



TOWN OF ROCKY MOUNTAIN HOUSE

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Airport Terminal Design Public Engagement Summary report

The Rocky Mountain House Airport (CYRM) is jointly owned by the Town of Rocky Mountain House and Clearwater County. The Town of Rocky Mountain House is managing partner and responsible for staffing, operations and capital budgeting.

The Town of Rocky Mountain House solicited public feedback into the design of a new Airport Terminal building, in accordance with Public Participation Policy 002/2018. As a Type 2 consultative decision – that which is of known interest to other parties – Council may direct administration to facilitate surveys, polls, open houses, hearings or any combination of.

The dedicated engagement period for this project was Feb. 22 through March 5, and included the following:

- Emails to Clearwater County administration (municipal partner) outlining engagement plan;
- Emails to Airport stakeholders (users, councillors and leaseholders);
- Virtual Open House on Feb. 24, 2021;
- Online survey open Feb. 22 through March 5, 2021;
- Social Media posts (Feb 12, 18, 22, 25 and March 5, 2021);
- Links and social media graphics shared with Clearwater County communications;
- Notice of project and engagement opportunities in February Utilities Newsletter; and
- Dedicated webpage (www.rockymtnhouse.com/p/airport-survey).

Reach and engagement

Social Media posts on the Town's channels reached 11,000 people.

The online survey had 44 respondents and the virtual open house had 44 participants. Accounting for the overlap of participants in both survey and open house, there were a total of 75 individuals engaged.

The Town also received a number of direct emails from interested parties, which are included with the public comments at the end of this report.

Project overview

The current terminal is 1,800 square feet and was constructed in 1978. It is now at the end of its life. The 2-storey building will be replaced with a single-storey design.

Airport operations and capital projects are cost-shared between the Town of Rocky Mountain House and Clearwater County.

In addition to the building construction, project costs will include:

- Demolition of existing terminal - \$140,000
- Contingency – 20% of construction
- Consulting – 10% of construction
- Materials testing – 4 % of construction
- Finishing, furnishings and equipment – 1 % of construction
- Relocation of Tower and Communications - \$10,000

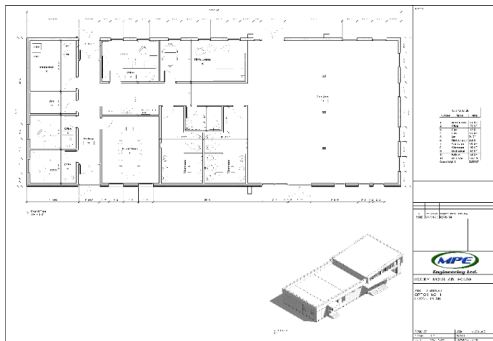
(Regardless of which of the three options is selected, these costs will be on top of the building cost.)

Virtual Open House and Survey

The virtual open house and survey provided participants with an overview of the three design options, and links to more detailed drawings.

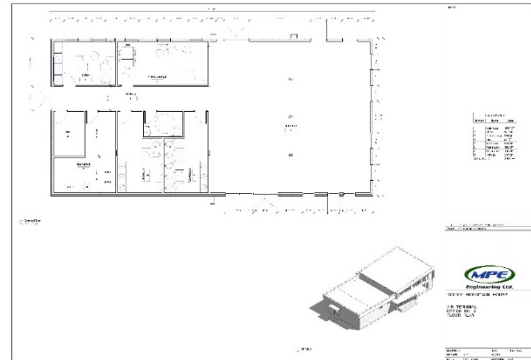
OPTION 1:

3,242 square feet / \$1.14 million construction



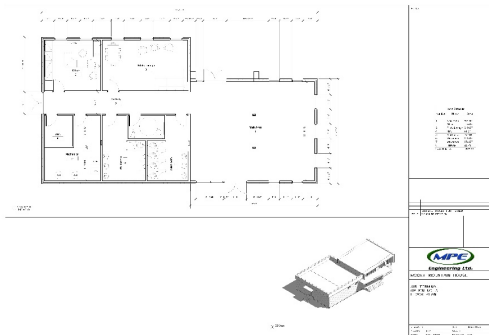
OPTION 2:

2,908 square feet / \$1 million construction



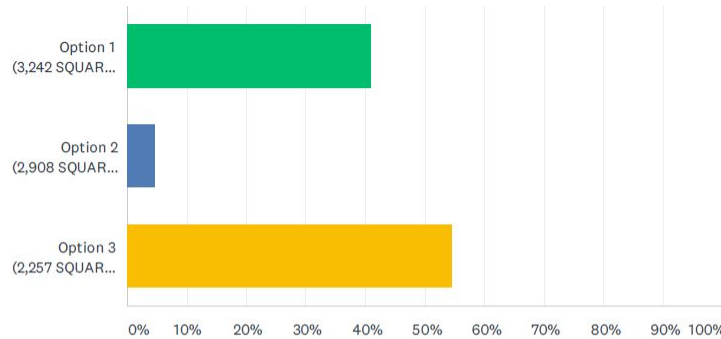
OPTION 3:

2,257 square feet / \$770,000 construction

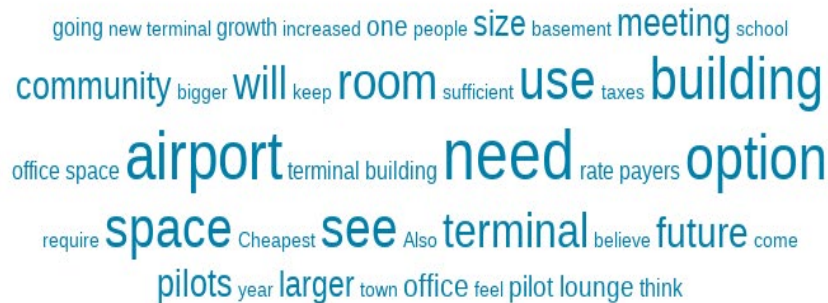


Feedback

Survey results and public comments favoured the smaller option 3 by a small margin. Comments were divided between building for the future and keeping cost down.



ANSWER CHOICES	RESPONSES
Option 1 (3,242 SQUARE FEET / \$1.14 MILLION CONSTRUCTION)	40.91% 18
Option 2 (2,908 SQUARE FEET / \$1 MILLION CONSTRUCTION)	4.55% 2
Option 3 (2,257 SQUARE FEET / \$770,000 CONSTRUCTION)	54.55% 24



Common themes recorded from public feedback were:

1. Size/configuration of washroom facilities.
2. Pilots Lounge and/or Pilots' rest area.
3. 75-person capacity is too much for current needs, but will meet future needs.
4. 75-person capacity is not large enough for future growth.
5. 40-person capacity is sufficient for current and future needs.
6. Office and classroom space is essential to attract anchor tenants.
7. Office and classroom space is excessive given no anchor tenant identified.
8. Desire for feasibility/business case study on predicted aviation growth

Questions/Comments recorded as part of the Virtual Open House:

1	I hear there was some original designs that were originally tabled from the county of clearwater, are any of them represented here
2	Does original building size of the 1800 square feet include the basement footage?
3	Is the basement utilized for anything other than storage for unused material?
4	What is the plan for water supply? The current water is very poor due to high odor.
5	5 female toilets is ridiculous considering that 90+ % of the users will be male, and there are two there existing now and NEVER in my 20 years of using cyrm airport have a seen a line up for the toilets except during an airshow when there are 5000+ people there.
6	Was the basement flooded regularly making the space unuseable? Is that why the options reflect the single level design?
7	The building is modular, correct?
8	No plans or place for an outdoor deck?
9	What was the grant for and how much?
10	Will the building be modular construction to allow for future growth and development?
11	In the designs, is a shower able to be incorporated? Is an emergency shower and eyewash station required to be included into the design due to being public and remote from town?
12	The basement in the existing airport contains the furnace/water and a classroom when the school was there
13	The Alberta Aerobatics Club does use the basement for pilot briefings.
14	so the area absolutely would be utilized in an above ground facility
15	Isn't the mechanical in the basement?
16	Where would the electrical equipment from the basement go in the new design?
17	What was the rationale behind a full kitchen provided in the first plan and no smaller kitchen included in the second plan?
18	There is a lot of space in the hallways. Could that space be minimized by having the main hall more in the centre and the other office/lounge space off of the hall.
19	If future growth is greater than expected is the building design such that an addition can be added?
20	Would a room for pilots to get some rest be an option?
21	How was nr of people (75) established and why? That would require airport to handle transport category aircraft. Airport is not certified to do so.
22	Do the washrooms need to be separate and designated? Would it make more sense to have a larger neutral washroom?
23	IS OLD BUILDING REMOVAL, TEMPORARY BUILDING DURING CONSTRUCTION INCLUDED IN BUDGET FIGURE
24	Are the Town or County anticipating engaging an anchor tenant? Has there been interest shown? If the probability is low, then the speculative expense is probably not justified.

