

ALW Airport Master Plan Update

Planning Advisory Committee Meeting #1
November 5, 2015

Mead&Hunt

Meeting Agenda

1. Introductions
2. PAC Role
- 3. Master Plan Overview**
4. Review of Inventory
- 5. SWOT Discussion**



Introductions

1. Airport Staff
2. Project Team
3. Advisory Committee
4. Public in Attendance



PAC Member Responsibilities

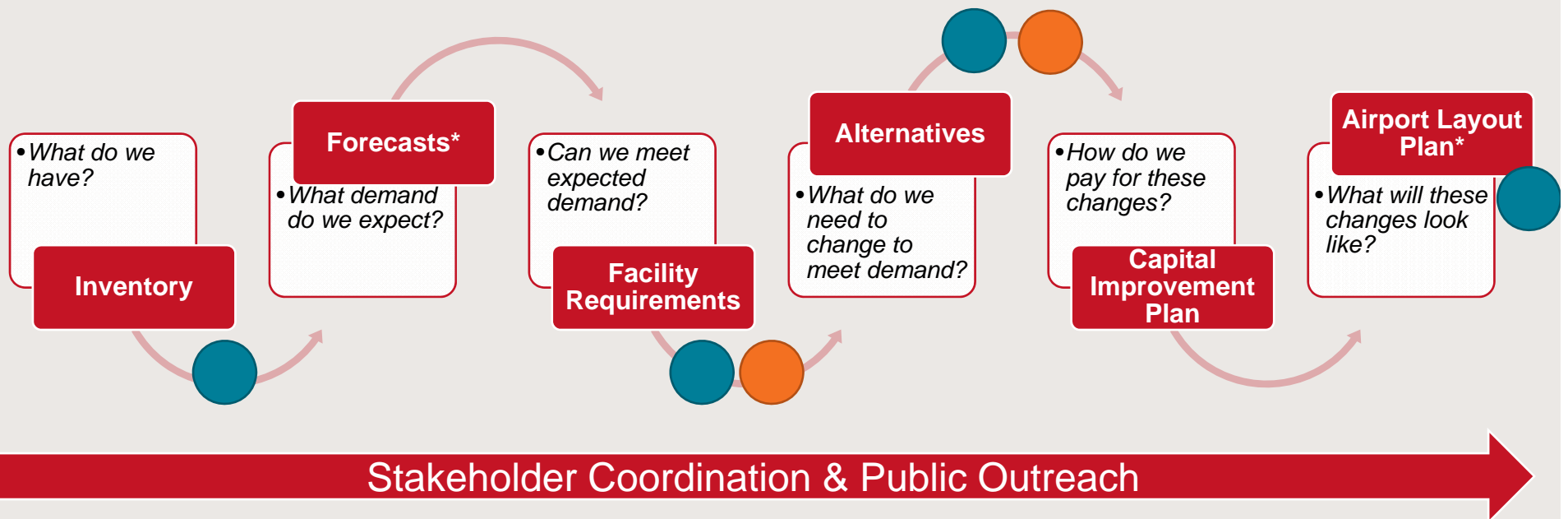
- Be the voice of constituents & community
- Review Plan documents
- Provide feedback
- Recommend “preferred” direction
- Attend four PAC meetings
- Promote two public workshops

Why an Airport Master Plan

- FAA Recommends Every 10 Years
- Since 2002 Plan...
 - FAA Standards have changed
 - Aviation market has changed
 - Walla Walla has changed
- Update Airport Layout Plan
 - FAA buy-in on Airport development
 - Helps with funding eligibility



What goes into an Airport Master Plan?



