

**KSA**



# AVIATION PLANNING SERVICES

*KSA planners are experienced airport professionals. But more than that, we are pilots, aviation enthusiasts and we love what we do. We are passionate about airports and we are passionate about aviation. Period.*

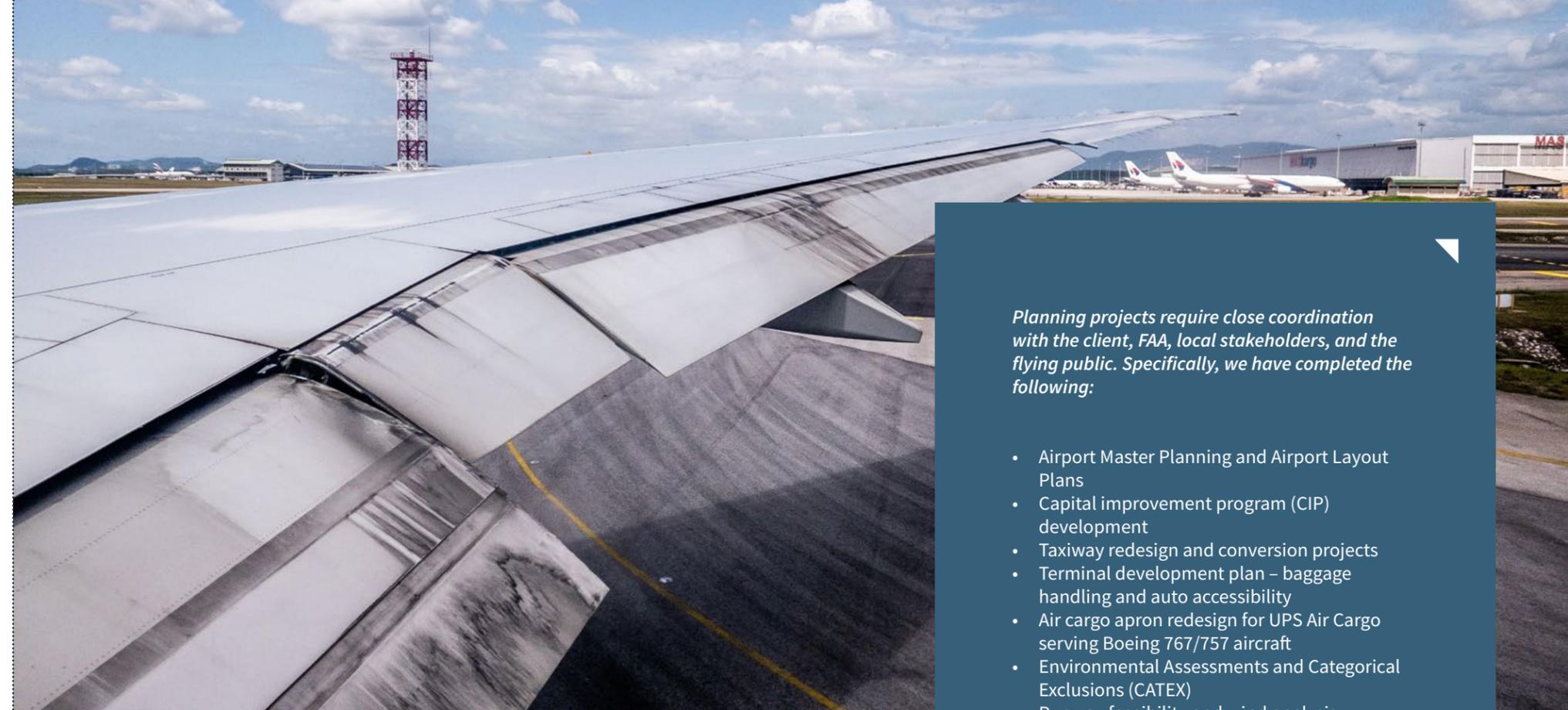


**WE BUILD PEOPLE  
WHO BUILD THE FUTURE.**

KSA is an industry leader, providing a broad range of engineering, architecture, planning, surveying, and construction management services. Founded in 1978, the firm has grown to approximately 140 employees located in multiple offices in the south central U.S. For seven consecutive years, KSA has been named to the ENR Top 500 list as one of the 500 largest design firms in America.

