

EAT Airfield Improvement Needs Assessment

Appendix J / FAA Airspace Analysis

From: Michael.A.Dailey@faa.gov <Michael.A.Dailey@faa.gov>
Sent: Tuesday, December 15, 2009 8:51 PM
To: Deepeka.Parashar@faa.gov <Deepeka.Parashar@faa.gov>
Cc: Damon Smith <Damon.Smith@meadhunt.com>; Patricia Moore <pat.pangborn@nwi.net>; robert.c.laplante@faa.gov <robert.c.laplante@faa.gov>; Jason.Pitts@faa.gov <Jason.Pitts@faa.gov>; dennis.w.stoner@faa.gov <dennis.w.stoner@faa.gov>
Subject: RE: Pangborn Memorial Airport - Airfield Improvement Need Assessment - Airspace Analysis

Deepeka, I completed the NRA study a few days ago but I wanted to send something to all that had a little more detail. I looked at this a lot of ways some was good and some not so. When you get right down to it the obstacles that cause the problems are so near the runway that there's not a lot that can be done that isn't already in place. One of the better things is climb gradients on missed approach are becoming more prevalent and that will be a good tool for us. The major problem with the extension is the threshold is moved closer to higher terrain which hits the ILS Z RWY 12 (Special) raising the HAT (see attachment) but the good thing is that we should be able to convert the special to public use.

(See attached file: Pangborn Memorial rwy extension.doc)

If you have any question please let me know,

Michael A Dailey
Western Flight Procedures Office - Renton, WA Airspace Evaluation Program Specialist
email: michael.a.dailey@faa.gov
Phone: 425-917-6727
Fax: 425-917-6643/89

The follow up evaluation has been completed for the proposed runway extension at Pangborn Memorial, Wenatchee WA. One of the main issue's at Pangborn Memorial is that the obstacles creating the most adverse affect are located on the final/missed approach segment close to the threshold. Because these obstacles are located in an area considered to be a critical phase of flight very little can be done procedurally (using current or proposed criteria) to work lower minimums. What can be done has been by using a 3.6 degree glide path, adding climb gradients on missed approach, and the development of RNP procedures.

The plan for the future is to convert the current ILS Z RWY 12 (Special) to a public use procedure. The proposed rwy extension will changed the Height Above Touchdown (HAT) from 300' to 663' and the visibility from 1 mile to 2 miles. The visibility could be reduced to 1 1/2 miles with appropriate approach lighting. A climb gradient will still be in place but will be lower than that currently used (430' PNM). The new controlling obstacle is a transmission tower (KEAT0076) 1584' at 472539.03N-1201442.51W with an accuracy code of (2C). The required accuracy is (1A) for an ILS procedure. If this obstacle can not be certified (1A) the HAT would increase to 683'. All other procedures would remain basically the same but would still have to be amended due to the relocation of the threshold except for the proposed RNAV (RNP) RWY 30 and the departure procedure for runway 12.

The GQS penetration (tree KEATA035) would have to be mitigated and verified by the airport manager (or representative) and then forwarded to the Flight Procedures Office (FPO) in writing.