

PAC Kickoff Meeting: August 31, 2016

Kickoff Meeting Participants:

Pangborn Airport:	Trent Moyers, Ron Russ, Tina Stadther
Port of Chelan County:	Mark Urdahl, Craig Larsen
Consultant Team:	Mitch Hooper, Jeff Smith, Justin McCaffree, Charla Skaggs
PAC Members:	Lisa Parks, Mark Kulaas, Stephen Neuenschwander, Steve King, Shiloh Schauer, Lori Barnett, Rafael Aguilar, Todd Fryhover, Tyson McInnis, Dale Devereaux, Jack Snyder, Donn Etherington

Meeting Agenda:

1. Introductions
2. Master Plan Overview
3. PAC Roles and Public Engagement Plan
4. Review of Inventory Chapter
5. SWOT Exercise

Meeting Notes:

Summary of PAC Kickoff Meeting discussion topics and action items (Q: Question, A: Answer, S: Statement):

Introductions

S: Introduced Pangborn Airport staff, Port of Chelan and Douglas County staff, the project team, PAC members, and individuals from the public who were in attendance (Mitch Hooper).

Master Plan Overview

S: Provided an overview of the Master Plan and process for updating the Master Plan (Jeff Smith).

PAC Roles and Public Engagement Plan

S: Reviewed the PAC roles and responsibilities and the proposed public engagement approach (Justin McCaffree).

Review of Inventory Chapter

S: Explained the purpose and reviewed key elements of the Working Paper #1, Introduction and Inventory/Environmental Overview Chapter (Jeff Smith).

SWOT Exercise

The PAC members provided the following input as part of conducting the SWOT (Strengths, Weakness, Opportunities and Threats) exercise:

“Strengths” and “Weaknesses” represent factors within the Airport’s influence. “Opportunities” and “Threats” represent factors that are beyond the Airport’s influence.

Strengths:

1. Airport vital to community’s economic well-being
2. Supportive community
3. Airport growing
4. 7,000’ Runway 12-30 length
5. 150’ Runway 12-30 width
6. Regional service area - Central Washington location
7. Regional location to connect with surrounded Seattle, Pasco, and Spokane
8. Proximity to Wenatchee/Quincy
9. Quality scheduled airline service with Alaska Airlines
10. Highly capable Airport management and operations staff
11. Efficient security/TSA experience
12. Easy and affordable airline auto parking
13. Location of Airport provides extraordinary gliding opportunities
14. Location/access to industrial, commercial, and residential areas
15. Vacant, available land with airfield access and other supportive uses
16. Airport industrial land for private development and for Port lease
17. Space to grow on Port-managed property

Weaknesses:

1. Lack of services near the Airport; including hotel and gas station
2. Absence of a crosswind runway
3. Ramp pavement condition
4. Leverage with airline(s)
5. Aircraft fueling availability
6. Wintertime and weather reliability; schedule reliability due to instrument approach standards (currently the minimum requirement is 1- mile visibility and 300-foot high cloud cover ceiling). This is a huge improvement over the past but it might be improved more
7. Pavement condition
8. Lack of adequate utilities and access

9. Airport operates at financial loss
10. Cost of operation
11. Financial sustainability; Airport operating deficits; limited ability to fund Airport projects
12. Helicopter parking areas
13. Airline passenger pickup
14. Lack of available terminal area space
15. Limited Airport land base
16. Airport land size limits ability to generate non-aviation revenue

Opportunities:

1. Growth in area around Airport
2. Growing local population; demographic changes with baby boomers and millennials
3. Collaborative partners willing to participate in supporting the Airport
4. Marketing to neighbor cities
5. Ground transportation to surrounding communities – Chelan, Leavenworth, Quincy, Methow Valley
6. New airline service; flight frequency, additional direct airline flights to other destinations
7. Increased enplanements/load factor
8. Air package services
9. Advertising to increase passenger numbers
10. Growing tourism/outdoor recreation opportunities; now on the radar
11. Highlight local attractions at Airport
12. Air tourism – rides
13. More aviation-related/dependent business
14. Surrounding industrial lands
15. Real estate development (business park)
16. Business development is more general aviation; and now commercial use
17. Executive Flight building
18. General aviation maintenance
19. New hangar space

Threats:

1. Ground transportation to surrounding communities – Chelan, Leavenworth, Quincy, Methow Valley
2. Drive proximity to Seattle-Tacoma International Airport (SEA)
3. Limited airline flight frequency to-and-from Seattle (SEA)
4. Limited airline destinations; consider California
5. Airline flight timing – connections
6. Controlling land uses surrounding the Airport
7. Encroachment of incompatible land uses (housing) translates into actual conflicts, complaints
8. Aircraft non-movement areas

9. Regional competition
10. Pilot shortage
11. Flight cancellations due to weather
12. Loss of commercial airline service
13. Reduced convenience for travelers
14. Ridership changes; other transport options – shuttle/rail/drive
15. Declining general aviation sector
16. Wenatchee terrain; limits approach minimums -- ability to change or improve
17. Passenger levels and the ability to justify more scheduled airline service

Questions:

Q: What are the primary revenue sources for Pangborn Airport?

A: This information will be provided to PAC members

Action Items:

The following action items were noted:

PAC Members Actions:

- Provide future PAC meeting availability (see PAC Packet)
- Review and provide comments on PAC Working Paper #1 by September 20, 2016
- Review and provide comments on PAC Kickoff Meeting #1 Summary by September 26, 2016
- Review upcoming Working Paper #2 prior to PAC Meeting #2 (scheduled November 10, 2016)
- Notify Airport/Consultant of information that may impact the Master Plan
- See EAT Website for airport master plan updates and documentation

Project Staff Actions:

- Schedule Airport tour – Airport Staff to coordinate and arrange
- Distribute link to EAT Airport User Survey
- Distribute PAC Kickoff Meeting Summary
- Consultant respond to PAC Working Paper #1 comments
- Consultant to prepare and provide final draft Working Paper #1 to FAA for review

PAC Favorable Meeting Days/Times:

PAC Member	Monday		Tuesday		Wednesday		Thursday		Friday	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
Dale Devereaux			x	x	x					
Donn Etherington										
Jack Snyder										
Jon deVaney										
Lisa Parks										
Lori Barnett	x	x				x		x	x	
Mark Kulaas		x		x	x	x			x	
Mike Montgomery										
Rafael Aguilar	x			x	x	x			x	
Shiloh Schauer				x	x	x	x	x		
Stephen Neuenschwander		x		x	x	x	x	x		
Steve King		x			x				x	
Todd Fryhover			x	x	x					
Tyson McInnis	x	x	x	x						
Total:	3	5	3	7	7	5	2	3	4	0

PAC Meeting #1 Attendance:

PAC Member	PAC Kickoff Meeting August 31, 2016
Dale Devereaux	Attended
Donn Etherington	Attended
Jack Snyder	Attended
Jon deVaney	
Lisa Parks	Attended
Lori Barnett	Attended
Mark Kulaas	Attended
Mike Montgomery	
Rafael Aguilar	Attended
Shiloh Schauer	Attended
Stephen Neuenschwander	Attended
Steve King	Attended
Todd Fryhover	Attended
Tyson McInnis	Attended