* Denotes FAA-approved Element

PAC

Public

Mead&Hunt

A Master Plan is

- 20-year Strategic Development Vision
- Open-ended to allow for uncertainties
- Supported by fact and logic
- Assessment of:
 - FAA Design Standard Compliance
 - Airfield Layout (Pavements, NAVAIDs)
 - Passenger Terminal Building
 - Scheduled Air Service and General Aviation
 - Airport Sustainability

A Master Plan is not

- A business plan or a marketing plan
- A regulatory document
 - Guided by existing policy
 - Informs future policy – does not set it
- Rigid or inflexible
- An FAA development mandate
 - or a guarantee of FAA funding
- A wish list

Draft Chapter 1 - Inventory

- Inventory is the foundation for the Plan
- “What does the Airport have?”
- “What condition is it in?”
- Leads to
 - “Can the Airport meet demand?”
 - “What needs to be built in the future?”

Draft Chapter 1 - Inventory

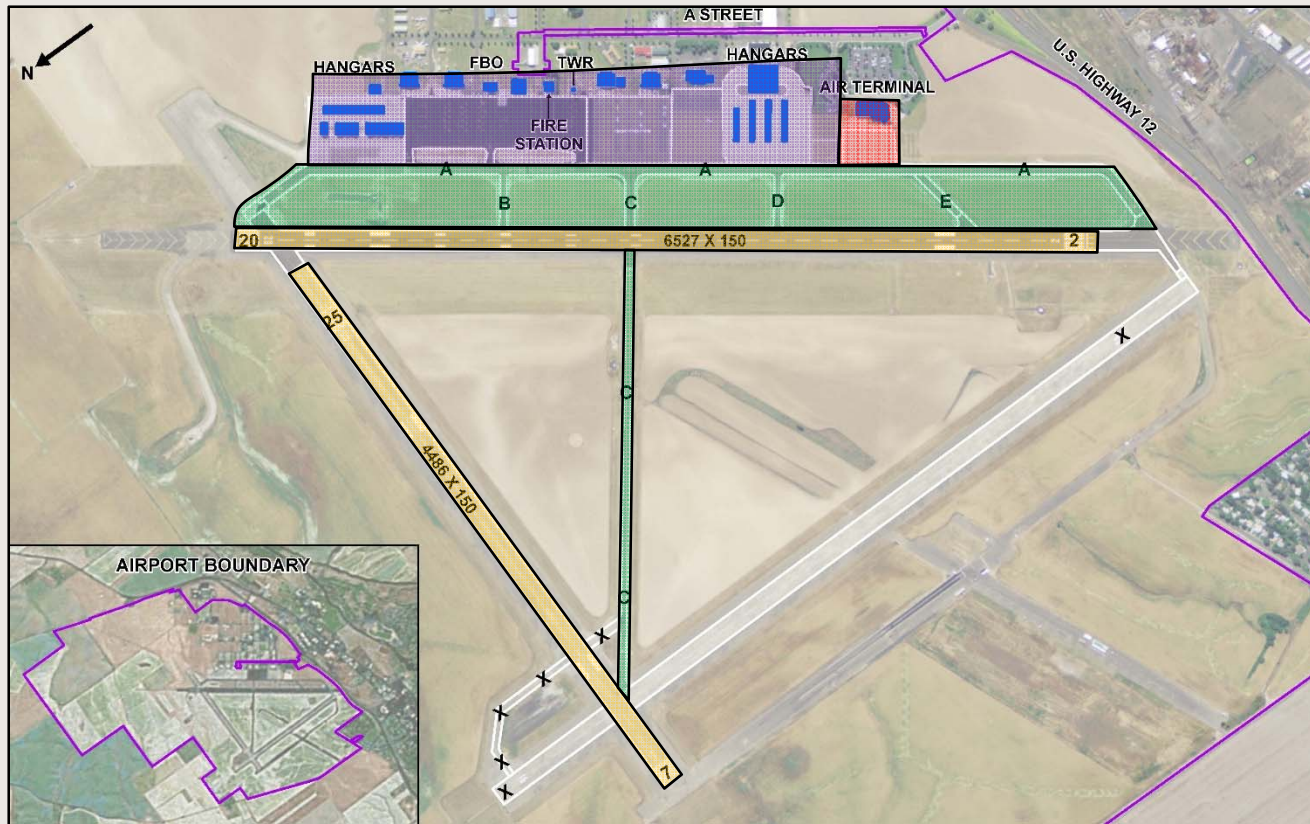
- Core aviation facilities in good condition
- Crosswind runway not eligible for funding
- Airfield buildings adequate but showing age
- Passenger terminal needs reconfiguration
- In FY2015
 - 40,000 enplanements, 27,000 operations
 - 95 based aircraft – 88% single engine

