

Final (11-5-18)
MPAC MEETING #2
SUMMARY NOTES

The following is a summary of key topics from the MPAC Meeting #2:

GENERAL MEETING COMMENTS:

Meeting #2 MPAC Action Items:

- Project Updates and Status
- Chapter #1 (Inventory) – Review Findings
- Chapter #2 (Forecasts) – Activity Projections
- Preliminary Crosswind Runway Extension Options and Displaced Threshold Corrections

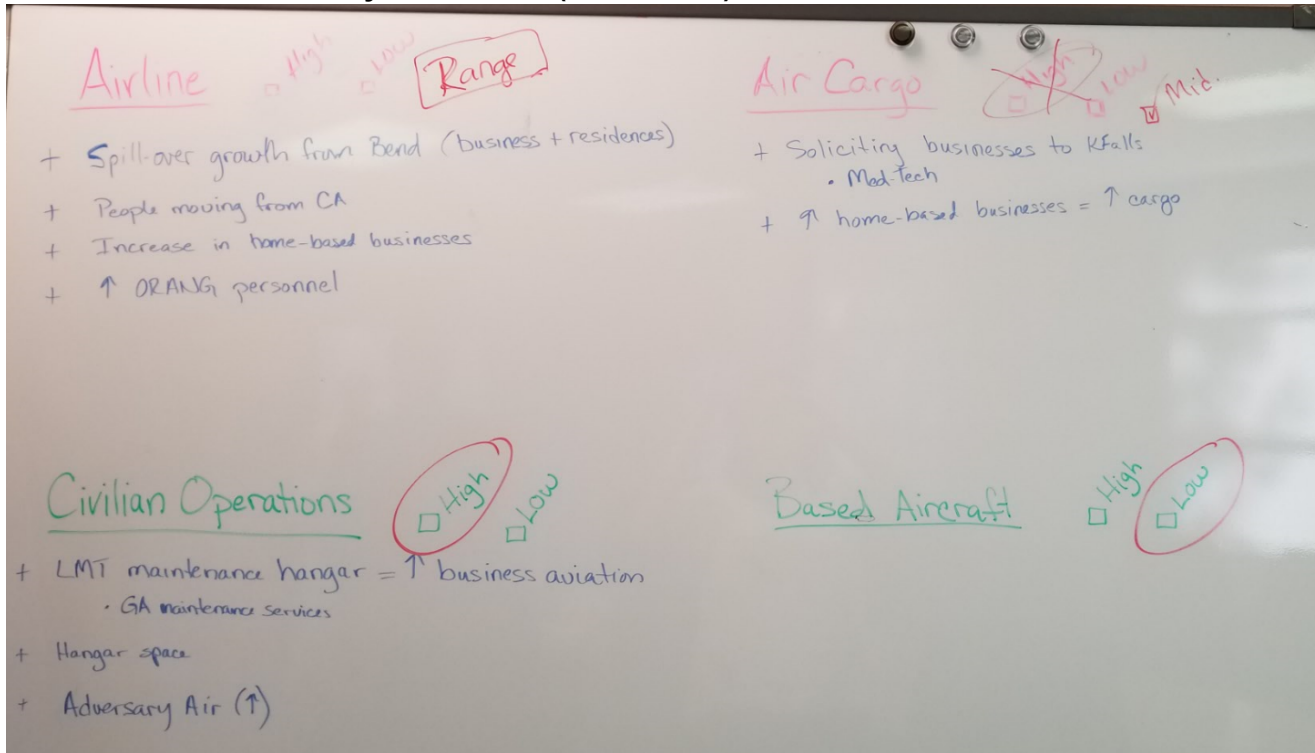
MPAC Discussions and Comments:

- *Project Status*: Reviewed status of project schedule and purpose of meeting which was to: 1) collect final MPAC comments on the inventory chapter; 2) obtain input on the airport activity forecast options; and 3) solicit feedback on the future crosswind Runway 7/25 disposition scenarios.
- *Inventory Findings*: Described purpose of inventory chapter and sought final comments from MPAC. No additional comments provided by MPAC. Discussed connecting inventory factors for crosswind Runway 7/25 in terms of satisfying FAA crosswind standards, pavement conditions, and user activity. Airport staff provided information on the amount and cost of maintaining the airfield pavement (109 lane miles of airport pavements).
- *Forecast Outlook*: Provided an overview of the activity forecasts for four aviation forecast categories: 1) passenger enplanements; 2) air cargo (pounds); 3) civilian aircraft operations; and 4) civilian based aircraft. The MPAC provided input on additional factors that would drive the forecasts upwards for all categories (see below).

MPAC Forecast Comments:

MPAC feels it is important to plan for Klamath vision; tourism and larger industry Adversary Air expected to operate 4 to 5 flights per day (2,600 operations per year)
MPAC interested in developing a medium scenario air cargo forecast
Based aircraft would likely follow a low scenario

MPAC Forecast Summary Comments (10-17-2018)



- **Crosswind Disposition:** Overview of current traffic levels and aircraft types using the crosswind Runway 7/25. Described various runway length options that consider FAA recommended aircraft performances, physical constraints, and Oregon ANG runway length requirements reported in the Guard Installation Development Plan (IDP). The MPAC and Airport staff discussed their mutual desire to support the needs of the Oregon ANG missions. Discussed options in the event the crosswind Runway 7/25 is not extended, as a plan to correct the current displaced thresholds, including parallel taxiway connection options.
- **Next Steps:** Deliverables based on the Master Plan project schedule presented and discussed with the Federal Aviation Administration (FAA). The principal goal is to submit the activity forecasts to the FAA by late November 2018. The next MPAC #3 meeting is tentatively scheduled for January 2019.

Meeting comments from the public: None

Written meeting comments: None

MPAC Actions:

The following are action items requested of the MPAC Members:

- Review and comment on the MPAC Meeting #2 Summary Notes; Please provide comments to Maranda Thompson at Maranda.thompson@meadhunt.com by Monday (October 29, 2018).
- Review the final draft Forecast Chapter report, to be submitted for MPAC review during November, 2018.