Methow Valley State Airport
Airport Layout Plan

Project Coordination Public Meeting
May 20, 2009
ALP Project Team

Local Planning Advisory Committee
Dave Sandoz – Town of Winthrop Building Official
Kurt Oakley – Winthrop Chamber of Commerce
Charlene Beam – Okanogan County Office of Planning & Development
John Button – North Cascades Smokejumper Base
Jeff Wilkens – Wenatchee Valley Transportation Council (North Central RTPO)

WSDOT Aviation Division
John Sibold - Director
Eric Johnson- Aviation Construction Project Manager
Paul Wolf - State Airport Manager
Nisha Marvel - Communications

Century West Engineering
Matt Rogers, P.E.-Project Manager
David Miller, AICP-Senior Aviation Planner

FAA
Mary Vargas - Washington State Planner
Jeff Winter – Civil Engineer
The National Plan of Integrated Airport Systems (NPIAS) identifies more than 3,400 existing and proposed airports (nationwide) that are significant to national air transportation and thus eligible to receive Federal grants under the Airport Improvement Program (AIP).
USFS NW Smoke Jumper Bases

Methow Valley State Airport
Airport Layout Plan

Century West
Engineering Corporation

Washington State
Department of Transportation
FAA Funding

- Federal Airport Improvement Program (AIP)
- Funding for Airports in the National Plan of Integrated Airport Systems (NPIAS)
- Up to $150,000 per year in general aviation “non-primary entitlement” (NPE) grants
- NPE Funds can roll over for 4 years
- 5% local match required under current program
- FAA Discretionary Grants available for high priority large projects on a limited basis
FAA Funding Requirements

• FAA Funding is only available for projects that are consistent with FAA design standards. Projects must be included on the FAA approved Airport Layout Plan

• The airport sponsor must sign grant assurances when funding is received that commit the airport to maintain facilities paid for with FAA grant funding for 20 years for construction projects and in perpetuity for land acquisition

• For most General Aviation airports, FAA funding is a vital component of the funding necessary to maintain the airport
FAA Design Standards

- Applicable design standards for an airport are determined by the Design Aircraft, or family grouping of similar aircraft.

- The Design Aircraft is defined as the most demanding aircraft that uses an airport and has at least 500 take offs and landings annually.

- Based on the US Forest Service, Medevac, private and commercial turboprop and business jet activity at the Methow Valley State Airport, the applicable standards are FAA Airplane Design Group II (ADG II) and Aircraft Approach Category B for Runway 13/31.
### Methow Valley State Airport

**Airport Layout Plan**

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<tr>
<th>A-I</th>
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<td><strong>Beech Baron 55</strong>&lt;br&gt;Beech Bonanza&lt;br&gt;Cessna 150&lt;br&gt;Piper Archer&lt;br&gt;Piper Seneca</td>
<td><strong>Beech Baron 58</strong>&lt;br&gt;Beech KingAir 100&lt;br&gt;Cessna 401&lt;br&gt;Cessna 421&lt;br&gt;Piper Navajo&lt;br&gt;Piper Cheyenne&lt;br&gt;Cessna Caravan&lt;br&gt;King Air C90</td>
<td><strong>Super KingAir 200</strong>&lt;br&gt;Cessna 414&lt;br&gt;DHC Twin Otter&lt;br&gt;Cessna Caravan&lt;br&gt;King Air C90</td>
<td><strong>Super KingAir 300, 350</strong>&lt;br&gt;Beech 1900&lt;br&gt;Jetstream 31&lt;br&gt;Falcon 20, 50&lt;br&gt;Falcon 200, 900&lt;br&gt;Citation II, Bravo, XLS&lt;br&gt;Citation CJ3</td>
<td><strong>DHC Dash 7</strong>&lt;br&gt;DIIC Dash 8&lt;br&gt;Q-300, Q-400&lt;br&gt;DC-3&lt;br&gt;Convair 580&lt;br&gt;Fairchild F-27&lt;br&gt;ATR 72&lt;br&gt;ATP</td>
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<th>C-I, D-I</th>
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<th>C-IV, D-IV</th>
<th>D-V</th>
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<td><strong>Lear 25, 35, 55, 60</strong>&lt;br&gt;Israel Westwind&lt;br&gt;HS 125 - 700</td>
<td><strong>Gulfstream II, III, IV</strong>&lt;br&gt;Canadair 600&lt;br&gt;Canadair Regional Jet&lt;br&gt;Lockheed JetStar&lt;br&gt;Citation X&lt;br&gt;Citataton Sovereign&lt;br&gt;Hawker 800 XP</td>
<td><strong>Boeing Business Jet</strong>&lt;br&gt;B 727-200&lt;br&gt;B 737-300 Series&lt;br&gt;MD 80, DC-9&lt;br&gt;Fokker 70, 100&lt;br&gt;A319, A320&lt;br&gt;Gulfstream V&lt;br&gt;Global Express</td>
<td><strong>B- 757</strong>&lt;br&gt;B- 767&lt;br&gt;DC- 8-70&lt;br&gt;DC- 10&lt;br&gt;MD- 11&lt;br&gt;L 1011</td>
<td><strong>B- 747 Series</strong>&lt;br&gt;B- 777</td>
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Key Project Elements

