Appendix C:
PAC MEETING SUMMARIES

La Grande / Union County Airport

Airport Master Plan Update

La Grande / Union County Airport Master Plan Update
Planning Advisory Committee (PAC) Meeting #1

September 16, 2014
Union County Extension Services Bldg.
6:00 – 7:30 p.m.
with Public Open House from 7:30 – 8:30 p.m.

-Meeting Summary-

Attendees:

Union County: Doug Wright, Public Works Director

WHPacific, Inc: Rainse Anderson, Wendy Renier, Gaby Espiridon, and Sarah Lucas

Planning Advisory Committee Members: Jim Jones, Joel Knight, Mike Becker, Tim Peck, Dave McCarty, Tracy May, Miles Hancock, Hanley Jenkins II, Steve McClure

Public Attendees: Daniel Pokorney, Rob Norton, Peggy Brown (*see sign-in sheet*)

Welcome and Introductions

Doug Wright opened the meeting at 6:05 pm, with an explanation of why the Master Plan is being Updated. The last Master Plan was completed in 1998 and most of the projects identified in that plan have been constructed. The Update will provide a relevant development guide for the airport, along with prioritization for funding. At that time, all attendees introduced themselves. A detailed list of PAC members, and what interests they represent, can be found in the meeting presentation.

Commissioner McClure reiterated how important this process is and asked for earnest participation from PAC members. He explained that when the last Master Plan was being developed the Forest Service was undergoing changes in what type of aircraft they were contracting for fire suppression and that had a large influence on the Plan. Similar to then, the Forest Service is once again undergoing changes with upcoming Next Generation Air Tankers, so this is a prime time to focus on what the Airport really needs. It is also a good opportunity to ensure the County is in compliance with the Federal Aviation Administration's (FAA's) grant assurances. Grant Assurances are the "strings" attached to any funds that come from the FAA, which has historically played a significant role in funding airport development.

Purpose of the Master Plan Update

An Airport Master Plan is a 20-year planning document to guide the Airport's maintenance and development, as was explained by WHPacific's Project Manager Rainse Anderson. Projects that receive federal funding are required to be on the approved Airport Layout Plan, which is a component of the Master Plan. The Master Plan will be prepared in accordance with FAA's Advisory Circulars and guidelines.

Project Components

The Master Plan consists of nine chapters. A brief overview was given of each chapter by Project Planners Wendy Renier and Gaby Espiridon.

Chapter 1 – Airport Issues and Goals

- Identify issues and establish goals of the planning process.

Chapter 2 – Airport Inventory

- On-site inspection of airport facilities, to include airfield, landside, and airport support facilities.
- Airspace
- Land Use Planning and Zoning
- Environmental Inventory
- Aviation Activity Data
- Airport Financial Data

Chapter 3 – Aeronautical Activity Forecast

- Forecasts to be approved by the FAA
- Three forecasts prepared: critical aircraft, based aircraft, and annual operations.

Chapter 4 – Facility Requirements

- Identify the ability of the airport facilities to meet forecasted demand and other needs.

Chapter 5 – Airport Alternatives

- Three built alternatives, in addition to the no build alternative (for comparative purposes), will be developed to address the needs identified in Chapter 4. The preferred alternative will likely be a composite of the three alternatives.

Chapter 6 – Compliance Review

- Takes a proactive approach to achieving compliance and avoiding noncompliance with FAA grant assurances by examining existing and potential compliance issues and recommending a corrective action plan.

Chapter 7 – Recycling and Solid Waste Management Plan

- This is a new master planning component to develop a plan for recycling and minimizing the generation of airport solid waste.

Chapter 8 – Airport Layout Plan (ALP) and Associated Drawings

- The ALP drawings are the backbone of the Master Planning process, and are a pictorial culmination of the information gathered in the preceding chapters.
- The drawing list includes: Cover Sheet, Airport Layout Plan, Airport Airspace Drawings, Inner Portion of the Approach Surface Drawing, Terminal Area Drawing, Land Use and Noise Contour Drawing, Runway Departure Surfaces Drawing, Airport Property Map, and Utilities Drawings.
- The FAA must formally approve the ALP drawing.