25	So 5 female and two male, that does not make sense considering the user base??? Also add... I am a big guy and those tiny stalls are for little people, not 6'4 and a big dude.
26	Where is the balance of the funds coming from?
27	Are there other grants available that could potentially apply to the actual construction
28	Are pilots expected to incur some the costs for the new airport terminal through increasing the fuel surcharge, implementation of landing fees, increase in lease rental or land taxes?
29	Would it be best to just have 3 or 4 gender neutral bathrooms?
30	Was the renovation of the existing building looked at? If so, what was the budget?
31	Assume the designs will account for access for the physically challenged?
32	Could you outline the fixed costs such as demolition and some of the variable costs such as design and contingencies?
33	will the parking facility be changed? quite a few people leave their vehicles when they fly somewhere and they may need plug in stalls. Will they be accomodated, especially if we are expecting some growth. Also, would this be a user pay system or included in the service provided?
34	The county has means to pay for this project without having to dip into and special unicorn money, has it ever been considered to turn this project and airport over to a partner that could better afford the costs of building and running such a facility.
35	Also will there be elevated security features to the building?
36	Dan keeps mentioning the airport commision, What is the status of the commision in terms of managing the airport with the partners and users?
37	Essentaly the current terminal building is 3600 sq. ft. and any other options would be smaller in size and would need an additional 350 sq. ft. reduced due to mechanical room. Making the largest sized option "1" 2892 sq. ft. Please confirm.
38	The south side looks like a lot of windows will the windows be tinted so that room wouldn't be so hot
39	When discussing future growth, was there consideration for supporting a school, as in the past, part of the conversation? If so, was there/would it be possible to consult with existing schools in Alberta for their needs/interest?
40	Typically, it is very common to see a separate room to allow a pilot to rest/sleep and an additional pilot flight planning room. Could this be considered rather than establishing a pilot lounge?
41	Just a comment, this is about the terminal building Kyle, not about the control of the airport which the Town is managing partner. Lets keep this on track about what is needed for the build for the residents of the region.
42	Are you open to another building design ?
43	These flat roofs on all plans are the most costly roofs to build and maintain and have way more costly failures, has a slanted roof been considered.
44	How much of the \$200K grant has been expended to date?
45	What is the design life of the building?
46	The furnace and mechanical airport gear are in opposite sides of the orininal building. Furnace in the south west and mech in the north west side

47	Has there been any consideration to solar panels on the roof?
48	When discussing future growth, was there consideration for supporting a school, as in the past, part of the conversation? If so, was there/would it be possible to consult with existing schools in Alberta for their needs/interest?
49	With the Hub of clearwater county being less than 10 minuets away, would it make sense to have sleeping accomadations at the airport? How would this be justified in the building plans?
50	can I offer my opinion on a different design and some ideas on temporary terminal on this forum
51	If projected life of the new building is 30-40 years, have town done the projected aviation movement study for that time frame? Is it available for public viewing?
52	Dave, as a pilot, sometimes all we need is a couple hours of rest/sleep before continuing on with the next phase of our flight. Again, a room to rest/sleep is very common and found in most Fixed Base Operations/Terminal buildings. To not have one would be a disservice to the health and safety of the pilot(s).
53	When is the planned start date and completion date?
54	How many participants have joined in tonite?
55	From the questions asked tonight, will there be a follow up survey to vote on suggestions sent to the stakeholders and user groups?
56	Sorry I missed it if already said, what were the polans to not interrupt service during construction.
57	Also, a comment, but thank you so much for your time and the extended courtesy of our input!
58	Has research been done to see what other terminals have as far as design in similiar sized airports?
59	How many partisapants are Council members tonight?
60	Thank you to Laura and Dan for your very informative presenetation. The Airport Commission and respective Councils look forward to your findings.
61	Thank You for this presentation.
62	Ok thank you, sorry I missed that. Thanks for the work tonight to all involved
63	Thanks Dan and Laura. You have provided great information in a short time. Thanks to all participants for attending.
64	Thank you for the presentation. It was helpful. Good to know that there is still opportunity to submit suggestions from a pilots perspective.
65	Thank you for allowing the stakeholder to have a voice in the design
66	Thank you Laura and Dan.
67	Thanks Laura and Dan well done

Answers to questions posed during the Virtual Open House (as shared with participants on Feb. 25)

What grant were we talking about, and how much has been spent so far?:	Town of Rocky Mountain House secured \$200,000 through the Alberta Community Partnership program Intermunicipal Collaboration component for an Airport Terminal Feasibility Study. To date, the Town has paid invoices totaling \$5,827.50. The grant conditions allow for design, public engagement and engineering costs only. It cannot be put towards construction. The anticipated cost to select a final design and draft the associated engineered drawings is approximately \$180,000.
Washrooms:	Design of facilities and fixtures will be refined, informed by public comments received via the open house and digital survey.
What are the other fixed and variable costs related to the project?	Regardless of which design option is selected, the following costs will be in addition to the building construction: <ul style="list-style-type: none"> •Demolition of existing terminal - \$140,000 •Contingency – 20% of construction •Consulting – 10% of construction •Materials testing – 4 % of construction •Finishing, furnishings and equipment – 1 % of construction •Relocation of Tower and Communications - \$10,000 (Regardless of which of the three options is selected, these costs will be on top of the building cost.)
How will it be funded?	Town and County will share the cost equally. It will be up to each municipality to choose where to draw the funds from: reserves, tax revenue or debenture.
Are there grants available for construction?	Administration will look for applicable grants to apply for.
Was the renovation of the existing building considered?	The building age (43 years) and water damage was such that renovation was not considered a feasible option.
Has the Town conducted a projected aviation study?	No.
When will construction begin?	Anticipated autumn of 2021.
Questions regarding the airport's governance structure, the airport commission, and the	The Rocky Mountain House Airport is jointly owned by the Town of Rocky Mountain House and Clearwater County. Questions or comments regarding the governance structure and airport commission can be directed to

municipal partnership:	Clearwater County Councillors or Town of Rocky Mountain House Councillors. The Town of Rocky Mountain House is the managing partner of the airport, and holds the Airport Certificate from Transport Canada to operate the facility. For questions regarding day-to-day airport operations, please contact the Airport Supervisor.
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Airport Terminal Concept submitted by Barrie Bouwman