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**We do not take previous experience for granted as a fit for our airport planning assignments. We will use what we have learned in the past to guide our decision making process, but we will always look at your airport as an individual facility with individual opportunities.**



*Planning projects require close coordination with the client, FAA, local stakeholders, and the flying public. Specifically, we have completed the following:*

- Airport Master Planning and Airport Layout Plans
- Capital improvement program (CIP) development
- Taxiway redesign and conversion projects
- Terminal development plan – baggage handling and auto accessibility
- Air cargo apron redesign for UPS Air Cargo serving Boeing 767/757 aircraft
- Environmental Assessments and Categorical Exclusions (CATEX)
- Runway feasibility and wind analysis
- Rental car return design
- Hangar and fuel farm site development
- ILS relocation studies
- Runway closures and taxiway conversions (end-around and decoupling)
- Land Release and Non-Aeronautical Development Concepts
- Land Use Compatibility Planning

As a firm, KSA's primary work portfolio includes non-hub commercial service and general airports in the Southwest Region. Our planning group has provided services for airports such as Corpus Christi International, McAllen International, Tyler Pounds Regional, Victoria Regional, Clovis Municipal, Chennault International, Austin Bergstrom International, Del Rio International, Jack Brooks Regional, and Santa Fe Municipal Airport. All of these airports are Part 139 Commercial Service airports requiring a level of service that is attentive, demanding, and critical to keeping flying passengers safe. We understand both commercial and corporate airports have users that require high-quality products and services that go beyond traditional airport infrastructure.

## KSA EXPERIENCE IN THE FAA SOUTHWEST REGION

We have completed numerous projects in Texas, New Mexico, Louisiana, and Oklahoma. We have existing relationships with FAA staff that assist project justification and environmental documentation required for implementation. Our McKinney office is in close proximity to the FAA Region Headquarters and our planners and project team members routinely visit FAA SW HQ to support our client's needs and facilitate project funding, grant and airport compliance, and CIP development.

The AIP Handbook outlines the requirements for grant eligible projects and KSA understands

the process by which projects compete for FAA discretionary funds. KSA works with our clients to justify projects so that they will compete for FAA discretionary funding. The FAA starts at the runway centerline and works out to evaluate projects for funding.

KSA is active in a number of national and regional aviation organizations. Involvement in organizations such as the American Association of Airport Executives (AAAE), Airports Council International (ACI), the National Association of State Aviation Officials (NASAO) and the Transportation Research Board (TRB) directly benefits our clients.

At quarterly or annual meetings and conferences, we are exposed to trends in the industry, upcoming regulatory or policy changes and unique approaches to airport development and growth. Relationships within the aviation community are a key component to a successful airport operation. Your relationship with funding agencies, including the FAA, allow you to successfully compete for grant monies beyond entitlement dollars. KSA will support you by utilizing our experience and solid relationships from our numerous projects with the FAA Southwest Region Airports Development Office (ADO).

### EXPERIENCE BY ASSIGNMENT TYPE

Runway Construction/Rehabilitation	64	Visual Aides/Navigational Aides	41	Facilities Design/Renovation/Rehabilitation	6
Taxiway Construction/Rehabilitation	68	Access Road/Landside Improvements	36	Airport Planning	52
Apron Construction/Rehabilitation	65	Fencing/Security	35	Fuel Farms	6
Airfield Lighting/Signage	55	Hangars	20	SPCC/SWPPP	19
Drainage/Stormwater	58				

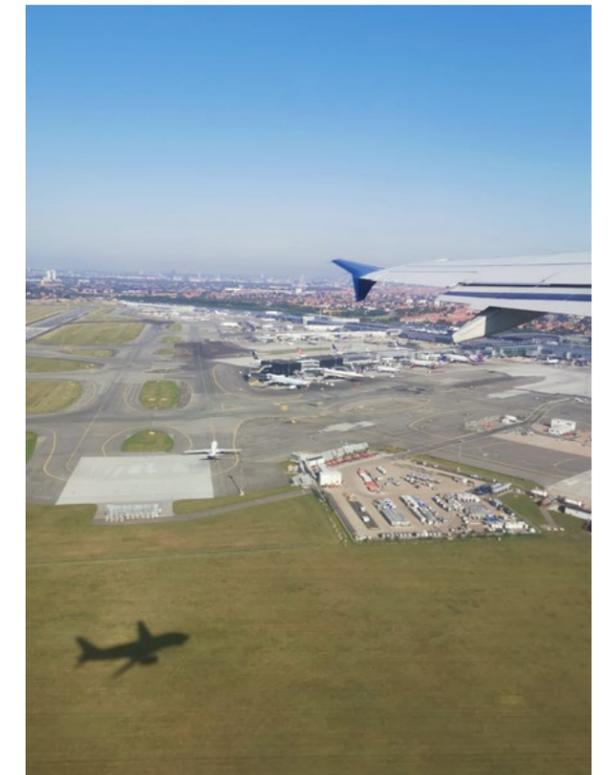


- + Master Plans
- + Other Planning Projects

*KSA has over four decades of experience as a regional leader in airport facilities design, construction inspection, architecture, planning and environmental programs. Our nine regional offices provide full-service consulting support to our airport clients. We have completed over a thousand projects at hundreds of aviation facilities including Commercial Service, Reliever, and General Aviation airports. This experience forged our team into subject matter experts with a tradition of excellent customer service and long lasting relationships.*