Chapter 9 – Capital Improvement Plan (CIP)

- The CIP will identify the cost associated with the ALP improvements, as well as potential funding sources for the projects.

Master Plan Process and Schedule

As draft chapters are prepared, they will be submitted to the County, FAA and PAC members for review and comment. The PAC meetings are designed to gather input from the members and community at large. Project Planner, Sarah Lucas, explained once the final draft is prepared it will be presented to the County Commission for approval and submittal to the FAA. At this point, the County will request the Plan be adopted into the County's Comprehensive Plan. County Planning Director, Hanley Jenkins II, reminded the group that the Planning Commission must first review and approve of the Plan before the County can incorporate the document into the Comprehensive Plan.

Project completion is expected in approximately 16 months, depending on various factors such as FAA review. Over those 16 months, the PAC will meet six times – five for PAC meetings and once for a Commission Briefing. The remaining meetings are anticipated in January, March, June, September, and December 2015. FAA approval of forecasts is expected in January 2015, with the County selecting a preferred alternative in June. The comprehensive draft should be complete in September 2015, with a Final Master Plan ready for County adoption in December.

PAC Formation and Roles

PAC membership was by invitation from Union County. Those invited were asked because they represent varied interests of people and groups affected by and involved with the Airport. Membership is as follows:

Airport Users / Tenants

- Mike Becker, *hangar owner / Becker Construction*
- Julian Pridmore-Brown, *airport user*
- Joel Knight, *hangar owner*
- Dave McCarty, *TTF hangar owner*
- Miles Hancock, *US Forest Service*
- Tim Peck*, Life Flight*

Local Business

- Joe Justice, *Hancock Natural Resource Group*
- Jim Jones, *Northwood Manufacturing*

Local Agencies

- Steve McClure, *Union County Commissioner*
- Scott Hartell, *Union County Planning*
- Norm Paullus, *City of La Grande*

Airport Engineer

- Tracy May, *Precision Approach Engineering*

Oregon Department of Aviation

- Jeff Caines, *Aviation Planner*
- Heather Peck, *Planning & Projects Manager*

Federal Aviation Administration

- Bruce Fisher, *State Planner*

The PAC is an advisory committee to the County, which has final authority over the Master Plan. Members are asked to provide input to help produce a plan that balances a wide range of airport stakeholder needs and concerns, bring forward comments and concerns of those they represent, help disseminate accurate information about the Plan, attached PAC meetings.

Master Plan Goals & Issues

The following goals and issues were suggested by the Planning Team:

Goals:

- Enhancing safety and security
- Preserve/protect investment
- Support economic growth
- Accommodate demand

Issues:

- Preservation of Existing Airport Reference Code. This determines - among other things - runway width, length, safety area dimensions.
- Wise growth management
- Cohesive development with area economics and industry
- All weather accessibility
- Partnership with the US Forest Service
- Maintenance and expansion of existing facilities
- Environmental considerations
- Compliance with FAA Grant Assurances

During the discussions that followed, these items were suggested by the PAC membership as additional Goals and Issues to be addressed

Goals:

- Compliance with FAA grant assurances
- Heavy industrial park boundary: Within the boundary, growth needs to be in compliance with airport operations.
- The recent expansion of urban growth boundary (UGB) for heavy industrial and the potential for water impoundments must be addressed as part of Master Plan Update. There need to be opportunities other than “no.”
- Bird strike potential for future water impoundment(s).

