

MEETING #6 SUMMARY NOTES

The following is a summary of key topics from the MPAC Meeting #6:

GENERAL MEETING COMMENTS:

Meeting #6 MPAC decision items:

- Final Forecast Chapter Acceptance
- Runway Extension Scenario – Master Plan Recommendation
- ‘Westside’ Terminal Planning – Master Plan Recommendation
- ‘Eastside’ Terminal Planning – Master Plan Recommendation

Forecasts:

PLU Airport Master plan process and status reviewed





Forecasts:

MPAC acceptance of PLU total based aircraft, updated in forecast chapter from 260 to 253
MPAC acceptance of FAA B-II as the existing critical aircraft (representative of the Cessna 425)

2. Forecasts

Forecast Summary:

TABLE 2.1: MASTER PLAN FORECAST SUMMARY

FORECAST ACTIVITY SUMMARY							
Demand Forecast Component (Annual Activity Totals)		Base Year Condition	20-Year Forecast	20-Year Forecast Trend	Forecast Scenario	Change (# Value)	Change (% Annual)
		2017/2018	2037	2037	0-20 Years	20-Year Forecast Change	
Based Aircraft		253	312	↑	Medium	59	1.1%
Annual Aircraft Operations		106,300	137,200	↑	High	30,900	1.3%
Flight Training Operations		72,000	90,000	↑	High	18,000	1.1%
Critical Aircraft		Turbine Turboprop	Turbine Light Jet	↑	--	--	--

Mead&Hunt

Runway Extension Scenarios:

Scenario Overview:

- 4,000' to 4,300' runway length does not change the PLU Airport service level or role
- 4,000' to 4,300' runway length to provide greater turbine aircraft takeoff/landing reliability
- 4,000' to 4,300' runway length to provide more revenue (fuel, fees, rental/lease)

Pierce County foresees significant challenges associated with:

- 160th relocation/re-alignment
- Land acquisition
- Impacts to retail center
- Project costs

MPAC Runway Scenario Recommendations:

- Plan runway widening from 60' to 75' (to FAA B-II Standards)
- Plan (short-term) runway extension to 4,000 feet (Scenario B-1)
- Plan (longer-term) runway extension to 4,300 feet (Scenario B-3)
- Extension is a condition of FAA RPZ Waiver; no road re-alignment options
- In meantime, collect FAA aircraft user justification for extension to 4,300'

3. Runway Length Options

Runway Extension Scenarios: Aircraft Length Benefits

RUNWAY EXTENSION SCENARIOS											
Runway Extension Scenario	Runway Length Characteristics					Aircraft Categories Accommodated					
	Runway Alignment	Runway Length	North Extension	South Extension	Airport Constraint	Piston (Single)	Piston (Twn)	Turboprop (Single)	Turboprop (Twn)	Business Jet (Light)	Business Jet (Small)
A	Existing	3,650 Feet	0'	0'	Existing Length	X	Most	X	Some	Few	Few
B-1	Existing	4,000 Feet	200'	150'	Within Airport Property	X	X	X	Most	Most	Some
B-2	Existing	4,200 Feet	400'	150'	Roadway / RPZ Ownership	X	X	X	Most	Most	Some
B-3	Existing	4,300 Feet	500'	150'	Roadway / RPZ Ownership	X	X	X	X	Most	Some
C	Existing	4,500± Feet	700'	150'	Extend to Retail Building(s)	X	X	X	X	X	Most
D	Existing	5,300± Feet	1,500'	150'	Extend to Residential Boundary	X	X	X	X	X	X
E	New	5,300± Feet	1,500'	150'	Extend to Residential Boundary	X	X	X	X	X	X

Red = Indicates change from existing conditions in accommodating aircraft category based on a longer runway length increment.
 Legend: X = 100% of Aircraft Fleet | 'Most' = Up to 90% of Aircraft Fleet | 'Some' = Up to 60% of Aircraft Fleet | 'Few' = Up to 30% of Aircraft Fleet
 Note: 'FAA Length' per FAA Advisory Circular 150/5325-4B which defines runway length curve figures based on the 'percent of aircraft fleet' and 'useful load'.
 Note: 'Balanced Field Length' is when the accelerate-go distance equals the accelerate-stop performance distance, applies only to multi-engine aircraft.



**PLU Airport Master Plan
Master Plan Advisory Committee (MPAC)
Meeting #6**

MPAC Decisions on Terminal/Landside Scenarios:

Plan for eastside to accommodate mixed aeronautical uses
Plan for new eastside parallel taxiway system

M&H to Inquire about possible property parcel sale along Meridian Avenue (potential terminal expansion area under consideration)

PLU Master Plan Public Outreach #1 - Planning:

Expect to hold in PLU Public Outreach #1 event in February 2019
Preferred location: Clover Park Technical College – Aircraft Hangar
Preferred time: 6 pm to 9 pm (3-hour duration, after work and allows for traffic)

Next Steps:

M&H Prepare Facility Requirement Chapter #3
M&H Prepare Detailed Site Layout Options – Westside and Eastside Landside
M&H Prepare Site Development Cost Estimates
Coordinate MPAC Meeting #7 - Expected in January/February 2019
Coordinate Public Outreach Meeting #1 - Expected in February 2019

MPAC Actions:

Review draft Facility Requirement Chapter #3 – January 2019
Review Detailed Site Layout Options – Westside and Eastside Landside – January 2019
Review Site Development Cost Estimates – January 2019
Attend Next MPAC Meeting - Expected in January/February 2019
Attend Public Outreach Meeting #1 - Expected in February 2019

No public comment forms were received.

**PLU Airport Master Plan
Master Plan Advisory Committee (MPAC)
Meeting #6**

MPAC MEETING ATTENDANCE

**PLU AIRPORT MASTER PLAN
ATTENDANCE**

#	PLU MPAC Member	MPAC Meeting #6 11-14-2018
---	-----------------	----------------------------------

Attendants - #	5
-----------------------	----------

1	Shelly Schlumpf	
2	Lydia Gathara (or)	
2	John Hinds (or)	
3	Dan Roach	
4	John MacArthur	Attended
5	Ben Bakkenta	
6	Robert Rodriquez	
7	Rusty Wilder	
8	Sergeant Chris Adamson	
9	Deputy Chief Pat Donovan	
10	John Hurlbut	
11	Doug Miller	Brad (Sub)
12	Rod Wetherbee	
13	Keith Kemper	Attended
14	Nichole Weber	Attended
15	Hans Kueck	Attended