Draft Chapter 1 - Inventory

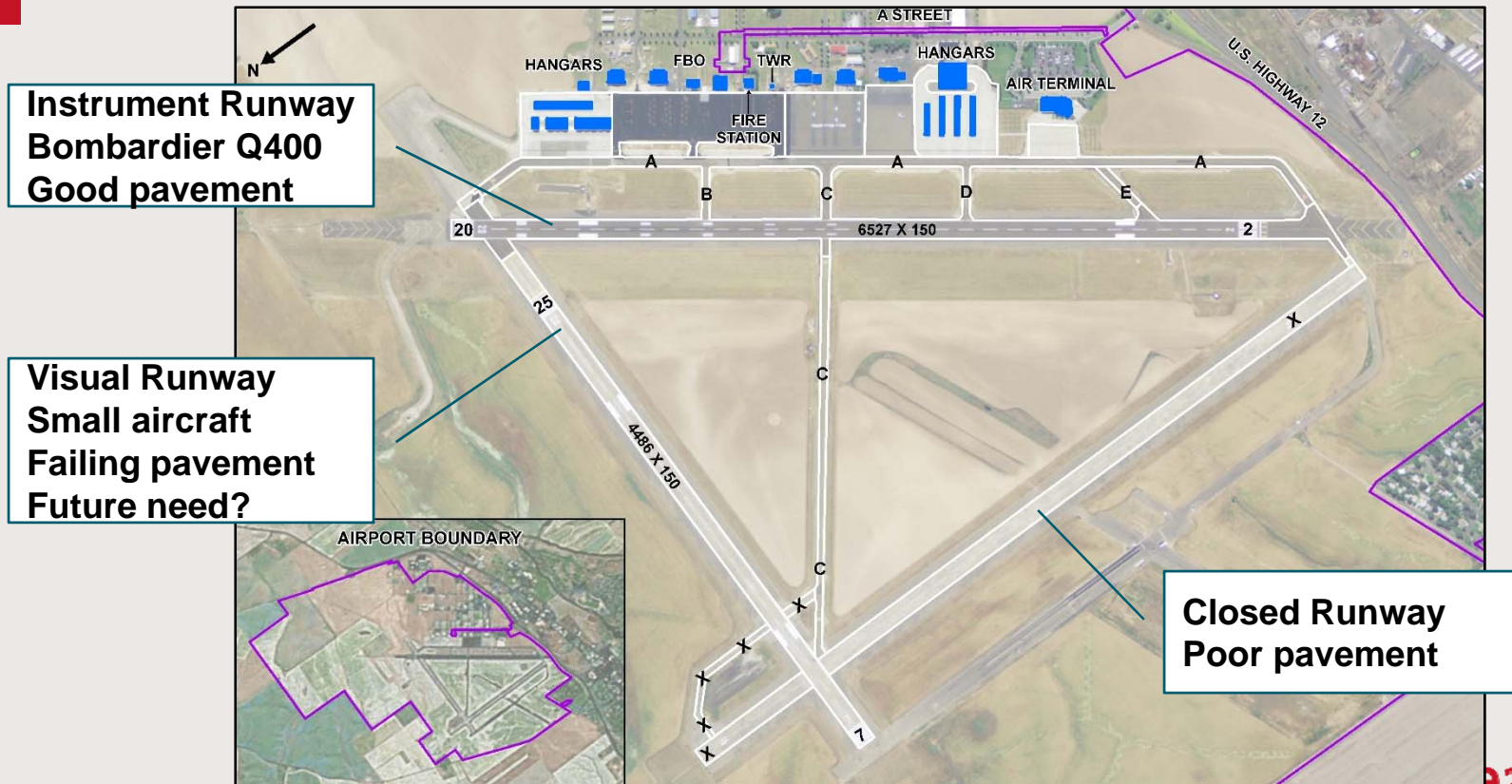
TABLE 1-1: AIRPORT OVERVIEW

Airport Feature	Description
Airport Owner	Port of Walla Walla
FAA NPIAS Airport Classification	Primary Commercial Service (Non-Hub) Site Number: 26450.A
FAA Part 139 Certification	Class I (Runway 2-20 and Associated Taxiways)
FAA Part 139 ARFF Index	Index Category 'A'
FAA Airport Reference Code	C-III
Critical / Demanding Aircraft	Bombardier Q400 Turboprop / Boeing 737 Jet
WSDOT Airport Category	Commercial Service
Airport Traffic Control Tower	Level I, VFR Non-Radar Tower (Open Daily from 6:00 am to 06:30 pm)
Airport Area	3,000± Acres (Total)
Navigational Aids	ILS, VOR, NDB, RNAV(GPS)-LPV/RNP
Automated Weather Station	Automated Surface Observation Service (ASOS)
Communications	Air Traffic Control Tower (Ground, Tower Frequencies)
	Approach/Departure Control (Chinook or Seattle ARTCC)