Issues:

- Unmanned Aerial Systems (UAS) testing – recently approved at Pendleton (KPDT). What are the potential impacts for KLGD?
- Partnership with Oregon Department of Forestry (SEAT operations)
- Helicopter and fixed wing development
- Potential for rappel crews

- Through-the-fence (TTF) helicopter operations area – Dave McCarty (Columbia Basin Helicopters) hoping to complete first helipad this year, with another coming. High potential for future operations and increased employment. Part 135 certification – have a C206, purchasing King Air.
- One of County's economic engines is the US Forest Service (USFS) base.
- Seasonal operations – long-term goals and ability to meet demand. Where should development occur?
- USFS – here since 1963. Will get the Planning Team aircraft use data. Consolidating rappel crews, there will be helicopter growth. KLGD has been selected as location for 2 rappel crews.
- NexGen air tankers. Moving towards MD-87, DC10 (VLTs), MAFFS (elected not to operate from LGD, instead are at LMT & BOI). ODF contracting SEATs at the base. BLM contracting, too.
- Flight training and additional services? Training a critical need, Columbia Basin Helicopters has two certified flight instructors (CFIs) with C182.
- Avionics maintenance on demand. Grouping user's needs for specialized work. Can we market this? How would tenants know?
- FedEx and Ameriflight (UPS contractor). Weather accessibility is an issue.
- Future fuel needs? What are they and where should fuel farm be located?
    - Airport currently has a 10c flowage fee.
- No self-fueling currently available at the Airport for security concerns. Union County is not opposed to discussing the issue further.
- Fencing – security and wildlife control. The Transportation Security Administration (TSA) does annual review onsite.
    - Northwood/Outdoors has experienced some vandalism, such as copper wiring, soda machine money.
- Security residences allowed by conditional zoning at light industrial zone.
- Fire protection services should be a consideration for new development.
    - The County provides extensive fuel training.
    - La Grande Rural Fire Department provides fire response.
- Helicopter flight patterns – training areas, etc. Would there be a need for separation in the future?
- Weed control on airport, especially around helicopter ops.
- Seasonal housing/RV parking needs to be addressed. Must be airport-related. This was mentioned specifically for fire crews.

These issues, as well as any other that arise, will be address in the Master Plan Update.

Next Steps and Wrap Up

The Planning team will next complete Draft Chapters 1 – 3, which will include a Glossary of Terms and Acronyms, for County and PAC review.

PAC #2 is tentatively set for January 13, 2015.

Public Open House

No members of the public attended the Open House. The Planning Team visited with PAC members who had follow-up questions.

La Grande / Union County Airport Master Plan

Kick-Off Meeting

WHPacific

September 16, 2014

Welcome and Introductions

Welcome from Union County and Introductions

- Union County
- WHPacific Team
- Planning Advisory Committee (PAC)
- Federal Aviation Administration (FAA)
- Oregon Department of Aviation (ODA)
- Others

WHPacific

Agenda

- Purpose of Master Plan
- Project Components
- Master Plan Process
- Project Schedule
- Planning Advisory Committee (PAC) Formation
- PAC Roles and Responsibilities
- Discussion of Goals and Issues
- Future Meeting Dates and Times
- Next Steps
- Contact Information
- Open House

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Purpose of Master Plan

Purpose

- Define Big Picture/Vision for 20+ Years
- Update – Respond to changes since last planning effort

Parameters for Planning

- Airport Master Plans (FAA AC 150/5070-6B)
- Airport Design (FAA AC 150/5300-13A)
- Airport Layout Plan (ALP) required for funding eligibility
- Master Plan supports the proposed development on ALP

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Project Components

The Master Plan consists of nine chapters:

Chapter 1 – Airport Issues and Goals

- Identify issues and establish goals of the planning process

Chapter 2 – Airport Inventory

- On-site inspection of airport facilities (airfield, landside, and airport support facilities)
- Airspace
- Land Use Planning and Zoning
- Environmental Inventory
- Aviation Activity Data
- Airport Financial Data

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Project Components

Chapter 3 – Aeronautical Activity Forecast

- Critical Aircraft
- Based Aircraft
- Operations Forecast
- To be approved by the FAA

Chapter 4 – Facility Requirements

- Identify the ability of the airport facilities to meet forecasted demand and other needs.