Mr. Bouwman has met with the Town and County on his suggestions. The Town will be having the consultant explore these ideas and provide his comments back to the group. Mr. Bouwman's concept accompanies this report – APPENDIX A

Comments recorded as part of Online Survey/email correspondance:

1	More affordable, less of an over build.
2	Put the best out there for the tax payer dollar.. unless you can find Private industry that will match dollar for dollar into building a new terminal..
3	We need to position our airport terminal for growth opportunities. With our air space, landing space, hangar facilities, and local experts, we have potential to grow within the aerospace and acrobatics industry. Suggestions: make gender neutral washroom facilities; if large windows are incorporated, ensure these are efficient to capture solar heating and lighting and not inefficient loss of heat and requiring expensive window coverings; consider use of the space for other community uses when not impacted by flight activity.
4	Sufficient size, like the design, terminal can be stick framed and locally built. Terminal building does not require separate sleeping quarters. The pilots lounge can provide comfortable rest area for itinerant pilots.
5	It has the most growth options and reduces the risk of needing an expansion in the near future
6	Cheapest price for the size of lounge.
7	Cheapest price for the size of lounge.
8	I chose number one, because both of these councils seem intent on spending until we are BROKE.
9	Smithers BC is a smaller community than RMH with a healthy air industry and have a fabulous airport that puts ours to shame. This new building will last for a generation and decision must have the foresight of expanding usage. #1 includes office space where the other choices do not.
10	I would actually prefer a reconfigured option 2. I think the airport should have two offices as I would think the airport manager will require one and the second should be available for airport clientele. I'm not sure we will have the need for the larger footprint for some time yet, but appreciate that we need to be forward looking. If the airport manager office is located elsewhere, my preference would be option 2 for cost savings.
11	Most economical
12	Least expensive
13	Option 3 because of the cost. This option is adequate for Rocky Airport.
14	I chose option 2 because it makes the space more workable. I've been in the terminal many times, and can appreciate the size and function limitations. I'd hate to see it rebuilt virtually the same. I chose middle of the road to try to keep budget considerations in mind. I'd also be fine with the biggest option. That said, my overarching comment is that I'd like the aerobatics community and other consistent users to have meaningful input about this. They're the ones using it consistently, who are aware of the needs, and in a much better position than most of the general public to make informed feedback. It matters much less what I think. The aerobatics community in particular has put the Rocky Mountain House Airport on the map in a way that wouldn't have occurred otherwise. The future success of the airport is contingent on continuing to consult with and value their contribution.
15	Least costly and tics all the boxes.
16	I believe that an Airport terminal is build with the future in mind and therefor

<p>we must be flexible to allow for future opportunities. Be ready for growth and being able to handle larger numbers of arriving and departing guests. It would be an honor to see the new terminal named after a Ken Fowler.</p>
<p>17 If any flying school were to come here either as a temporary satellite operation or a permanent tenant, Option #1 was the only design with any additional room for them to operate out of. While it may be a good idea to have one spare office for future, I do not see need for building for more than that to potentially rent out to other tenants as we should not be building office rental space way out there at the airport, thereby competing with businessmen with office space for rent locally. After watching the video presentation a couple of points came up which I would like to comment on. One member of the aerobatic community stated they do use the basement for pilot briefing before the competitions. With the national competition here last year that only drew 15 or so airplanes, and only a few observers, it is not a major draw, even though it is really important to the few who do participate. If they hold another major competition here I am sure the 15 competitors and observers could easily fit into the large room designed to accommodate 75 people. The room is larger than what we have now, and even when we have a COPA for Kids event with 40 to 50 children and plenty of parents, we are able to accommodate that crowd now with what we have. Also there was comments from one person that stated sleeping area or private rooms are common at larger airports. In my ten years of flying I have been to many small General Aviation airports and have never been to one in Canada that had a room for this purpose. I have been to major airports that did have this available, but certainly no small town airports. I would be upset to see my tax dollars going to build this, paying for the maintenance for this, etc. when it is a luxury seen at very few places. I am looking forward to seeing a new building.</p>
<p>18 The square footage makes the most sense.</p>
<p>19 I see no good reason to spend more than the minimum.</p>
<p>20 To keep costs down in this difficult economy.</p>
<p>21 There will likely need to be some modifications to option number 1 to accommodate some of the stakeholder feedback. (Eg. Pilot rest area and ample training / meeting room.) I believe option #1 best achieves both current airport needs and future growth including a potential future anchor tenant. The airport terminal is the first impression people visiting our community experience and I believe we need to ensure it is a positive and welcoming experience.</p>
<p>22 Its cheaper to build larger to start with, and be developing a long term plan for growth the airport an be come increasingly sustainable. I would like to written action plans for increased growth and development. Including the ability to increase economic impacts. There is nothing worse than limiting potential by not investing correctly on stage 1.</p>
<p>23 I like the features of a conference room, extra office space which could be used as storage, room for future increased use, etc. I think the 75 people number estimate is appropriate because we hold two COPA for kids events a year during which we involve about 35 - 40 kids, plus parents and about 15 voluteers. Cost savings to downsize are not worth it; our town and county taxes plus grants should cover this.</p>
<p>24 This option reflects the current amount of usable floor space since the new</p>

