

# PUBLIC COMMENTS/ RESPONSES

Crater Lake – Klamath Regional Airport (LMT)  
Master Plan Update  
June 1, 2020

## COMMENTER NO. 1: FOX

I have no proposed changes to or issues with the Master Plan progress and process.

### Response

Thank you for your comment.

## COMMENT NO. 2: LONGLEY

Thank you for the presentation. Mine is one of the hangars that has been designated as Planned Relocation/Removal, Hangar West 3. It is a porta port T-Hangar. I have been concerned for some time that the recommendation would be made, because it has appeared to be the disposition of airport management. Though I can make this statement, I really wish that I had been allowed to participate more fully in the process earlier, to attempt to achieve resolution rather than hear what I interpret as a fait accompli later. Anyway, I guess since the die has been cast, as consideration for my investment in the airport and good airport citizenship I would appreciate that there be specific consultation with those designated for relocation and removal about the anticipated dates this will occur, the time frames we will have to achieve and what removal/relocation and what is anticipated in terms of a relocation benefit.

### Response

Thank you for your comment. The Master Plan Update will specify the phasing of airfield projects to meet Federal Aviation Administration (FAA) design standards and forecasted demand. For the airport's building areas, however, the Master Plan Update will provide conceptual layouts of future facilities to guide decision making by airport management. The building area layouts consider the best use of available space and group like facilities together to improve operational efficiencies. No timeframes are associated with the building area concepts.

Draft Chapter 4, *Alternatives* indicates that the eastside building area offers ample space to accommodate the hangar forecast needs. Therefore, hangar development in the westside building area is shown as contingent development. The existing portable hangars in the westside building area are identified for possible relocation and consolidation to the eastside building area to allow construction of box or T-hangars, if warranted.

Again, no timeframe is associated with the building area layouts as changes will be driven by demand. If an existing tenant is interested in relocating to another area of the airport, airport management will work with the tenant to modify the existing lease agreement.

The LMT Master Plan Update started in July 2018. As approved by the FAA, a Master Plan Advisory Committee (MPAC) was established at the start of the Master Plan Update to help guide the project. The MPAC includes representation from federal, state, and local governments, local economic agencies and business organizations, and general aviation tenants. The Master Plan Update also provides several opportunities for broad public input at key project milestones. The Public Open House on May 6, 2020 was one such event. The public is also encouraged to visit the project website ([www.LMTMasterPlan.com](http://www.LMTMasterPlan.com)) to view preliminary project materials and submit a comment form. Lastly, tenants and stakeholders can schedule an appointment with airport staff to discuss the progress of the Master Plan Update.

### COMMENTS NO. 3: NAPELA

No changes/inputs from Kingsley. Do you have everything you need to integrate the Kingsley Installation Development Plan (IDP) to seamlessly match the Airport Master Plan? Outstanding Virtual Town Hall!

#### Response

Thank you for your comment. As approved by the FAA, the Master Plan Update will address the Oregon Air National Guard's short-term and long-term facility needs. Guard projects will be identified in the updated Airport Layout Plan (ALP) to streamline the FAA's review process of proposed development on the airport. The Master Plan Update will reflect projects identified in the Guard's 2015 Installation Development Plan and current 5-year capital improvement program.