Chapter 5 – Airport Alternatives

- Three build alternatives, in addition to the no build alternative, will be developed to address the needs identified in Chapter 4.

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Project Components

Chapter 6 - Compliance Review

- Takes a proactive approach to achieving compliance and avoiding noncompliance with FAA grant assurances by examining existing and potential compliance issues and recommending a corrective action plan.

Chapter 7 – Recycling and Solid Waste Management Plan

- New Master Planning component to develop a plan for recycling and minimizing the generation of airport solid waste.

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Project Components

Chapter 8 - Airport Layout Plan and Associated Drawings *

- Cover Sheet
- Airport Layout Plan (ALP)
- Airport Airspace Drawing
- Inner Portion of Approach Surface Drawing
- Terminal Area Drawing
- Land Use and Noise Contour Drawing
- Runway Departure Surfaces Drawing
- Airport Property Map
- Utilities Drawings
  - **FAA approval*

Chapter 9 – Capital Improvement Plan

- Will identify the cost associated with the ALP improvements and potential funding sources for the projects.

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Master Plan Process

Process Overview

- Draft chapters to be submitted to County, FAA and PAC as they are produced.
- Once a final draft is complete, the County will present the plan to the Commission for approval and FAA submittal.
- County will request the plan be adopted into the County's Comprehensive Plan.
- PAC Meetings are designed to inform and gather input from local community.

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Project Schedule

Master Plan Study – approximately 16 months

- Six meetings scheduled
  - *September 2014*
  - *January, March, June, September, December 2015*
- FAA Approval of Forecasts – January 2015
- County Selects Preferred Development Alternative – June 2015
- Comprehensive Draft Report – September 2015
- Publish Final Draft for Adoption – December 2015

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PAC Formation

Airport Users / Tenants

- Mike Becker, *hangar owner / Becker Construction*
- Julian Pridmore-Brown, *airport user*
- Joel Knight, *hangar owner*
- Dave McCarty, *TTF hangar owner*
- Miles Hancock, *US Forest Service*
- *Tim Peck, Life Flight*

Local Business

- Joe Justice, *Hancock Natural Resource Group*
- Jim Jones, *Northwood Manufacturing*

Local Agencies

- Steve McClure, *Union County Commissioner*
- Scott Hartell, *Union County Planning*
- Norm Paullus, *City of La Grande*

Airport Engineer

- Tracy May, *Precision Approach Engineering*

Oregon Department of Aviation

- Jeff Caines, *Aviation Planner*
- Heather Peck, *Planning & Projects Manager*

Federal Aviation Administration

- Bruce Fisher, *State Planner*

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PAC Roles & Responsibilities

The PAC is an advisory committee to the County, which has final authority over the Master Plan.

Members are asked to:

- Provide input to help produce a plan that balances a wide range of airport stakeholder needs and concerns.
- Bring forward comments and concerns of those they represent.
- Help disseminate accurate information about the plan.
- Attend six meetings over a 16 month period.
  - Five PAC meetings and one County Commission Briefing

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Discussion of Goals & Issues

Goals

- Enhancing safety and security
- Preserve/protect investment
- Support economic growth
- Accommodate demand

- *Any others?*
- Compliance with FAA grant assurances
- Light industrial park boundary. Within the boundary, growth needs to be in compliance with airport operations.
- Recent expansion of UGB for heavy industrial. Potential water impoundments – address as part of MPU. Opportunities other than "no."
- Bird strike potential for future water impoundment.