<p>building will not have a basement. The only thing that think needs adding is a kitchen sink and place for a fridge in the pilot lounge.</p>
<p>25 Because only a select few actually use those services so I am not sure why we as tax payers should be spending a bunch of money on it. Increase user fees if you want a new building.</p>
<p>26 Cheapest option, gets the airport replacement done. I have not seen any business case for any increase in size. We have to prepare for reduced taxes and save money.</p>
<p>27 Speaking with a few of the lease holders, this is the best suited design size for our needs. We shouldn't build it for the 1 offs coming into to town but keep in mind the rate payers of the town are having to pay for this building too, not just the county. Also if the pilots need a break and sleep they probably already made arrangements with local hotels. As far a flight training schools, there is more than enough room for them in the common area</p>
<p>28 I still believe there needs to be a 4th option. I feel that even Option 3 is more terminal than we need. I have flown to hundreds of airports, big and small, throughout USA and Canada and have been in a variety of terminals. I feel that a smaller, stick built, terminal with the basics (clean washroom, Mgr Office, space for a computer for Flight Planning) can best present a positive impression of the Town and County. I feel that we dont need space to accommodate 45 people. If members of the Flying Club and/or Aerobatic club need meeting facilities for larger than ~20, then they can use one of their members hangars to meet. That is what has happened in the past and certainly for those few times a year that extra space is needed, that can be the solution. The Town/County does not have the responsibility to provide meeting space for clubs (fyi-I am a active member of the Flying Club). As far as aircraft with large numbers of people landing here, well, not happing now, but you make the design favourable for expansion. I would be happy to discuss any of these points to the concerned parties.</p>
<p>29 I selected #3 because it is closest to the current size. The current terminal building has not had a tenant for several years now. I don't see realistic forces to justify a larger space than option 3. I would like to see #3 layout revised so that the main terminal area is in the centre with pilot's lounge, office and bathrooms arranged around the main space. This will eliminate some of the space lost to hallways that could be used for tenent space and mechanical. The kitchenette can be included with the pilot's lounge. Keep the floor area the same as #3 but use it more efficiently. Shrink the bathrooms. I'd like to see Barry Bouman's terminal sketch.</p>
<p>30 There needs to be a large enough meeting/instruction area to meet the needs of training pilots.</p>
<p>31 the Rocky Airport doesn't need any bigger terminal building then what it has presently. It does need a deck facing the runway.</p>
<p>32 It doesn't need to be any bigger than the smallest option...</p>
<p>33 I put option 3 only because there was not an option for anything less. I don't agree with any of the options available due to the fact that there is no information to support building a terminal to any size. We need some definitive answers as to usage, capacity, user groups, a record of airplane touchdowns, local residents vs non local users, so many un answered questions. Has there been an ROI study done to tell us what the residents are getting for their million dollar expenditure?</p>

Why are there multiple classrooms when we do not have any interest shown to have a flight school here? As of right now the options are going to be starting at a million dollars, who are we supplying this for? What is the economic benefit to the town for having an airport here, and would this change depending on the size of the terminal? Will the pilots be incurring any of the cost of the terminal due to the fact that they are the ones directly benefiting from this? These are all private pilots using this terminal, next to no commercial use, other than Gov't bombers and the odd Stars landing. So why are we putting this type of service in for such a small portion of local rate payers? Will landing fees be implemented to help offset the cost to the rate payers of the area? I would be demanding a ROI study for our rate payers, so we can justify our actions.

34 These are all beautiful plans! My preference is for the least expensive alternative as I think it would meet the needs of the airport community, and Town of Rocky Mountain House and Clearwater County communities, for years to come. What a wonderful asset for our region!

