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Felts Field Airfield Signage and Marking Plan Agenda Thursday May 31, 2007, 2:00 PM

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| 1. Welcome/Introductions | Teresa Foster Eckard |
| 2. Signage & Marking Plan Process | Karla Kendall |
| 3. Presentation of Signage and Marking | Rachelle Wagner |
| 4. Questions/Comments | Airport Representative and Consulting Team |
| 5. Next Steps/Closing Remarks | Teresa Foster Eckard |

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Felts Field Airfield Signage and Marking Plan Meeting Minutes Thursday May 31, 2007, 2:00 PM

Called to order by Teresa Foster Eckard at 2:00 PM

Brief Background

- Due to incursions at the airport the FAA is recommending new signage and markings to improve the safety and way-finding for operations at the airport.

Introductions and meeting instructions

- Teresa is looking for feedback and ideas from Tenants

Karla Kendall W&H Pacific

- Took inventory of the airport and what current signage and lighting there was and assessed what was needed based on FAA circulars.
- Suggestions address safety issues and way-finding for planes
- Some signage and lighting is mandatory based on FAA Circulars, other areas are flexible

Rachelle Wagner W&H Pacific

- Sheets 1&2 are current and existing signage and marking at Felts
- Sheets 3&4 are proposed future signage and markings
- With the exception of a few minor changes all current marking on the field are correct, but there are not enough signs

Sheet 3

- 23 Left End – Taxi A
- Hold markings need to be 250” from runway center line
- Hold sign needs moved
- Add taxiway run-up area
- Non-movement boundary markings are incorrect in this area
- Gravel road is currently in the way of expansion – two options
 1. Move the road
 2. Make the road a tower contact required area
- At the intersection of A,B,C proposed hatch and new markings to reconfigure the intersection and eliminate confusion and incursions – additional signage will also be added
- Review the hatch, leaving the area as is for now
- Current markings – new markings needed
- Protection of Taxiway A
- Paint more lines and arrows for better visibility – at night though these still disappear and give limited visibility and direction.
- More input from Larry at FF FAA Tower
- The taxiways are lit and the new signs will be as well

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3 R Threshold

- Currently stripped and used as a displaced threshold
- Striping and use will be changed to a relocated threshold

TW A Hold Lines

- Due to the existence of the current IFR departure procedure on 21 L, approach hold signs on TW A are necessary. To protect for a 30' tail height at 40:1, a distance of 1,200' from the runway end would be the location of a western approach hold sign on TW A (approximate location of the existing sign).
- By changing the threshold to relocated and requesting that IFR departure on 21L be removed from flight procedures, there are hold lines for planes with tail heights over 30' very close together on Taxiway A.
- Re-marking of 3 R and Taxiway A should solve most of the incursion problems
- How to get away from a hold signage???
- Redirection of approaching planes with tail height requirements?
- Approach lines need to stay – but other options can be reviewed, tower can be contacted, non-movement areas and special requirements
- 3 Right is day light hours only
- D2 rating for Felt Field is based on speed (D) and wing span and tail height (1-6)
- There is currently no known aircraft at Felts Field with a D2 rating
- If the green sign is removed when would a plane contact the tower?
- Hold short issues and incursions – what is causing incursions?
- A taxi lane is uncontrolled – such as Alpha
- A Taxi way is controlled – such s Bravo
- Addressing hold short lines and any changes that need made
- Courtesy calls to the tower
- Making incursion line wider
- Moving the positive assist line back
- To many signs might be confusing after so little
- Hold line and incursion line – the same?
- Holding is done at the discretion of the tower – possible misunderstanding??
- Rachel will revise the drawings and resubmit to Teresa for review
- Some signs will be dual purpose
- Issues with going around the rock wall if hold line is moved, bring line north 10 feet and this eliminates that issues and the impact – still in review, will continue to evaluate moving line
- Tenants want vehicle passage around runways to all hangars and businesses
- Need more research on OFA vehicle access areas

Note – based on the Tenant input, FAA OK'd removing the hold lines on Taxilane A for planes with tail height over 20' and handling these few situations thru publications. No hold lines necessary for planes with tail height of 20' or less. The movement area line was moved west, see final drwgs

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Sheet 4

- 21R needs holding apron and additional signs and a taxiway center line
- 21L sign is on the wrong side and will be moved and the hold line will be moved further left

Questions and Answers (if provided)

Q: Is there current OFA protections requirements for vehicles and aircraft for the gravel road/airport

A: Yes – standard procedures apply

Q: How would we access Western Avionics from east if road was closed without going outside the fence?

A: If the movement area line is moved, this will be addressed, but this has not been determined yet.

Q: Where do the aircraft run up if you add the new hatch and reconfigure the intersection of Taxiways A, B and C?

Q: What is gained or solved by redoing this intersection with a hatch?

A: Better direction for those that do not use this airport regularly.

Q: Is there a need for a run-up area?

A: YES, current Tenants use that intersection (Taxiways A, B and C intersection) as the run-up area; by putting in the hatch this will not allow us to use this area.

FAA Comment: The Tower indicated that this intersection (Taxiways A, B and C intersection) is a high incursion area.

Statement by Dave Crowner: The tower and the FAA have identified 2 specific hot spots or high incursion areas. First being 3 L and second is this intersection (Taxiways A, B and C intersection). That is why this is being changed.

Tenant comment: We need a run-up area with yellow guidance arrows and signs for 3R

Definition of run-up Dave Crowner: A run-up has specific sized and dimensions

FAA Comment: We will review what is needed for a proper run-up at this field.

Tenant Comment: Just adding the signs and new markings is better, no need for the crosshatch

It was agreed to remove the cross hatching at this intersection to allow an informal run-up area.

Q: Can we make signage be aircraft specific?

A: FAA does not like to use non-standard signage, but non-standard information can be put in other areas and distributed

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Q: Can we (Felts Field) reassess the D2 classification?

A: I don't think that needs to be done – the D2 classification is a fairly new classification and is still being understood

Q: Can we request that certain planes back-taxi and not use TW A?

A: Yes – will have to look at that request and review request

Q: Request to look ahead to future taxi lanes when/if removing or changing the gravel road.

A: For short term we need to have that road for access, but will note the request

Q: Can we move the 3 R threshold and use that area for take offs?

A: No – due to losing too much area and the relocation

Tenant Comment: on 21 L, there needs to be more signage to indicate no outlet and which way the taxi lanes go – directional signs

Tenant Comment: Mike and Ken from Felts are great employees and easy to work with, we want to thank them both for their hard work!

Additional Comments from Tenant: There are over two hundred hangar doors here with renters; it would be nice to have all Tenants notified of any and all airport meetings and functions, not just the hangar owners. Can someone look into doing this?

A: Yes we can look into and address this – possible idea is posting area on website for those interested to enter their name and email for email updates from the airport. Other idea is to post all notes and information on designated spot on SIA website for FF information.

Q: How much funding is coming from FAA and from SIA for this project?

A: 95% FAA, 5% SIA

Q: So can we ask that this get project done all at once versus phasing if possible?

A: FAA will address this request – funding and granting will be the major factor

Q: If phasing is necessary, the Tenants would like to be a part of the phasing process and have input.

A: Noted

End of Meeting Notes