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Discussion of Goals & Issues

Airport Issues

- Preservation of Existing Airport Reference Code
  - *Determines - among other things - runway width, length, safety area dimensions.*
- Wise growth management
- Cohesive development with area economics and industry
- All weather accessibility
- Partnership with the US Forest Service
- Maintenance and expansion of existing facilities
- Environmental considerations
- Compliance with FAA Grant Assurances

- *Any others?*

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Discussion of Goals & Issues

Airport Issues – from PAC

- UAS testing
- Partnership with ODF (SEAT ops)
- Helicopter and fixed wing development
- Potential for rappel crews
- TTF helicopter ops area – Dave McCarty (Columbia Basin Helicopters) hoping to complete first helipad this year, with another coming. High potential for future operations. Increased employment. Part 135 cert – C206, purchasing King Air.
- One of County's economic engines is the USFS base.
- Seasonal operations – long-term goals and ability to meet demand. Where should development occur?
- USFS – here since 1963. Getting use data. Consolidating rappel crews, there will be helicopter growth. LGD has been selected

WHPacific

Discussion of Goals & Issues

Airport Issues – from PAC

- NexGen air tankers. Moving towards MD-87, DC10 (VLTs), MAFFS (elected not to operate from LGD at LMT & BOI). ODF contracting SEATs at the base. BLM contracting, too.
- Flight training and additional services? Training a critical need, CBH has 2 CFIs with C182.
- Avionics Mx on demand. Grouping user's needs for specialized work. Can we market this? How would tenants know?
- FedEx and Ameriflight (UPS contractor). Wx accessibility.
- Future fuel needs? What are they and where should fuel farm be located?
- 10c flowage fee.
- No self fueling for security concerns. County not opposed to discussion.
- Fencing – security and wildlife control. TSA does annual review onsite

WHPacific

Discussion of Goals & Issues

Airport Issues – from PAC

- Northwood/Outdoors has experienced some vandalism. Copper wiring, soda machine $$.
- Security residences allowed through zoning at light industrial zone.
- Fire protection services. Consideration for new development.
- Fuel operation training is extensive…
- LGRFD provides fire response.
- Helicopter flight patterns – training areas, etc. Would there be a need for separation in the future?
- Weed control on airport, especially around helicopter ops.
- Seasonal housing/RV parking needs to be addressed. Must be airport-related.

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Future Meeting Dates/Times

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The Next Steps

- Complete Chapter 1: Airport Issues and Goals
- Complete Chapters 2 and 3: Inventory and Forecasts
- Distribute materials for PAC review
- Conduct PAC Meeting #2 and Open House

WHPacific

Contact Us

Union County

Doug Wright, Public Works Director
(541) 963-1016
dwright@union-county.org

WHPacific

Rainse Anderson, Project Manager
(503) 372-3521
randerson@whpacific.com

Sarah Lucas, Aviation Planner
(503) 779-5673
slucas@whpacific.com

Project Website

http://union-county.org/public-works/airport/

WHPacific

Open House

WHPacific

La Grande / Union County Airport Master Plan Update – Planning Advisory Committee (PAC) Meeting #1

September 16, 2014

Union County Extension Services

6:00 – 7:30 pm

SIGN IN SHEET

NAME	REPRESENTING	MAILING ADDRESS	PHONE#	E-MAIL
Jim Jones	Northwood	P.O. Box 1047 La Grande	541-962-6274	Jim.Jones@Northwoodmail.com
Daniel Pokorney	City of La Grande	2111 Washington Ave La Grande	541-910-6585	Mayor1626@gmail.com
Joel Enright		P.O. Box 658 LG	541-786-4699	Gayle and joel@yahoo.com
Mike Becker	MBGC Inc	Box 1159 LGD	541-963-7096	mbecker@mikebeckergc.com
Jim Peck	Life Flight Network	60191 Pierce Rd LG	541-975-3190	jpeck@lifeflight.org
David McCarty	Columbia Basin Helicopters		541-962-7388	David.McCarty@columbiabasinhelicopters.com
Tracy May	Precision Approach Eng.		541-754-0043	tmay@precpp inc.com
Miles Hancock	USDA Forest Service	59973 Downs Rd	541-786-1357	Mhancock@fs.fed.us
Hanley Jenkins II	Union Co. Planning Dept.	1001 4th St. La Grande	541-963-1014	hj-enkins@union-county.org
Steve McClure	Commissioner		541-963-1001	smcclure@union-county.org
Doug Wright	Union County			
Rainsa Anderson	WH Pacific, Inc			
Wendy Remin	"			
Gaby Espiridon	"			
Sandra Lucas	"			
Public Attendees:				
Dan Pokorney	City of La Grande (Mayor)			
Rob Norton	Precision Approach Engineering			
Peggy Browne	Browne Consulting.			