35 Thank you again so very much for the opportunity to discuss the rationale behind the proposed plan options in the zoom meeting! It helped to clarify a lot. I can appreciate after the presentation the decision to create a meeting area size for the in-flight capacity, should we see that much traffic, however, the 40 person space is likely sufficient and could provide more space for other useful rooms. This main entrance should be inviting and impressive for the visitors, but obviously on a budget. The basement square footage absolutely should be part of the equation in the total calculation. It was used even in its dire state, and for that reason I choose the 1st option. As a pilot who was a student from a satellite flying school, I utilized all the rooms in the old building, and would love to see the potential there for another school in the future. A boardroom with whiteboards and projector equipment will be utilized by the Rocky Flying Club, the Airshow Society, the Aerobatic Club and a potential school. It could also be rented to outside groups. With the shift in thinking regarding gender-neutrality, I feel it may be forward-thinking to have 4 isolated washrooms rather than the traditional line-up. The airport is a major hub for small general aviation aircraft that travel up from the US transiting to Alaska.

Having a room where these pilots can have a brief rest before continuing would be of great advantage. They also live on caffeine, so a kitchenette style kitchen, no refrigerator or dishwasher necessary, would be a necessity. I do not feel that the offices are necessary and would rather see the space go to a board room/classroom. A patio will also be an absolute necessity. People come to the airport to watch the planes land and take off and that outdoor patio is regularly occupied by all aviation enthusiasts. I am just one person with an opinion, of course, so I feel a popular vote to the affected groups would be most diplomatic when deciding the amenity list. I recommend a simple multiple choice survey like the poll you did in the zoom meeting. This will ensure that the majority of your users feel heard.

36 It has the most spacious design, which gives traveller's more room, and better accommodations as they await their flight.

37 I'm not convinced a new airport is needed at all. Therefore I feel it's impertinent to fling over a million dollars at a facility utilized by so few especially when it benefits mostly the citizens with disposable incomes. An air show that runs

every other year.
38 If you are going to invest the money in a new building, go with the bigger building. Cheaper than having to add on later.
39 for a lot of visitors this is the first (and sometimes only) impression they have of our community. In addition, all engineering validates it costs more to add onto a building than to build responsibly in the first place, which is accounting for current needs and future growth.
40 Because it is the most affordable. I would like to see the existing terminal renovated, if economically feasible. It is underutilized, as is. AT least 3 rooms and the basement are not used at all, or very rarely. We don't need , nor we can afford bigger building in these difficult times. The projected growth of aviation in Canada doesn't support the need for a new terminal. We are expecting farther shrinkage of general aviation, therefore father reduction in already slim numbers of aircraft movement at our airport. If the existing terminal needs to be replaced, I would like to see temporary portable building used , for example ATCO trailer. Many similar size and bigger airports use such set up. Such building would be more then sufficient for out current needs and it's cost could be recouped if / when there was a future need for growth.
41 Most user friendly and most beneficial to the needs of the aviation community. However, I would change the pilot's lounge to a separate room for sleep/rest and an additional pilot's flight planning room.
42 We need to live within our means. Taxes are already so high and many, including myself are laid off and barely getting by as it is. There should be a user pay for the most part too.
43 We need to live within our means. Taxes are already so high and many, including myself are laid off and barely getting by as it is. There should be a user pay for the most part too.
44 Thanks for your effective work on this. I have some comments and questions. Could you pass those on please. Most towns our size have only a 3000 foot runway. The most common terminal building I've encountered at those airports is a single module ATCO structure. The pilots lounge is an old sofa against one wall with washrooms on the back side. The Rocky Mountain House airport is an exception tor two reasons; 1. the air tanker firebase requires a longer runway. (Which makes the airshow feasible) 2. the aerobatic "box" brings pilots and aircraft from all over Canada to practise. Are statistics for aircraft movements available? That information would be very useful in right sizing the terminal. Private aviation has been declining for years. Industrial activity is on the decline in our area.

APPENDIX A

March 2, 2021

Mayor & Council of Rocky Mountain House
Reeve & Council of Clearwater County

Re: Regarding New Terminal building at Rocky Mountain House Airport.

I am absolutely opposed to the 3 proposals for the New Terminal building because they are far too excessive for what is needed. I realize that these are conceptual drawings only to get an idea as to what it might look like and a budget figure.

The Town & County are not required to provide board rooms, meeting rooms to whoever might need to use them.

The one proposal was \$1.3 million plus or minus 25% not including removal of old terminal; far too expensive for what is required. Even the \$700,000 proposal in my opinion is far too much for what is required.

The terminal is only needed for

- Pilots passing through to fuel up, use washroom and a quick rest break
- Flight planning for transient pilots.
- Pilots coming into Rocky for business or a lunch break.
- In the event of a large forest fire it could be used and it has in the past for organizing personnel, lunch break, etc.
- Air Search & Rescue for a main staging point.
- Medivac Flights
- Copa for kids

There have been meetings held there using fold out tables & stackable chairs that are placed back in storage after the meeting. The rest of the time it is vacant.

There is no one at the Rocky Airport that requires to use the terminal. That being said, a terminal is required for the above-mentioned reasons.

The terminal though does need to be replaced due to

- Mold issues

- Leaking roof, etc.

It has been in service for 43 years.

