

PAC Meeting #4 Date: July 20, 2017

Meeting Participants:

Pangborn Airport: Trent Moyers, Tina Stadther, Ron Russ

Consultant Team: Mitch Hooper, Jeff Smith

PAC Members: Donn Etherington, Jack Snyder, Mark Kulaas, Todd Fryhover.

Members of Public in Attendance:

Don Flick, Ron Cridlebaugh, Raquel Ferrell-Crowley, J.R. Norvell, Laurie Phillips

Meeting Agenda:

- 1: Plan Status / Timeline
- 2: Facility Alternatives
 - Finalize Site 'Location' Options
 - Evaluate Site 'Layout' Options
- 3: Project Implementation Plan
- 4: Public Outreach & Next Steps
- 5: Open Q&A Discussion / Public Comments

Meeting Notes:

Summary of PAC Meeting #4 discussion topics and action items
(Q: Question, A: Answer, S: Statement):

Introduction

S: Meeting agenda and project status/timeline. (Mitch Hooper)

Airport Update/Master Plan Update

S: Provided overview of activities to date. (Jeff Smith)

S: Washington DC meetings and discussion points – US Forest Service, airline service prospects, remote air traffic control program interest (Trent Moyers)

Review Site 'Layout' Options – Facility Alternatives

S: Review and discussion of the PAC Meeting #4 presentation material (slides) sent to PAC members for review. The following components covered (Jeff Smith):

Component #1: Parallel Taxiway System

Component #2: Airline – Building, Apron and Auto Parking/Circulation

Component #3: Airport Operations Building (AOB)

Component #4: General Aviation (GA) FBO Building, Hangars, Apron, Crosswind Runway

S: The relocation of Taxiway 'A' to 400' separation offers several benefits for taxiway utilization and constructability, and terminal area expansion potential, particularly the airline apron, which has existing compressed usable area.

S: Nearly 85 percent of the east side terminal/landside area is already developed. Airport needs a decisive plan to site future developments (buildings, small/large hangars, apron) as requested by potential users and/or demand unfolds.

S: A future west-side parallel taxiway system is being considered as tenants and users evolve on the west side of the airfield.

S: The existing parallel taxiway has an FAA Modification to Standards (MOS).

Q: Does the availability of fuel storage and dispensing on the east versus west sides influence the proposed taxiway system?

A: To some degree, based on operations and logistics, but not necessarily in terms of FAA standards or geometry layout.

Q: Will the run up areas be a part of the future parallel taxiway improvements?

A: Yes

S: The future building passenger holdroom size (seats) and airline operating area are the critical building expansion components.

S: The existing TSA passenger queuing area results in passenger lines backing up into the building corridor space.

Q: Will the building expansion to the south overlap with the existing auto parking lot.

A: Yes

S: Building expansion to both ends may be problematic, it would pin-in the core building area. Building expansion to the north end allows better flexibility, particularly with a 2-story building.

S: The existing building is not set up to handle a passenger loading bridge (jetway). Long-term building expansion does contemplate a passenger loading bridge, which would likely be a longer-term building section developed to the south of the existing building. The future building and apron elevations would need to meet ADA requirements.

S: Alaska Airlines jets often use passenger loading bridges, but could also use a mechanical walkway ramp structure, similar to SEA regional jet operations.

S: The future apron improvements consider size (expansion locations), negative slope, pavement strength, fueling distances, drainage, and future deicing needs.

S: Alaska Airlines recognizes the existing apron size constraints.

Q: Is future closure of the existing Grant Road auto access a possibility?

A: Appears to be, this was an item addressed in the past environmental assessment, and is being taken into consideration for the master plan

Q: Is cell lot being considered as part of the auto parking?

A: Yes, likely to be located near the entrance.

S: An overflow parking lot is also being considered in the event TSA imposes the 300-foot parking setback in the future. This has been an issue in the past, following 9-11.

S: Enclosed hangars are preferred.

S: The removed T-hangar site would be good for future large aircraft parking, or parking for irregular operations; such as aircraft mechanicals and weather events.

Q: Will cost-benefit analysis (CBA) be used to compare competing Airport land development alternatives for the same site?

A: To some degree, project cost estimates will be prepared for the preferred alternative(s) as part of the upcoming EAT master plan 'Implementation' task. These costs will be used to establish and compare alternatives. The 'benefit' portion of the CBA is often difficult to establish, due to variable Airport rates and charges (ground lease rates), unknown or

unspecified direct and indirect economic impacts, unspecified Airport minimum standards and rules & regulation, and also the application of various FAA compliance standards with regard to acceptable land use development and tenant operations. (Jeff Smith)

PAC Action Items:

PAC Member Actions:

- Schedule day/time [20 minutes] for PAC Meeting #4 follow-up call with Consultant (Jeff Smith)
Jeff will contact you soon to set up calendar invite and call-in number.
Contact email: jeff.smith@meadhunt.com | Phone: 971-247-9001
- Review/comment on the July 20 PAC Meeting #4 Presentation Material by **August 18**.
- Review/comments on PAC Meeting #4 'Draft' Meeting Summary by **August 18**.
Submit responses to: masterplan@pangbornairport.com.
- Attend PAC Meeting #5 - tentatively scheduled for late September
(Meeting agenda and materials to be emailed)
- Notify Airport Team of any information that might impact the EAT Airport Master Plan

Project Team Actions:

- Finalize Working Paper #2 Forecast Chapter approval with FAA
- Prepare Working Paper #3 (Facility Alternatives) narrative for Airport and PAC; submit to FAA for review.
- Develop draft Working Paper #4 (Implementation Plan) for Airport and PAC review.