

April 7, 2020

## MEETING #5 SUMMARY NOTES

The following is a summary of key comments from the MPAC Meeting #5. Comments represent the consultant's interpretations of discussions.

### Meeting Topics

1. Project Updates and Status
2. Airfield Facilities and Alternatives
3. Landside Facilities and Alternatives
4. Next Steps and Open Discussion

### MPAC Comments

- **Runway 14 Object Free Area Encroachment**
  - MPAC Comment: Agree with phased approach to pursue a FAA Modification of Standards (MOS) in short-term and relocate Brett Way in long-term.
  - LMT Response: City will investigate option.
- **Runway 14 Instrument Landing System (ILS)**
  - MPAC Comment: Concur that Option A (East location) is the preferred option. Recommend requesting FAA acceptance of location of Glide Slope antenna in Runway 14/32 Object Free Area (ROFA).
  - LMT Response: City will investigate option.
- **Taxiway A Disposition to Address FAA Nonstandard Conditions**
  - MPAC Comment: Recommend requesting FAA acceptance of Taxiway A for military use only.
  - LMT Response: City and Oregon ANG will investigate option.

- **Taxiway F1 Width**
  - MPAC Comment: On occasion (two to three times per decade), the Oregon ANG will use Taxiway F (i.e., F1) and Runway 7/25 to access the Runway 32 end when Taxiway G is closed due to construction. Recommend requesting FAA acceptance to maintain current 50-foot wide taxiway for the proposed Taxiway F1 redesign.
  - LMT Response: City will investigate option.
  
- **New Additional Runway Concepts**
  - MPAC Comment: The Oregon ANG supports the option showing a 1,000-foot separation between Runway 14/32 and the new runway. The Oregon ANG's Installation Development Plan (IDP) update, which is currently in progress, will be reflecting this option.
  - LMT Response: City does not currently prefer said option as it impacts development in the northeast building area. City will continue to work with the Oregon ANG to select a preferred location for a new military runway.
  
- **Explosive Ordinance Removal (EOR) Ramp Disposition to Address FAA Nonstandard Conditions**
  - MPAC Comment: The Oregon ANG supports Option C which shows a redesign to comply with FAA design standards and an expansion to accommodate up to 12 F-15s.
  - LMT Response: City supports this preference and will acknowledge it as the preferred option in the Master Plan update.
  
- **Oregon ANG 5-Year Capital Improvement Plan**
  - MPAC Comment: Several additional projects need to be added to the graphic including the Shafter Shelter (temporary three-year facility in northeast building area) and indoor firing range in southeast area.
  - LMT Response: Acknowledged. Figure will be updated.

**MPAC Attendees**

In Attendance (Y/N)	Name	Organization
Y	Joe Wall	City of Klamath Falls
N	Jon Anderson	City of Klamath Falls
Y	Mark Willrett	City of Klamath Falls
Y	Erik Nobel	County of Klamath
N	Jim Chadderdon	Discover Klamath
N	Rick Flowers	Experimental Aircraft Association (EAA)
N	Robert Tykoski	FAA Seattle ADO
Y	Ed Langerveld	Fixed Base Operator (FBO)
N	Justin Dunaway	Fixed Base Operator (FBO)
Y	Dr. Roberto Gutierrez	Klamath Community College (KCC)
Y	Heather Tramp	Klamath County Chamber of Commerce
Y	Julie Matthews	Klamath County Economic Development Association (KCEDA)
Y	Randy Cox	Klamath County Economic Development Association (KCEDA)
Y	John Barsolou	LMT Airport
Y	Linda Tepper	LMT Airport
Y	Byron Henicle	Mead & Hunt
Y	Colin English	Mead & Hunt
Y	Kelly Maddoux	Mead & Hunt
Y	Krista Robertson	Mead & Hunt
Y	Maranda Thompson	Mead & Hunt
Y	Captain Joseph "Joe" Young	Oregon ANG
Y	LtCol Jason Nalepa (Weave)	Oregon ANG
Y	Oscar Alonso	Oregon ANG
Y	Zachary D. Johnson (Ruckus)	Oregon ANG
Y	Heather Peck	Oregon DOT - Department of Aviation
N	Sandra Fox	Oregon Institute of Technology (OIT)
N	Paul Stewart	Sky Lakes Medical Center
Y	Betty Riley	South Central Oregon Economic Development District (SCOEDD)
Y	Don Cavin	US Forest Service

*\* Some participants may have joined after roll call and may not be represented in above table.*