities on property located in zoning districts for which site plan review is required as specified in this Ordinance. This includes, by way of example, but not limitation all uses within commercial and industrial zoning districts; all uses in certain residential districts such as multi-family residential district manufactured home subdivision district; mobile home/recreational vehicle district; and uses in residential districts that require a Use Permit. Site Plan review for single-family, two-family uses and model home complexes shall be done concurrently with and an application for a building permit for such uses.

This application is submitted to address the above-referenced notice of violation, in full, to bring the property into compliance with the zoning ordinance and the City Code and to update the Special Use Permit and site plan for the property to reflect the current operations and status of improvements on the property (improving and updating existing infrastructure).

Airport Description and Utilization:

There are no changes to the existing facilities planned. There is the possibility that another hanger, several buildings, and another runway may be requested at a future time. Future expansion will require a Special Use permit request and site plan amendment. Bishop Airfield is a private airport facility, not open to the public. Bishop Airfield receives no funding from the municipalities, Government, nor FAA. The private airport is currently utilized to train Department of Defense, Government Agencies, and Allied Nation Military Forces in Military Free Fall parachuting (for clarification: The "Free Fall" is the skydiving part of training and the length of time that the experience lasts depends on the altitude from which you are jumping. The parachute is deployed roughly at 5000 ft so the "Free Fall" or skydive lasts for the time it takes to fall from the jump height minus the parachute deployment height).

Typical aircraft are single and twin-engine aircraft such as Skyvans, Sherpas, and Caribous. CPS currently has two full-time employees on site. Our standard training operation is 40 personnel on site. The most personnel we can facilitate at Bishop is 80. We train 3 weeks per month, with a week recovery to prepare for our next client. Most of the time (80%), hours of operation are from sunrise to noon. Occasionally (15%), we will operate from early morning (3:00 AM) until noon to conduct night jumps. Rarely (5%), we will operate from 7:00 PM until midnight, again to conduct night jumps. The operating hours are based on Arizona's weather and changing seasons. Typically, we fly 16 aircraft loads a day for training. With the amount of air traffic in vicinity of

Bishop airfield from commercial and private aircraft, we do not expect an increase in noise. We parachute from 12,500 feet above Ground Level (2 miles).

We are in discussions with Lufthansa to allow them access to the runway and taxiways after our clients have finished training. Lufthansa plans to use the airfield to train pilots. Typical aircraft for Lufthansa are single and twin-engine aircraft such as Beechcraft, Piper, Grob, etc. Lufthansa pilot training and CPS Parachute training will not happen at the same time (it would be a safety risk to the parachutist). The pilot training and parachute training could happen in the same day.

The site consists of approximately 433 acres and is accessed by land from 99th Avenue via State Route 238. Authorized vehicles can access the site through a locking gate at the entrance at 99th Avenue and Alabaster Road on a paved roadway that directs traffic to the hangar parking area. The gate is locked when an employee is not present. The site is fenced with a 6-foot-high metal security fencing with barbed wire on top. Only authorized personnel are allowed on the property. The airport is not accessible to the general public and is secured from access by non-authorized personnel.

On-site facilities include an aircraft maintenance hangar, aircraft control tower, aircraft shelters, runway, taxiway and apron, site drainage, water well, septic system and site lighting plus a fuel farm. The on-site facilities are described in detail below.

Instrument/Navigation Aids: Instrument Landing System (ILS) and Non-Directional Beacon (NOB) at outer marker.

Aircraft Maintenance Hangar: 7,500 SQ. FT. pre-engineered building measuring 100' x 75'. A 25' x 10' lean to structure is attached to the south side of the hangar housing all electrical gear and equipment. The interior of the aircraft hangar is divided as follows:

- Aircraft Maintenance 5,000 SQ. FT.
- Storage room 950 SQ. FT.
- Briefing room 744 SQ. FT.
- Restroom 400 SQ. FT.
- Lounge 350 SQ. FT.

This hangar is cooled by both A/C and evaporative cooling and is equipped with a back-up electrical system in the event of power failure.

Aircraft Tower: A structural steel tower 31' high with approximately 144 SQ. FT. of cab area. The control cab is boarded on the exterior with a catwalk platform and handrail. The control cab is accessed via stairway on the exterior. The cab is cooled by A/C. The interior of the control cab houses a control console equipped with all functions necessary to relay appropriate information to incoming and departing aircraft as well as to operate airport lighting.

Aircraft Shelters: Two (2) pre-engineered canopies each measuring 40' wide x 330' long x 12' high. Each shelter is designed to accommodate six (6) aircraft.

Runway: 75' wide x 4,500' long asphalt paved runway with applicable striping.

Taxiway: 35' wide x 4,500' long asphalt paved taxiway with applicable striping. Taxiway runs parallel to runway.

Apron: 222.5' wide x 570' long asphalt apron with all applicable striping. The maintenance hangar and aircraft shelters are located on the apron.

Site Drainage: Located north of the runway exists a diversion dike used to divert rain run off around the project. The majority of site run off is captured in a retention area southwest of the site.

Water Well: The potable water well is no longer functioning. We have requested quotes to fix or drill a new well. Currently, potable water is purchased and transported to the site to support staff and clients. Non-potable water is also purchased and transported to the site from the landfill.

Septic System: All sewage generated from the restrooms within the hangar are contained and distributed through a septic system. The septic field is 29 yards due south of the south-east corner of the hangar. When we are training, we rent self-contained restroom trailers that are serviced regularly.

Site Lighting: The site lighting is per FAA Airport Requirements and includes:

- Runway Identifications
- Runway End Identification Lights (R.E.I.L.)
- Precision Approach Path Indicators (P.A.P.I.) Lights
- Taxiway Identification Lights
- Apron Flood Lights
- Fuel Farm Lighting

No lighting has been added to the site. Three large light poles on the apron have been removed (the lights were not working). The Department of Defense trains during the night and prefers to rely on night vision devices. All lights are turned off during night operations.

Fuel Farm: The fuel farm consists of one 8,000-gallon fuel tanker above ground, maintained in accordance with the specifications and requirements of the EPA. An aviation mule, with a 4,000-gallon capacity, transports the fuel from the tanker to the aircraft. The mule is also maintained in accordance with EPA regulations. We contract an aviation fuel company to maintain the tankers and trucks used at the site.

The Obstacle Free Zone (OFZ) is located at each end of the runway. The OFZ extends 200' past the runway and is 125' wide and centered on the runway. The trapezoidal Runway Protection

Zone (RPZ) begins beyond the OFZ and extends 1000' to a width of 450' also centered on the runway. The RPZ extends to the southeast onto parcel 300-25-00SH by approximately 3 feet and to the northwest onto parcel 300-25-013H by approximately 5 feet. The only restriction in the RPZ is the height of a building so that it would not interfere with the takeoff or landing of an airplane. In this case, it would restrict the height of a structure to be no taller than approximately 50 feet where the RPZ extends beyond the property limits.

Conclusion:

The airport has already existed at this location for 32 years. With the anticipated development in the area over the next 10-15 years, the airfield provides an opportunity for growth and expansion in utilization. Of course, any expansion will require an amendment to the Special Use request as well as a site plan amendment.