	Remote Communications Outlet (RCO - Seattle Radio)

Draft Chapter 1 - Inventory



Draft Chapter 1 - Runways



Draft Chapter 1 - Runways

TABLE 1-11: CROSSWIND CONDITIONS

Runway	10.5-Knot Component	13-Knot Component	16-Knot Component	20-Knot Component
ALL-WEATHER WIND DATA OBSERVATIONS (PERCENT COVERAGE)				
Runway 2-20	97.0	98.6	99.5	99.8
Runway 7-25	85.1	91.1	97.3	99.3
Runway 16-34 (Closed)	96.1	98.2	99.5	99.9
Runway 2-20 & 07-25 Combined	97.8	99.0	99.6	99.9
Runway 2-20 & 16-34 Combined	99.2	99.7	99.9	100.0
INSTRUMENT WIND DATA OBSERVATIONS (PERCENT COVERAGE)				
Runway 2-20	98.6	99.3	99.8	99.9
Runway 7-25	96.6	97.5	98.5	99.3
Runway 16-34 (Closed)	99.6	99.8	100.0	100.0
Runway 2-20 & 07-25 Combined	98.8	99.5	99.8	99.9
Runway 2-20 & 16-34 Combined	99.9	99.9	100.0	100.0

NOTE: CROSSWIND COMPONENT COMPUTED USING RUNWAY TRUE BEARINGS (36.18, 89.67, 359.66)