### EXPERIENCE BY AIRPORT TYPE

Commercial Service Airports	23
General Aviation Airports	105
Reliever Airports	24



## TYLER POUNDS REGIONAL AIRPORT MASTER PLAN TYLER, TX

KSA is conducting complex Airport Master Plan Update for the Tyler Pounds Regional Airport. Highlights of this effort include possible runway decoupling, air service true demand assessment (to inform forecasts and facility requirements), a PCN and Pavement Management Plan update, as well as a full AGIS 18-B Obstruction Survey and eALP efforts. Tyler recently added additional air service from Frontier Airlines to Denver in addition to the existing Envoy/American Eagle ERJ service to DFW. KSA was able to obtain a Certificate of Authorization to fly our FAA Part 107 licensed drone for inventory efforts to including aerial imagery of terminal apron parking locations and passenger parking.



**DEL RIO INTERNATIONAL  
AIRPORT MASTER PLAN**  
*DEL RIO, TX*

KSA was tasked with updating the airport master plan for the Del Rio International Airport (DRT). As an important border airport, and neighbor to Laughlin Air Force Base, DRT is a unique facility but has parallels to Jack Brooks Regional. With growing air service from Envoy/American Eagle, the airport has seen a steady increase in passenger enplanements on ERJ 140/145 aircraft serving DRT to/from DFW Airport. KSA will focus heavily on Runway Length Feasibility to determine existing and ultimate runway length requirements and subsequent impacts from the current and forecast demand while also completing an Obstruction Survey.



**AUSTIN BERGSTROM  
INTERNATIONAL AIRPORT  
PLANNING ASSIGNMENTS**  
*AUSTIN, TX*

KSA Planning staff was challenged with solving complex airside planning assignments with the City of Austin and Austin Bergstrom International Airport (ABIA). In 2018, the Airport completed a Master Plan update which included a new mid-field concourse located near the site of the existing mid-field cross taxiways Golf and Hotel. In order to maintain bi-directional aircraft taxiing capability across the airfield, new mid-field cross taxiways would be required. Ultimately, the solution to this scenario will provide the foundation for the future airport development identified in the Master Plan with the Boeing 787 serving as the critical design aircraft. In addition, the KSA team was tasked with evaluating the need for future west-side parallel taxiway geometry and phasing. Recently, KSA was also asked to assist with implementation efforts and environmental (NEPA) clearance for projects in their \$1.7B dollar Capital Improvement Program.



## **DOUBLE EAGLE II AIRPORT MASTER PLAN**

### **ALBUQUERQUE, NM**

The Double Eagle II (DEII) Airport MP focuses on a 20-year development vision for the Airport. DEII is home to over 100 based aircraft and, in addition to use by GA aircraft, is heavily utilized by the military for training and itinerant services. With over 4,200 acres, DEII is primed for both aviation and non aviation development. Our MP approach provides development recommendations that include contingencies and alternatives should a deviation from the recommended development concept occur.

Critical to the airport's long-term success is the need to understand market opportunities and present realistic development plans to capitalize on the airport's strengths, while meeting the aviation needs of the region. To do this, business planning aspects are integrated within the study, going beyond a typical airport MP approach. The goal of incorporating a business planning

approach into a MP process is to present recommendations that focus on strengths of the airport and opportunities in the marketplace while delivering a CIP with reasonable expectations for return on investment (ROI). Business planning elements integrated into the MP include market, SWOT, and ROI analysis to project the potential revenue generated by the investment of infrastructure improvements against the estimated cost of development.

Due to a historical high level of interest by airport users, tenants, the general public, and the neighboring National Park Unit, a focused outreach effort is a large part of the planning process. Outreach is necessary to gain consensus to allow the MP to successfully move through the city's approval processes. Unique features present at the airport include: numerous historic sites (WWII era), military ordinance, and a large amount of developable space.