• **Inventory** - document and evaluate existing facilities and conditions

• **Forecasts** - define current activity and project future aviation activity through the twenty-year planning period:
  – Based Aircraft
  – Aircraft Operations
  – Design Aircraft (Current/Future)
  – Specific Activity Breakdowns (Peaking, Aircraft Fleet Mix, etc.)
Key Project Elements

• **Facility Requirements** - translate forecast demand into specific facility requirements and evaluate airfield’s conformance to FAA design standards
  – Airside-Runway Length, Taxiways, etc.
  – Landside-Aircraft Parking, Hangars, etc.
  – Lighting and Navigational Aids
  – Airfield Pavement
  – Other-FBO, Fuel Storage, Security, Utilities, Roadways
Key Project Elements

- **Airport Development Alternatives** - create options for developing new facilities to meet forecast demand and facility requirements:

**Steps Taken**
- Prepare and Present Draft Preliminary Options
- Public and Planning Advisory Committee Review
- Refine Option Elements Based on Input
- Prepare and Present Preliminary Preferred Alternative
- Public and Planning Advisory Committee Review
- Additional Refinement (as needed)
- WSDOT Aviation Division Selects Preferred Alternative for ALP
Desired Outcomes

• Maintain the airport's current aeronautical capabilities and accommodate future needs, while meeting FAA standards.

• Create an effective improvement program that establishes clear priorities that are financially feasible.

• Upgrade airport capabilities based on safety needs, technology, etc.

• Minimize impacts on surrounding property owners and neighbors.
Work Completed to Date

- Inventory of Existing Conditions
- Review of Conformance to FAA Standards
- Forecast of Aviation Activity
- Define Facility Requirements
- Preliminary Alternatives
- Refined Alternative
METHOW VALLEY STATE AIRPORT
AIRPORT LAYOUT PLAN UPDATE

Methow Valley State Airport
Landside Options

Figure No. 4-4
Summary of Comments Received on Preliminary Alternatives

• For all Alternatives, the impact to adjacent agricultural land should be minimized
• Roadway alignments should avoid agricultural land and be as economical as possible
• Evans Road should remain as is and signals should be installed to stop traffic
• The jet traffic is disruptive to the Valley
• USFS, NW Medstar, Aero Methow have all commented that the existing runway length is necessary for their ongoing operations
• Maintain the Status Quo
• Do not seek Federal Funding
• Seek other alternatives
• The forecasts are too high
Questions?
Next Steps

• Complete the Airport Layout Plan and associated drawings
• Complete the Capital Improvement Program including all projects identified on the ALP
• Finalize ALP report and submit final deliverables to FAA for review and comment
• All future FAA-funded development projects require project specific environmental review under the Federal National Environmental Policy Act (NEPA)