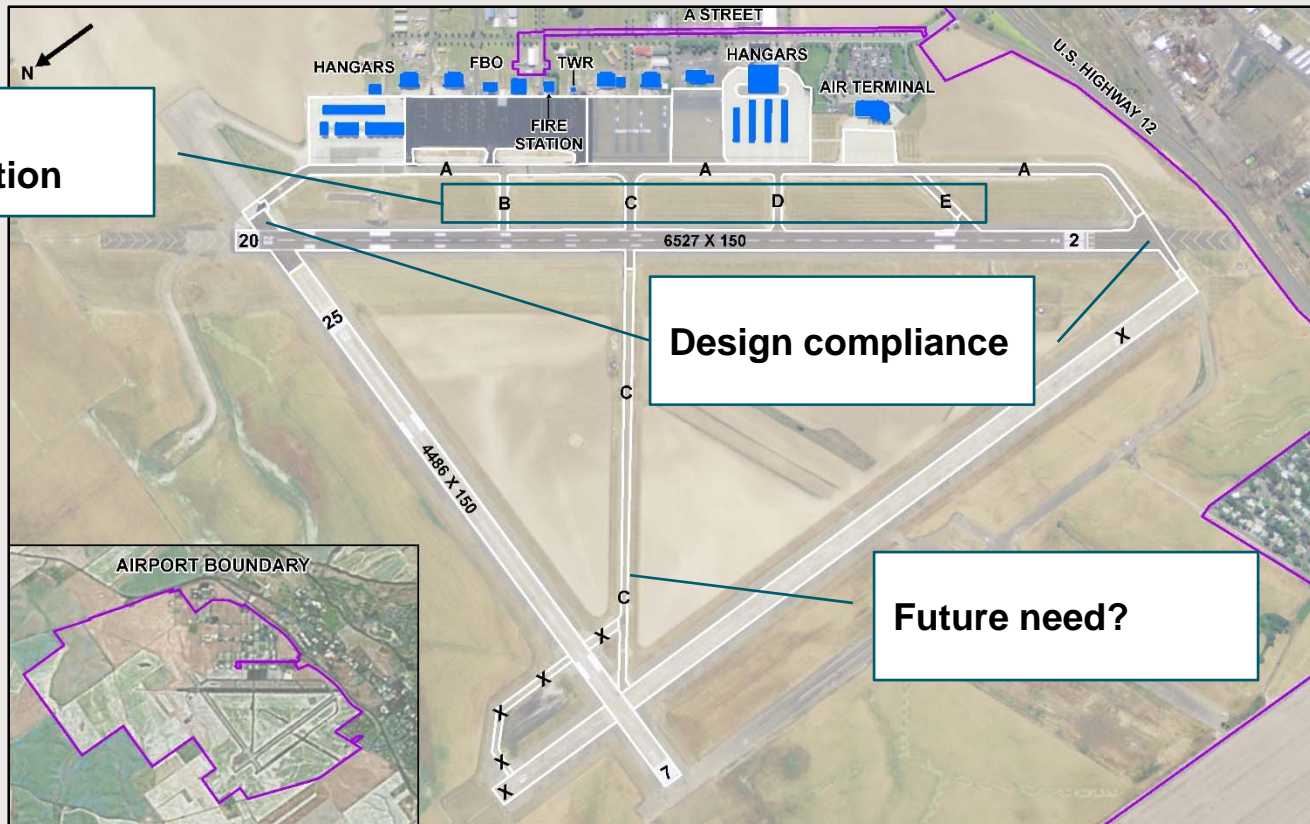
NOTE: ALL WEATHER CONDITIONS: PERIOD OF RECORD: 2000 TO 2014 WITH 125,459 OBSERVATIONS.

NOTE: IFR WEATHER CONDITIONS: PERIOD OF RECORD: 2000 TO 2014 WITH 2,167 OBSERVATIONS.

DATA SOURCE: NATIONAL CLIMATIC DATA CENTER. WEATHER STATION: ALW AIRPORT.