La Grande / Union County Airport Master Plan Update
Planning Advisory Committee (PAC) Meeting #2

February 17, 2015
ODOT Region 5, Conference Room
6:00 – 7:30 p.m.
with Public Open House from 7:30 – 8:30 p.m.

-Meeting Summary-

Attendees:

Union County: Doug Wright, Public Works Director

WHPacific, Inc: Rainse Anderson and Sarah Lucas

Planning Advisory Committee Members: Jason Ritchie (FAA), Commissioner Steve McClure, Jim Jones, Julian Pridmore-Brown, Joel Knight, Tracy May, Miles Hancock

Public Attendees: Peggy Brown (*see sign-in sheet*)

Welcome and Introductions

Doug Wright opened the meeting at 6:05 pm, with an update of the Master Plan project. Commissioner McClure reiterated how important this process is and asked for earnest participation from PAC members.

Project Update

Draft Chapters 1 and 2, *Introduction* and *Inventory* have been prepared and distributed to the County, PAC, and FAA for review and comment. Chapter 3, *Aeronautical Activity Forecasts*, is in production, as a result of delays in acquiring support data.

Chapter 1 and 2 Review

A copy of the PowerPoint presentation is included with this meeting summary. Highlights of the topics discussed are listed below:

Chapter 1 – Airport Issues and Goals

- Identify issues and establish goals of the planning process.
- Concurrence of Airport Role (Regional General Aviation Airport).
- Airport Service Area (30-minute vehicular drive time) lies mostly within Union County.
- A niche of the La Grande / Union County Airport (Airport) is regional wildland firefighting support.

Chapter 2 – Airport Inventory

- On-site inspection of airport facilities, to include airfield, landside, and airport support facilities.
- Airside facilities consist of: two runways (Runway 12-30 and Runway 16-34), four taxiways, and 25 aircraft tiedowns.

- Landside facilities consist of a combination of County and privately-owned hangars and support facilities, such as the County's fixed base operator (FBO).
- Airspace is Class G, with a Class E overlay.
- Land Use Planning and Zoning – the Airport is appropriately zoned and surrounding land uses are compatible with aeronautical activities.
- Environmental Inventory – Peggy Brown presented the environmental considerations on-Airport. Commissioner McClure noted the Grande Ronde Ditch, mentioned in the literature search, is no longer valid and should be removed from further reference.
- Aviation Activity Data – existing data shows 76 based aircraft and approximately 16,000 annual operations. These numbers continue to be verified.
- Airport Financial Data – Financial data was presented. It was noted by Commissioner McClure that the Airport operates independently and transfers funds to the Public Works Department only for the purposes of funding the Director's wages for managing the Airport. Jason Ritchie concurred this is an eligible and justified use of Airport funds.

Chapter 3 – Aeronautical Activity Forecast

- Forecasts to be approved by the FAA
- Three forecasts prepared: critical aircraft, based aircraft, and annual operations.
- In addition to forecasts, discussion of the Runway Design Codes and Airport Reference Code were discussed.
- Please refer to the presentation for a detailed review of the forecast items.

Next Steps and Wrap Up

The Planning team will submit Chapter 3, *Aeronautical Activity Forecasts*, to the County, PAC, and FAA for review and approval, while completing Draft Chapter 4, *Facility Requirements*, prior to the next PAC meeting.

