Columbia River CROSSING

Airspace Coordination Meeting
FAA- SEATTLE ADO
Friday, December 9, 2005
10:00 am to 12:00 pm

Attendees:

FAA Representatives
Karl Winterstein, CRC
Lori Hesprich, CRC
Lynn Rust, CRC
Gavin Oien, CRC
Rob Norton, DEA
Sean Loughran, City of Vancouver

Agenda

1. Introductions
2. Project Overview and Schedule
3. Existing Conditions
4. Conceptual Plans and Profiles
5. Open Discussion

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List of Attendees

Name	Organization	Telephone	E-mail
Lori Hesprich	CRC	360.816.2189	hesprichl@columbiarivercrossing.org
Gavin Oien	CRC	360.816.2176	oieng@columbiarivercrossing.org
Lynn Rust	CRC	360.816.2177	rustl@columbiarivercrossing.org
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Meeting Summary

MEETING: FAA Air Space Requirements

MEETING DATE: 12-9-05

ATTENDEES: See attached list

FROM: Lynn Rust

Introductions and Columbia River Crossing Project Overview

Introductions were made and then Karl Winterstein gave a brief overview of the Columbia River crossing project. The project is in the early stages. Alternatives are being identified and will be screened from March 2006 through Dec 2006. The work for the DEIS will be done in 2007. A final EIS will be performed in 2008 ending with a record of decision in the end of 2008.

Portland International Airport Constraints

The PDX (Portland International Airport) airspace constraint was discussed first. Currently the interpretation shows the Part 77 maximum elevation at I-5 is elevation 370+/-. There is a planned expansion of one of the runways at PDX. FAA reported that they will not only be reviewing the departure criteria of 40:1, but also "Change 9" to airport design circular in AC 150/5300-13, which establishes a departure grade of 62.5:1, to account for engine failure on take off.

Pearson Airpark

Pearson Airpark was discussed next. Pearson Airpark has a lot of historic significance as it is the only airport in the US that operates totally within the boundaries of a national historic park. The airport is the only airport in Vancouver and it is used by the Portland Police department and in times of emergencies used by other agencies which was the case in 1980 during the eruption of Mount St. Helens.

Pearson Airpark currently does not allow instrument departures to the west due to the existing towers of I-5. Until 2002, Pearson had no restrictions regarding Instrument Flight Rules (IFR) and IFR's were allowed. In 2002 a Notice to Airmen (NOTAM) was issued which banned the westerly IFR departure from Pearson Airpark.

The question was asked, what are the realistic possibilities of a westerly IFR departure ever being re-instated for Pearson Airpark? FAA thought it was slim; however they said the procedures could be modified by adding weather requirements, i.e. when visibility is available at a certain elevation.

FAA stated that an unsuccessful attempt was made over 20 years ago to relocate Pearson Airpark for safety reasons. All agreed that, politically, the airpark could not be closed and it would be difficult to relocate.

Pearson airspace lies directly below the final approach to runway 10L at PDX. It was stated that out of 36 airspace conflicts at PDX, 20 were caused by aircraft from Pearson.

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The CRC team showed FAA a couple of possible early conceptual scenarios for the river crossing of the new I-5 bridge. One included a high level cable stayed bridge with the towers at elevation 350 feet. Every representative from FAA agreed this would not be approved. Cables would be treated as a “wall obstruction” and often pilots can not easily see the cables on the bridge structure.

The CRC team showed another scenario which indicated the elevation of the bridge to be about 199 feet.

The FAA said it may be possible to take advantage of shadowing. If the new bridge were lower than the existing bridge envelope and west of the existing bridge, there would be less concern, because the existing bridge would have the worst case penetration to the airspace. This would only be applicable if the existing bridges were to remain.

FAA stated if an object penetrates the airspace, it may be declared a hazard. If an obstacle is declared a hazard, the owner can not get insurance and assumes the risk in the event of an accident.

FAA offered to review a couple of conceptual scenarios under a feasibility analysis, prior to the CRC team submitting a full form 7460 for review. FAA would superimpose the air space requirements, identify the impacts and then notify the CRC team of these impacts. This evaluation typically takes 60 to 90 days and will require a plan, profile and typical section of each conceptual scenario. Additionally, latitude and longitude location points of the bridge towers will be necessary. The CRC team agreed to consider this offer and will decide whether or not to submit this information once the components are identified for the evaluation screening process.

Don Larson is the point of contact for the FAA. Lynn Rust is the point of contact for the CRC team.