



Meeting Summary – PAC Meeting #2 – October 27, 2020

Mike Dane of Century West opened the meeting at 6:00 by welcoming everyone to the meeting. There were 7 PAC members in attendance and one Airport neighbor. James Kirby of Century West was also in attendance.

The presentation began with an overview of the agenda and materials to be covered in the meeting including a brief discussion and update on the project schedule and planning process. Planners then provided a summary of the aviation activity forecasts approval process and explained the implications of COVID-19 on future FAA project funding and forecast approval. It was explained that due to the uncertainty of future funding and confidence in the approved forecast data, projects requiring federal funding will likely have to be reevaluated and justified in advance of any FAA funding being programmed.

After a brief discussion on the “COVID-19 Caveat” and future project funding requirements based on the approved forecasts, planners presented a summary of the existing and future “Critical/Design Aircraft” the Beech 99 and Beech 200/250 respectively. The conversation then steered towards a discussion about the Airplane Design Group (ADG) code change from ADG I to ADG II. It was explained that the growing trend towards more aircraft with wider wingspans will likely require greater separation between the runway and taxiway at some point in the future. To illustrate the implications of this code change and how it might impact the Airport, planners presented four different potential scenarios and discussed the scenarios with the PAC.

Once the scenario planning discussion was complete, planners presented the proposed Facility Goals and Requirements developed by the planning team and coordinated with City staff in advance of the PAC meeting. The proposed goals and requirements presented are the recommended solutions required to satisfy future demand and they include:

Regional Setting

Proposed Community Goals:

- Continue to strengthen local support for the Airport and necessary improvement projects to support aviation related jobs, medevac, and recreational activities provided by the Airport.
- Work with Border Coast Regional Airport Authority (BCRAA) as necessary.
- Coordinate future transportation improvements with Airport interests in mind - Airport Road and Hwy 101 Intersection Improvements, tunnel, etc.

Facility Requirements:

- Continue to monitor aircraft operations for B-II threshold (500+ ops) to identify future code change.
- Update local comprehensive plans to reflect Airport Master Plan update.
- Conduct appropriate environmental permitting for future development
- Work with appropriate City and County officials to update zoning codes to reflect ODA Model Ordinance.



Airside Elements

Proposed Community Goals:

- Work with FAA Flight Procedures to provide required data for future airspace analysis.
- Work with FAA Flight Procedures to develop instrument approach procedures.
- Maintain airfield pavements per ODA PMP.

Facility Requirements:

- Extend runway to a justified, constructible, and feasible runway length. Planners stated the justifiable runway length was still being investigated and would be somewhere between 2,900 and 3,800'.
- Plan for Runway Mag/Var Change and remarking to 13/31
- Maintain Taxilane OFA width where appropriate by use of FAA Engineering Brief 78 formula for a C172/C182.
- Identify Site for Cargo Ops Area - Two Parking Positions and a site for a building.
- Clearly delineate itinerant aircraft parking.
- Upgrade airside support facilities accordingly and as required.

At this point, the PAC discussed the future runway length requirements. The planning team indicated they were still working out the final numbers on the "justified" runway length for future planning purposes. Preliminary information suggests a runway length somewhere between the existing length of 2,900' and 3,850' is justifiable according to FAA methodology. Planners indicated they were working with FAA to identify an agreeable justifiable runway length to use for future planning purposes.

Landside Elements

Proposed Community Goals:

- Identify future locations for new hangar development and identify opportunities for redevelopment of underutilized or aging hangar space.
- Extend utility connections to hangars north of the Apron.

Facility Requirements:

- Identify best site for future terminal building. Could be co-located with cargo operations building providing sleeping quarters for overnight pilot accommodations.
- Update and improve airfield fencing as required.
- Update and improve airport surface roads as required.
- Maintain existing vehicle parking outside of the fence, if new parking is available inside the fence, incorporate with "Terminal Redesign"

Airport Administration

Proposed Community Goals:

- Offer a courtesy car at the Airport.
- Develop a strategic business plan to identify future opportunities for additional revenue.
- Monitor area airport's rates and charges to establish competitive pricing for airport services.



Facility Requirements:

- Develop Airport minimum standards document per FAA guidance.
- Continue to work with state and federal partners to ensure compliance.

After a brief discussion on the proposed facility goals and requirements, planners presented several conceptual alternatives developed to illustrate the potential challenges associated with developing additional runway length, meeting ADG-II standards, and providing additional space for future hangar development. Several comments by PAC members received during the discussion about the conceptual alternatives included:

- What is the justified runway length and what is really needed at the Airport?
- What is the status of the instrument approach procedure?
- How would the proposed concepts benefit the community in the future from an economic development standpoint?
- What funding mechanisms might be available to fund the cost of the proposed concepts?

Before the closing of the meeting, additional discussion about the instrument approach procedure continued. Planning team and City staff indicated they would discuss over the coming days and provide a recap to the PAC.

Jay Trost closed the meeting at 7:40.