PAC #3 is tentatively set for April 28, 2015.

Public Open House

No members of the public attended the Open House. The Planning Team visited with PAC members who had follow-up questions.

La Grande / Union County Airport Master Plan

Meeting #2

WHPacific

February 17, 2015
ODOT - Region 5 Conference Room

Welcome and Introductions

Welcome from Union County and Introductions

- Union County
- WHPacific Team
- Planning Advisory Committee (PAC)
- Federal Aviation Administration (FAA)
- Oregon Department of Aviation (ODA)
- Others

WHPacific

Agenda

- Project Update
- Draft Chapter 1, *Introduction*
- Draft Chapter 2, *Inventory*
- Draft Chapter 3, *Aeronautical Activity Forecast*
- Future Meeting Dates and Times
- Next Steps
- Contact Information
- Open House

WHPacific

Project Update

Draft Chapters

- Draft Chapters 1 and 2 were prepared and distributed to County and PAC
- Draft Chapter 3 is being prepared
  - Delays in securing support data

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Project Update

- Chapter 1 - *Introduction*
- Chapter 2 - *Inventory*
- Chapter 3 - *Aeronautical Activity Forecast*
- Chapter 4 - *Facility Requirements*
- Chapter 5 - *Airport Development Alternatives*
- Chapter 6 - *Compliance Review*
- Chapter 7 - *Recycling and Solid Waste Management Plan*
- Chapter 8 - *Airport Layout Plan*
- Chapter 9 - *Capital Improvement Plan*

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Chapter 1 - Introduction

Overview

- Provides overview of planning process
- Statement of Goals and Issues
  - Identified from PAC #1

Airport Role Analysis

- National Role – Regional General Aviation (GA)
  - *Airport Improvement Program (AIP) eligibility, currently 90/10 federal to local funding split*
- State Role – Category III, Regional GA

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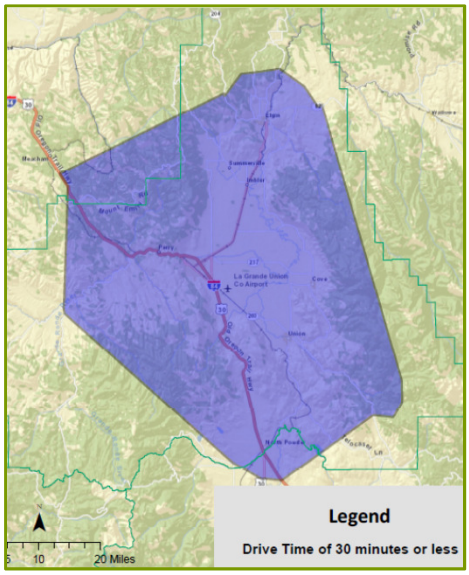
LGD Service Area

- 30 minute drivetime mostly stays within Union County
- Other airports in NE Oregon include Baker City (BKE), Enterprise (8S4), Joseph (JSY), and Pendleton (PDT)
- LGD's niche:
  - Supports mostly general aviation (GA) single and twin-engine operations
  - Regional firefighting base



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Chapter 2 - Inventory

Summary of:

- Airport's background
- Existing airfield, landside, and support facilities
- Airspace
- Land use and zoning
- Environmental considerations
- Historical aviation activity
- Financial data

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Chapter 2 - Inventory

Background Information

- Located in the southern portion of the Grande Ronde Valley
- Originally owned by the City of La Grande and developed by the US War Department
- Transferred to the County in 1988

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Airfield Facilities

- Rwy 12-30: 6,260' x 100 (lighted)
- Rwy 16-34: 3,876' x 60'
- Four taxiways
- 25 tiedowns near FBO
- Precision Approach Path Indicators (PAPIs)
- Approaches: NDB-B, RNAV (GPS)
- Automated Weather Observing System (ASWOS)