**Peter Van Pelt, A.A.E.**

**SENIOR AIRPORT PLANNER & NATIONAL AVIATION DIRECTOR**

Peter Van Pelt brings decades of airport experience to his clients. Peter has managed seven airports in his 21-year management career from the largest to the smallest. Peter’s experience includes managing a number of commercial airports as well as the Addison Airport in Dallas. He has managed and/or provided senior technical leadership for over 50 airport planning programs since 2001. His areas of expertise include airport planning, airport development, operations and management, organizational analysis, public outreach and regulatory compliance. Peter has been involved in virtually every aspect of the airport business and experienced many firsts including as the Founding President of the Oklahoma Airport Operators Association and Co-Founder of the SCC/AAAE Accreditation Academy, and at the time, the youngest serving member of the AAAE’s Board of Directors. Representative consulting work includes the Will Rogers World Airport Master Plan Update, the Little Rock National Airport Master Plan, the Lubbock- Preston Smith Airport Master Plan in the Central U.S.; Buchanan Field Airport Master Plan, Contra Costa County Airports Strategic Plan, and the Sacramento Executive Airport Master Plan on the West Coast; and, Organizational Assessment for the Wilmington International Airport and Strategic Assessment and facilitation for the Augusta Regional Airport, on the East Coast. Peter writes an aviation blog for KSA: Been There, Done That, exploring the things he should have done, versus the things he did and lessons he’s learned over the past 40 years.



**Michael Mallonee, M.A.S.**

**SENIOR AIRPORT PLANNER & MANAGER OF AVIATION PLANNING**

As Manager of KSA’s aviation planning group, Michael focuses his time on problem solving and project execution for planning projects at commercial service and general aviation airports across the southwest region. Since beginning his aviation career in 2006, he has gained experience on projects such as airport master plans, land use plans, business plans, airport layout plans, and environmental assessments totaling over \$10 million in contract budgets. Michael has managed airport master plans including Tyler Pounds Regional Airport, Victoria Regional Airport, New Braunfels Regional Airport, Ruston Regional Airport, Bonham Jones Field, and Double Eagle II Airport in Albuquerque, NM. Prior to joining KSA, he managed the Aviation Planning Program for the DFW Metropolitan Planning Organization (MPO) at the North Central Texas COG. Within this role he participated in the Joint Land Use Study around the Naval Air Station JRB in Fort Worth, TX and led the completion of a multi-million dollar regional airport system plan including over 40 airports in the DFW Metroplex. Michael is an expert at identifying your overall goals and finding justification based on solid airport planning policies.



**Chris Munroe, C.M.**

**SENIOR AIRPORT PLANNER**

Chris Munroe has been engaged in the aviation planning field for for the last two decades. He has worked in both the private and public sectors (TxDOT Aviation Division). He has developed and implemented many planning initiatives for general aviation and commercial service airports and his technical expertise encompasses all facets of airport planning, including, but not limited to, Master Plans, Airport Layout Drawing and Design, Terminal Area Design, Capital Improvement Plans, and Land Use Compatibility evaluations. Having authored over 30 Master Plans, and managed 50 plus airports at TxDOT, Mr. Munroe has a thorough knowledge and understanding of FAA geometric design standards, and his approach to planning provides airport sponsors a thorough non-static “living document” for local stakeholders to reference and utilize for long-term implementation purposes.

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**WE ARE A TEAM OF PROBLEM-SOLVERS EQUIPPED WITH THE TOOLS TO ADDRESS MODERN AIRPORT ISSUES WITH CLASSICALLY TRAINED SOLUTIONS.**

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**Michael Mitchell, C.M.**

**DRONE PILOT/COORDINATOR**

Michael’s recent work with KSA has included several planning and environmental projects at Part 139 airports including Monterey Regional Airport (California), San Angelo Regional Airport, McAllen International Airport, and Santa Fe Regional Airport (New Mexico). These projects have included preparing a California Environmental Quality Act (CEQA) checklist, as well as several Categorical Exclusion (CATEX) checklists. At the McAllen International Airport, Michael was instrumental in the preparation of a categorical exclusion for proposed improvements to their cargo apron. Michael’s experience previous to KSA includes work at Dallas Fort Worth International Airport, Dallas Love Field, Chicago O’Hare International Airport, William P. Hobby Airport (Houston), and Key West International Airport. These projects included a Terminal Expansion project for American Airlines during which 5 additional gates were added to Chicago O’Hare’s Terminal 3 as well as major updates to the Airport Layout Plan (ALP) for Dallas Fort Worth International Airport that included the addition of several end-around taxiway systems. In addition, Michael serves as our Unmanned Aerial Systems pilot.



***Our FAA Part 107 licensed drone pilots have conducted operations at over a dozen airports, including Part 139 commercial service facilities and numerous towered facilities.***

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At KSA, providing our clients with innovative, cutting edge services is a top priority. Employing the use of Unmanned Aerial Systems (UAS) allows our team to provide services to our clients that might otherwise be uneconomical or ineffective. These services, in coordination with our planning, environmental, and engineering efforts include:

- Master Plan Inventory Analysis
  - Aerial Mapping of Project Sites
  - 3D Rendering and Analysis
  - Pavement Inspection
  - Runway Maintenance Inspection
  - Aerial Construction and Project Updates
  - Abbreviated Site Visits and Airport Impacts/Closures
  - Environmental Survey and Imaging
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# KSA

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