Proposal for New Terminal build

Re use existing foundation

- Slab cutters could cut off 3' off the walls down to grade level.
- Backfill & compact basement to grade level.
- Install well Point outside existing foundation to keep water table at bay.

A well Point is basically a 2' diameter culvert that that is perforated, dig down to 12' with washed gravel around culvert and automatic pump c/w high water alarm installed.

There is 3 well Points installed at the airport and they work incredibly well for keeping the water table down.

After compaction of basement is completed, construction could start immediately.

The existing basement has water, sewer, electrical and gas already in place. Arcal wiring is on South edge of existing building. The beacon, tower and related items on roof can be salvaged, modified and reinstalled on new terminal. I would recommend construction be started as soon as possible so that building and landscaping is done before it gets cold.

Bathroom Requirements

Men's – 1 Barrier free toilet

1 Urinal

2 Sinks

Women's – 1 Barrier free toilet

1 Regular toilet

2 Sinks

There is no need for more toilets and sinks.

1 - Mop service sink in a small janitor room

1 - Kitchen sink in main area

Possible rough-in for shower for future.

Budget figure for a building like this \$400,000.00 or less.

Slab cutting walls down to grade

- Approx. \$13,000.00 plus trucking material offsite.

Filling of basement and compaction would be extra but no removal of existing foundation is required.

Enclosed is a couple of conceptual drawings but a draftsman could be able to come up with a better layout.

Temporary Terminal

- Purchase a Command Drilling Center for \$40,000.00

This unit would have 3 offices and 1 bathroom. It is self contained with a water tank and pressure system.

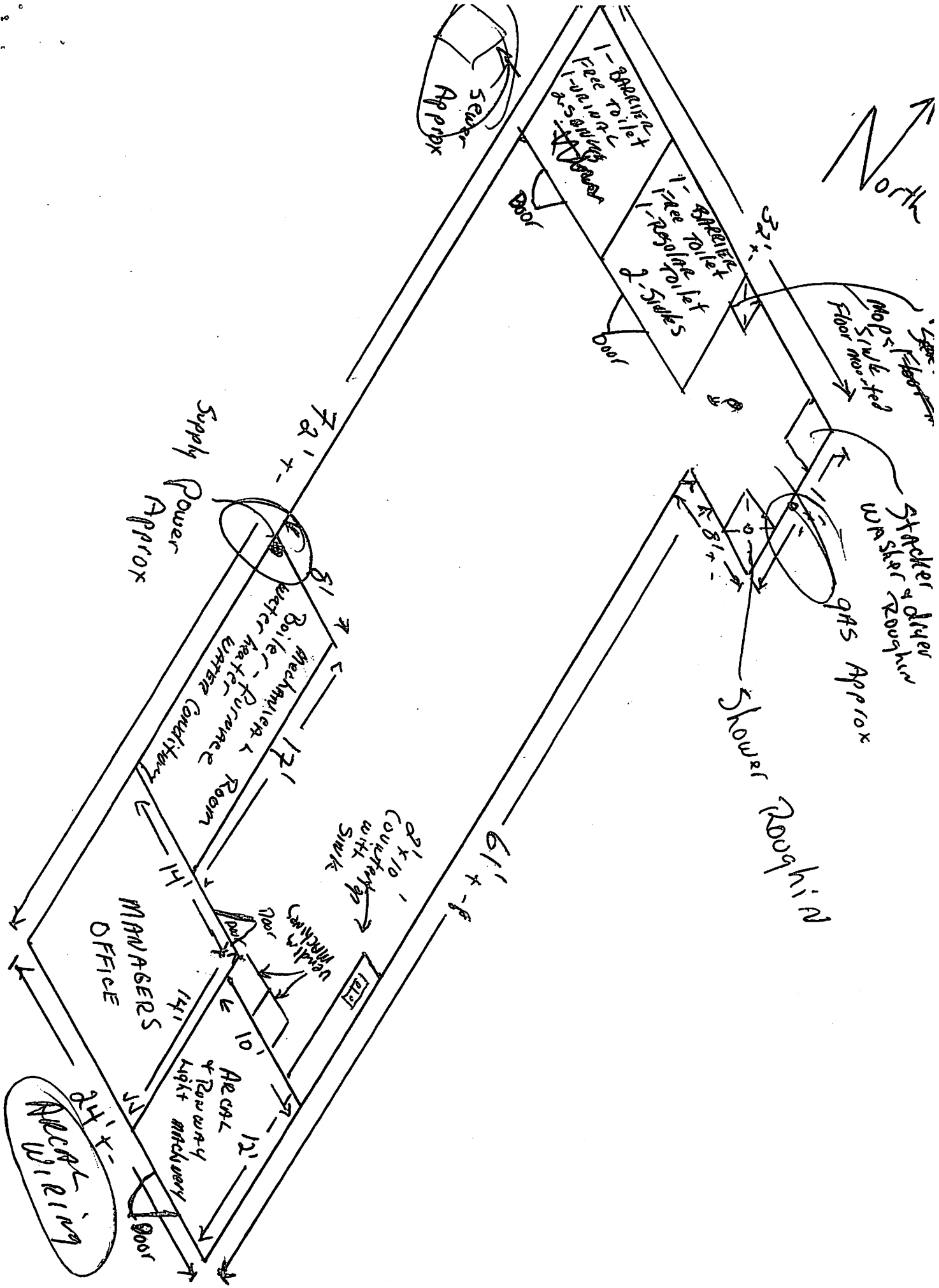
Unit could be dropped off, sewer tied into existing sewer system. Plug unit in and would-be operational in 1 day.