Draft Chapter 1 - Taxiways

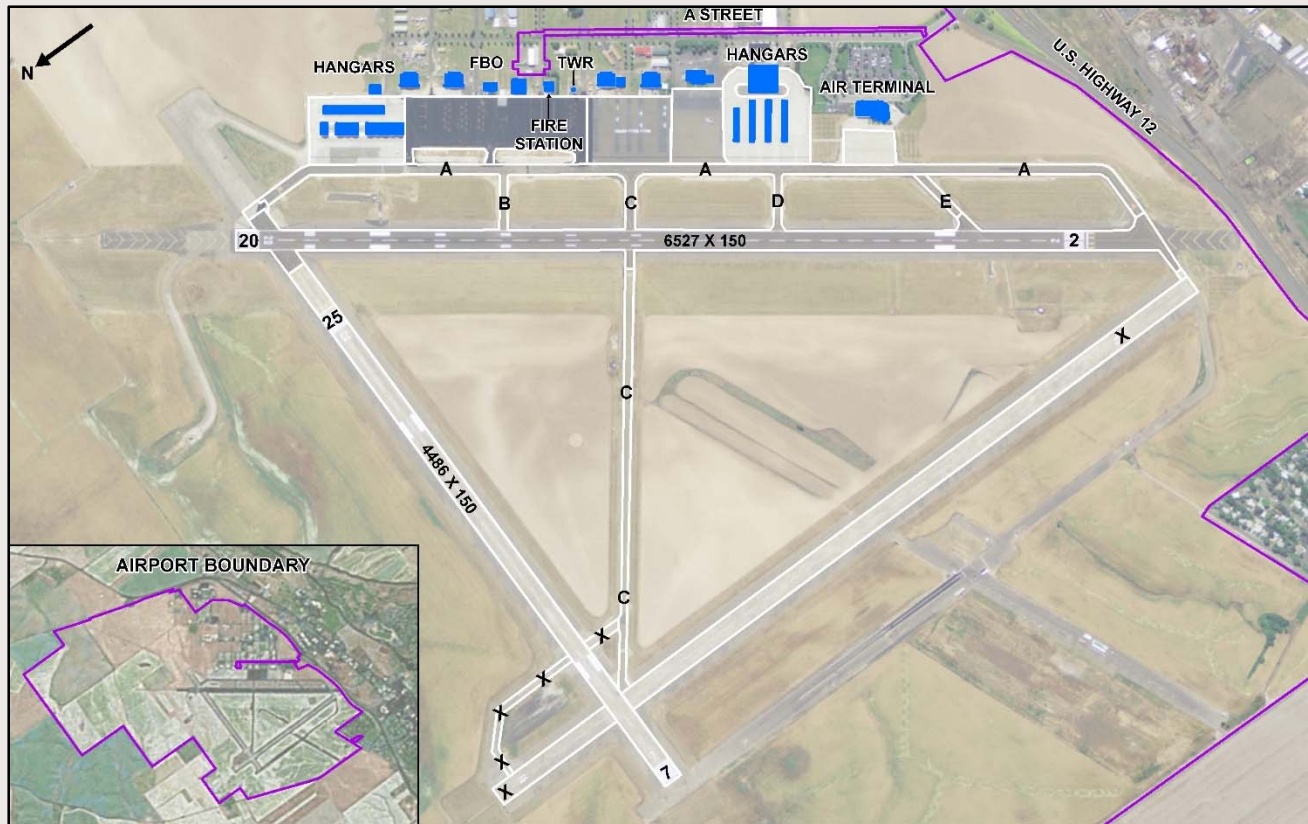
Connector reconfiguration



Documents to be reviewed at PAC 2

- Aviation Activity Forecasts
 - Scheduled Commercial
 - Air Service Market Potential
 - General Aviation
- Facility Requirements
 - “Can the inventoried facilities meet the demand in the forecasts?”

Comments before moving forward?



SWOT

- Internal Factors – In Airport Control
 - How do we capitalize on our strengths?
 - How do we address our weaknesses?
- External Factors – Out of Airport Control
 - How do we position for the opportunities?
 - How do we mitigate the threats?

SWOT

		Helpful To Achieving the Objective	Harmful To Achieving the Objective
Internal Origin Attributes Within Airport Influence		Strengths	Weaknesses
External Origin Attributes Outside of Airport Influence		Opportunities	Threats

Strengths: characteristics that provide an advantage over others.
Weaknesses: characteristics that create a disadvantage compared to others.
Opportunities: outside potential that the Airport could capitalize on.
Threats: outside risks that could be detrimental to the Airport.

Questions and Comments



- Thank you!