

**MPAC MEETING #3
SUMMARY NOTES**

The following is a summary of key topics from the MPAC Meeting #3:

GENERAL MEETING COMMENTS:

Meeting #3 MPAC Action Items:

- Chapter #3 Facility Requirement for FAA Review - Acceptance
- Runway 14/32 Dimension (10,301' x 150') *
- Runway 7/25 Dimension (5,000' x 75') *
- New Runway Scenario Concept (8,000' x 150') *
- Landside Expansion Concept(s) *

* Review for City Council Recommendation

MPAC Discussions and Comments:

John Barsalou: Overview of air service status

MPAC: interest in SkyWest aircraft maintenance opportunities at LMT through Oregon Institute of Technology (OIT); LMT Staff indicated that SkyWest maintenance hub is San Francisco International (SFO) and don't expect they will shift to LMT

Consultant: Provided overview of final FAA approved Forecast Chapter, including the Runway 14/32 and Runway 7/25 critical aircraft and FAA design standards.

Consultant: Reviewed Runway 14/32 master plan facility recommendations (blue text).

Consultant: Runway 14/32 width requirements based on D-III versus D-IV design standards. MPAC: Interest in Cascadia planes which would likely use LMT; LMT Staff indicated it would likely involve the C-17 Globemaster jet transport. MPAC: Interest in LMT serving air cargo (UPS western hub); LMT Staff indicated that some large transport aircraft are too large and heavy for LMT Runway 14/32, as pertinent with the 150-foot master plan width recommendation. Aircraft such as the Boeing 747 and C-5 Galaxy are too large to use LMT.

MPAC: LMT military activity requires 150-foot Runway 14/32 width, no exceptions.

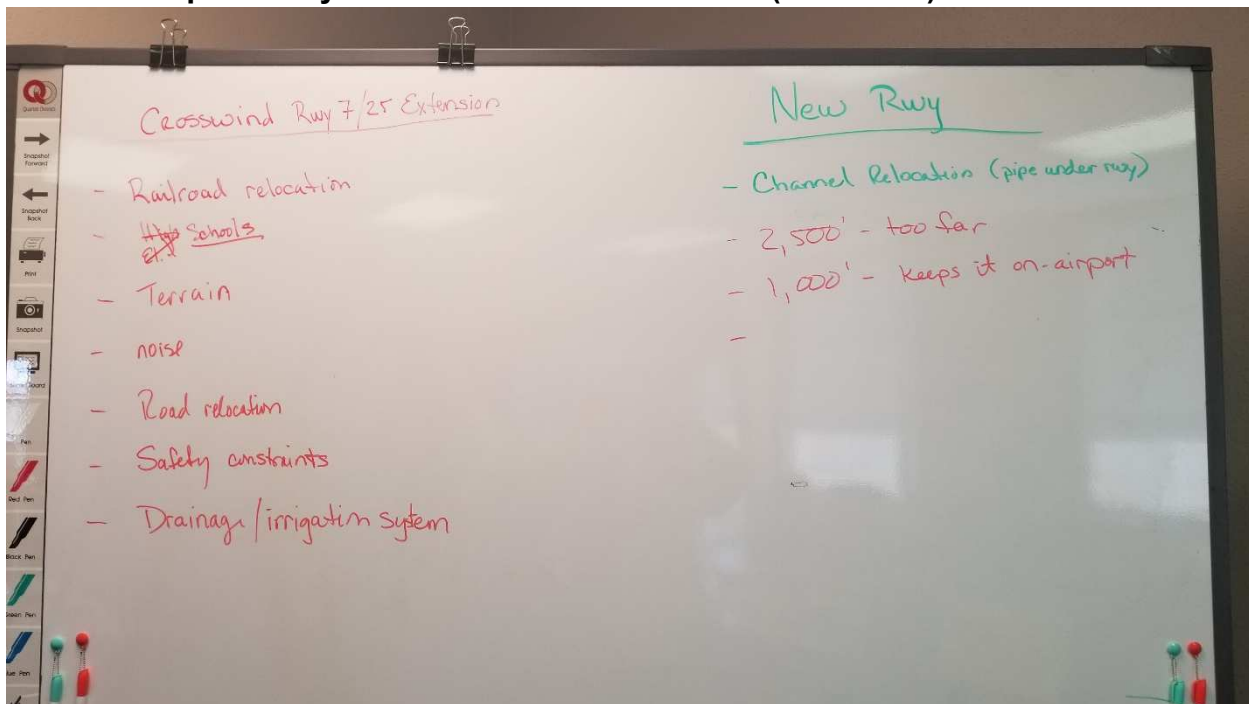
Consultant: Describe future Runway 14 precision capabilities. MPAC concurred with showing Runway 14 as a future precision, and recognized the need to address changes to future land use and City/County Airport ordinance regulations.