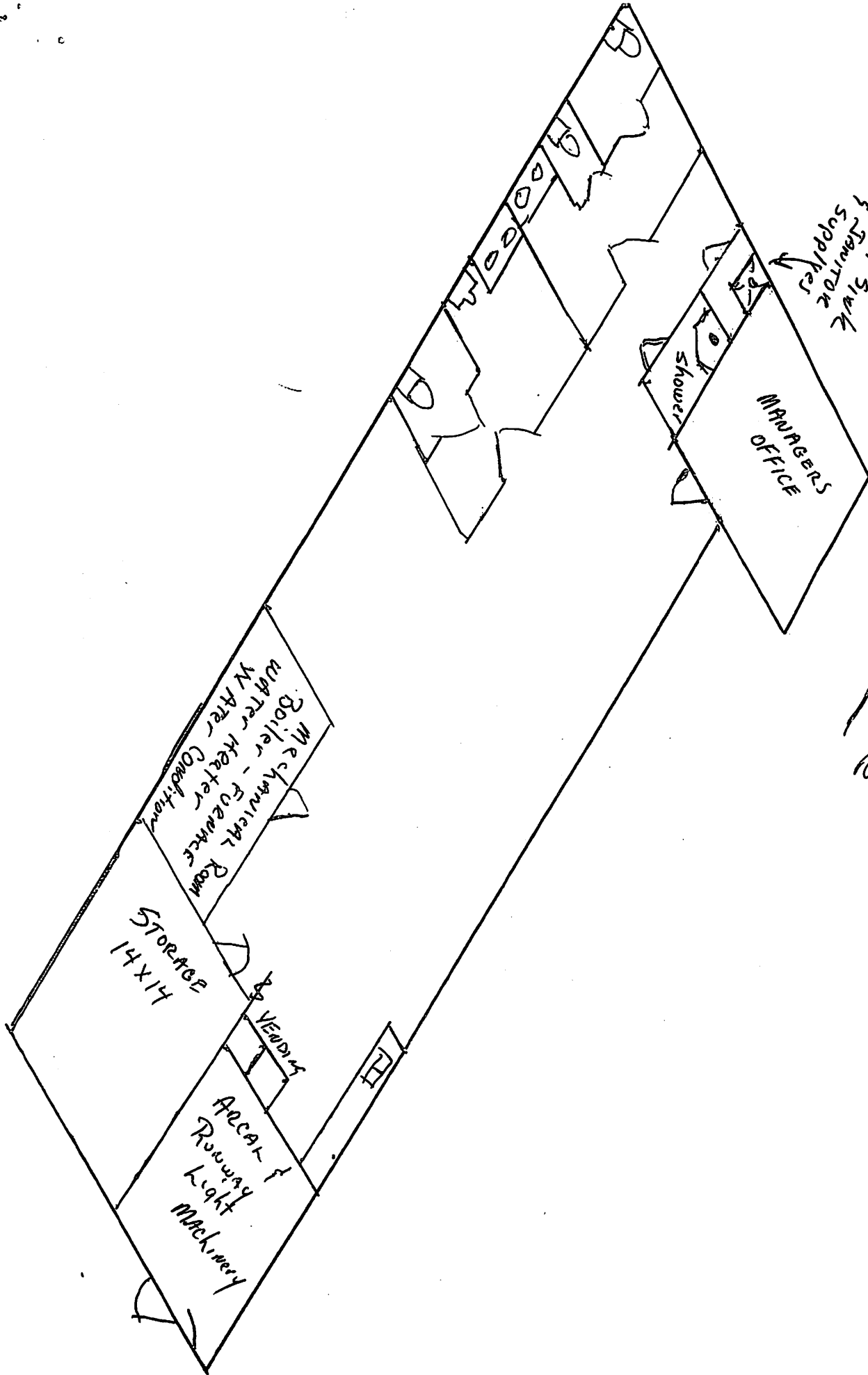
At the end of construction, haul Command Center to Ritchie Auction and probably get most of your money back.

I feel the cost of capital projects is borne by the tax payers. Yes, grants are available. Grants are also paid by the tax payers. We should be as stewardly as possible to reach our goal of a new terminal building.

Respectfully submitted,

Barrie W. Bouwman





MOP SINK
& SANITARY
SUPPLIES

NTS

