

MEETING NOTES

1. INTRODUCTIONS

Matt Rogers with Century West described the Agenda for the meeting and provided a brief company background on Century West. Eric Johnson with WSDOT Aviation described the purpose of updating the Airport Layout Plan. Airport Layout Plans identify improvements over the next 20 years at the airport. The planning process allows us to review current conditions at the airport and identify areas that need improvement. Airport Layout Plans are typically updated every 8 to 10 years. The Methow Valley State Airport is identified as a regional airport in the Long-term Air Transportation System (LATS) Plan. This means that the airport has regional significance based on its capabilities and location.

2. PROJECT OVERVIEW

David Miller with Century West provided an overview of the master planning process as defined by the FAA.

Key Work Elements:

- *Update Inventory of Existing Conditions and Activity*
- *Update Airport Activity Forecasts*
- *Define Planning Assumptions (design aircraft, etc.)*
- *Evaluate Airport Facility Requirements*
- *Identify and Evaluate Development Alternatives*
- *Define Preferred Alternative*
- *Prepare Airport Layout Plan Drawing Set*
- *Prepare 20-Year Airport Capital Improvement Program*

The Airport Master Planning process is tightly defined by the FAA. It is essentially a facilities improvement plan for the airport over a 20 year planning period. The FAA defined standard is a 20 year planning period with updates occurring typically every 7 to 10 years. Updates can occur more frequently if there is significant development on the airport, or stretch to the 10 year period if there is less development. The 20 year planning period is broken into 5 year increments for the development of the Capitol Improvement Program (CIP).

The first step in the process is an inventory of existing conditions and activities at the airport. This serves to assess the current condition of existing facilities and level of activity. Future demand is forecast based on the current number of based aircraft and take off's and landings. The WSDOT Aviation LATS study, economic forecasts, and other factors such as population/income/job growth

statistics and other indicators of growth will all be factored into the forecasts for the airport. When the forecast are completed they are submitted to the FAA for review and approval.

Once the Inventory and Forecast are completed Preliminary Alternatives are developed to meet the forecasted demand. The preliminary alternatives are varied options to meet demand within the existing constraints at the airport. The goal is to layout development options that efficiently use the available land that can be economically served by the existing infrastructure.

The goal of developing the Preliminary Alternatives is to arrive at a Preferred Alternative. The Preferred Alternative is often a blend of several components of the Preliminary Alternatives. Once agreed to, the Preferred Alternative will be incorporated into the Airport Layout Plan drawing set.

Through the process a series of draft working papers will be generated and circulated to the working group that describes the findings of each work element. At the completion of the project, the draft chapters will be finalized with all comments incorporated and assembled into the Airport Layout Plan Report which will accompany the Airport Layout Plan set of drawings.

3. OVERVIEW OF INVENTORY CHAPTER

David Miller with Century West provided an overview of the data collection and draft inventory chapter that has been completed to date.

4. DISCUSSION OF KEY ISSUES (60 MINUTES)

<u>Development Needs</u>	<u>Key FAA Design Standards</u>
Runway Improvements/Extension	<ul style="list-style-type: none">• Runway Length
Aircraft Parking, Hangar Space	<ul style="list-style-type: none">• Clear Approaches
Lighting	<ul style="list-style-type: none">• Lateral Clearances
Navigational Aids, Weather	<ul style="list-style-type: none">• Runway Safety Area (RSA)
Signage	<ul style="list-style-type: none">• Object Free Area (OFA)
Security	<ul style="list-style-type: none">• Obstacle Free Zone (OFZ)

David Miller led a discussion of the key issues/needs that stakeholders felt needed to be addressed at the airport. The following is a summary of issues discussed:

Access to the airfield – USFS has access mid field; private hangars have access through the USFS ramp. Ron Perot has access adjacent to the USFS ramp for existing hangars and proposed 17 hangar development.

Signage – Improvements could be made to existing signage on the airfield. It would be good to identify the GA areas and the USFS areas. Transient aircraft often mistake the USFS building for the FBO.

There is a drop area for sky divers on the field to the north east of the airport owned by Craig Boesel.

There are a lot of larger aircraft that use the airfield. We have seen Falcons, G4's, and Pilatus. Mr. Tice and Mr. Lemory (SP?) both fly in quite a bit. Sun Mountain Lodge, the Bureau of Reclamation, and others fly in jets fairly routinely.

The runway lighting needs to be fixed. There is a problem with the lighting controller and dimmer.

It would be good to have permanent power to the west side that could be used during fire fighting operations for a temporary helicopter base.

There is no public fuel available on site. A USFS contractor leases tank space for their jump planes.

The Forest Service uses DC-3, Twin Otters, Casa 212, Dornier 228, Casa 234. The existing runway length of 5049 feet is sufficient to accommodate these operations.

Evans Road is a county road. It appears to pass through the runway safety area in its current location. It is low use and serves the property owners on the west side of the airport as well as the west side apron area.

Existing fencing is predominately cattle or range style fencing. It would be good to have wildlife fencing to prevent deer from crossing the runway.

4. NEXT STEPS, NEXT MEETING – JUNE 11TH

The meeting concluded with a discussion of the next steps in the process. The consultant team would take the information gathered and work to complete the inventory chapter and begin work on the forecast and facility requirements chapters prior to the next meeting tentatively scheduled for June 11, 2008.