



## MEETING NOTES- 8/26/14

### 1. PROJECT UPDATE

- Review of project work completed to date
  - Preliminary development alternatives= R/W + Terminal area
  - Reviewed by county, PAL, FAA
  - Consensus on preliminary development alternatives
  - Fix now- standard taxiway and taxiway clearance
  - Key components- existing fueling required to separate area.
  - Reconfigured parking where existing parking is located
  - Provide more consistent flow through apron/ taxiway areas
  - Design group II standards for taxiways and drive through positions.
  - Design group I in apron parking area
  - Existing fuel system would be moved to new location.
  - Parking reserve identified for future.
  - Could also be used for temp parking for events- unpaved
  - Hangar development- all hangars across towards R/W

### 2. AIRPORT MASTER PLAN ITEMS (DRAFT FOR REVIEW)

#### PRELIMINARY PREFERRED ALTERNATIVES

- Airside (Runway/Taxiway)
  - Airside- R/W → wind data from AWOS
  - R/W just below 95% threshold for small aircraft wind concern- FAA said 2<sup>nd</sup> R/W at Lexington not a priority for funding. 20 acres of property would be needed.
  - Based on issues associated with it- not a direction County would want to move in.
- Landside (Terminal Area/Hangar Development Area)
  - Parallel taxiway- looked at COSR for location on both north and south side.
  - South side was determined to be preferable based on similar COSR and better traffic flow
  - Show property acquisition and file for a taxiway hold – costs may mean \_\_\_\_\_ is preferred
  - R/W approval for OFA- identified grading required due to change in FAA design standards in 2012.
  - Show new connecting taxiway- could allow for smaller taxiways- could be beneficial for aerial applicators.
  - Process- put out preliminary alternatives
    - Receive feedback and the result is the preferred alternative



- CIP- projects identified on ALP are added to the CIP for projects over next 20 years.
- Projects and cost estimates prioritized and included in the CIP.
- R/W extensions- not shown on plan
- 2 or 3 pilots land in Hermiston because they can't land here.
- Could be shown as a reserve to protect it for the future- not currently justified.
- Lighted taxiway? Could show reflectors
- R/W extension justification- FAA sets the bar high- need 500 or more annual operations that are constrained.
- Want to show reflections of edge lights for taxiway.
- Airport Layout Plan set
  - List table of contents
- Obstacle free zone- OFZ for R/W moves from 250' wide to 400' wide
- Taxiway connections- relocated from 125' to 200' from R/W centerline
- 2015 R/W seal coat- markers would be reconfigured then
  - R/W signs would also be relocated.
- CIP- began discussion by identifying high priority process
- Beacon replacement identified first- will be funded through CO funds
- County has \$317,000 in NPE funds accumulated.
- 2015- 7,000 in NPEs → REIL and pavement markings- project total- \$304,000
- New development- apron reconfiguration, parallel taxiway, OFA grading
- CIP is draft pending County review and final prioritization.
- Have not included hangars could if county map this to.