Consultant: Reviewed Runway 7/25 activity levels and master plan facility recommendations (blue text).

Consultant: Described existing and future crosswind Runway 7/35 length and width disposition. The crosswind Runway 7/25 is FAA justified and funding-eligible. MPAC reviewed and concurred with master plan planned Runway 7/25 recommendation (5,000' x 75'), and removing the displaced thresholds. The future Runway 7/25 total length will decrease, but the useable length will increase.

Consultant: Described military requirements for a crosswind/secondary runway system; 8000' x 150' military standard and LMT Installation Development Plan (IDP) project recommendation. This would be a new runway, additional to Runway 14/32 (primary runway) and Runway 7/25 (crosswind runway). MPAC reviewed and concurred with master plan recommendation that an extension to the existing Runway 7/25 involves many constraints, and other runway alignment options should be explored.

MPAC Group Runway Decision Factor Comments (4-17-2019):



MPAC: 2015 Installation Development Plan (IDP) to be updated in near future; Airport Staff to inquire about status, potential changes to recommended crosswind runway extension to 8,000 feet.

Consultant: Described preliminary new runway alignments, and runway-to-runway separation standards, to accommodate a future new 8,000' x 150' long-term runway development concept. MPAC reviewed and concurred with exploring the new runway alignment, with a preference for the 1,000-foot separation option, in order to keep future runway expansion on the existing airport property footprint. The Alternatives Chapter will provide additional details regarding the new runway alignments.

Consultant: Reviewed master plan recommendations for the 20-year future civilian building disposition (modify, expand, remove). MPAC did not have any comments.

Consultant: Reviewed preliminary Westside and Eastside landside layout concepts.

MPAC: Interest in identifying a dedicated apron parking location for helicopter(s).

LMT Staff: Future hangar expansion may require relinquishing a portion of the Airport Business Park for future aeronautical development.

Consultant: Provide MPAC with a statement for responding to public inquiry about LMT and the Airport Master Plan. MPAC to provide input on the draft statement below by April 26:

Next Step: MPAC Elevator Speech

LMT is a unique facility. The Airport continues to evolve to meet civilian and military users. We are putting together a master plan to bring projects and funding together for the next 20-plus years – a 2040 vision.

MPAC Meeting Comments:

Meeting comments from the public: None

MPAC Meeting Actions:

MPAC provide comments on the draft Facility Requirement Chapter and MPAC Meeting #7 presentation material. Comments due to Mead & Hunt (Maranda Thompson) by April 26.

Consultant to make revisions to draft Facility Requirement Chapter for FAA review submittal by early May.

MPAC Attendance:

Jim Chadderdon

Roberto Gutierrez

Joe Wall

Mark Gallagher

Rick Flowers

Randy Cox

Ed Shorey (ANG Representative)

Betty Riley

Julie Matthews

Airport Staff:

John Barsalou

Joe Goetz

Consultant Staff:

Jeff Smith

Maranda Thompson