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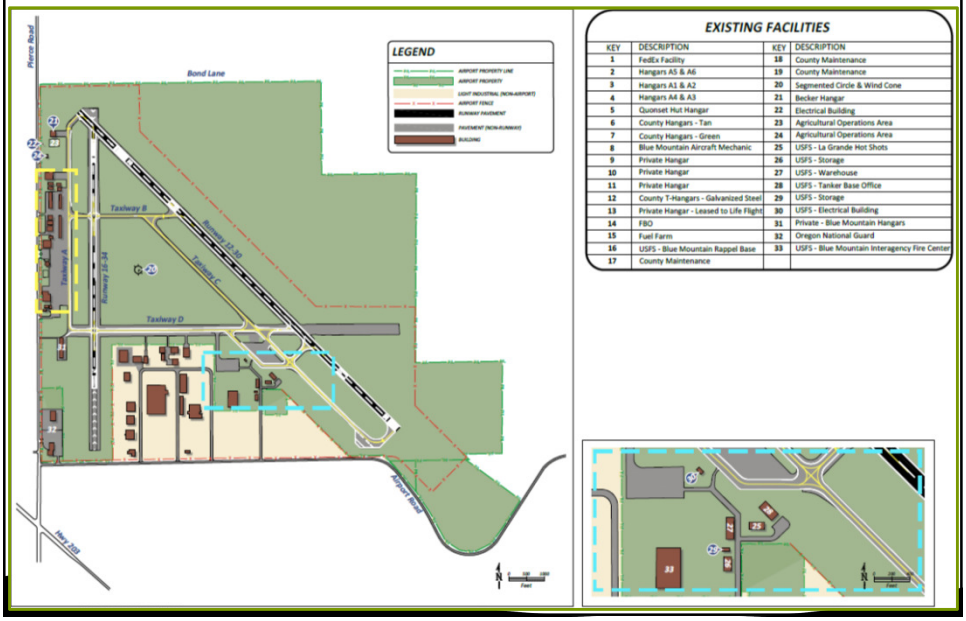
Landside Facilities



EXISTING FACILITIES

KEY	DESCRIPTION	KEY	DESCRIPTION
1	FedEx Facility	18	County Maintenance
2	Hangars A5 & A6	19	County Maintenance
3	Hangars A1 & A2	20	Segmented Circle & Wind Cone
4	Hangars A4 & A3	21	Becker Hangar
5	Quonset Hut Hangar	22	Electrical Building
6	County Hangars - Tan	23	Agricultural Operations Area
7	County Hangars - Green	24	Agricultural Operations Area
8	Blue Mountain Aircraft Mechanic	25	USFS - La Grande Hot Shots
9	Private Hangar	26	USFS - Storage
10	Private Hangar	27	USFS - Warehouse
11	Private Hangar	28	USFS - Tanker Base Office
12	County T-Hangars - Galvanized Steel	29	USFS - Storage
13	Private Hangar - Leased to Life Flight	30	USFS - Electrical Building
14	FBO	31	Private - Blue Mountain Hangars
15	Fuel Farm	32	Oregon National Guard
16	USFS - Blue Mountain Rappel Base	33	USFS - Blue Mountain Interagency Fire Center
17	County Maintenance		

Airspace

Airport Airspace

- Airspace is depicted on the Seattle Sectional
- Airport is located in Class G airspace
- Class E overlay for instrument approaches, starting at 700 feet above ground level (AGL)
- Several victor airways located near the Airport

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Land Use & Zoning

On-Airport Zoning

- Public Airport
  - Complies with Oregon Revised Statute (ORS) 836.600 through 836.630, *Local Government Airport Regulation*
- Airport Overlay Zone

Off-Airport Zoning

- Exclusive Farm Use and Airport Light Industrial (County)
- City of La Grande Urban Growth Boundary (UGB) is west of Airport and zoned Light and Heavy Industrial

Runway Protection Zones (RPZ)

- Ownership and/or avigation easements to achieve land use control

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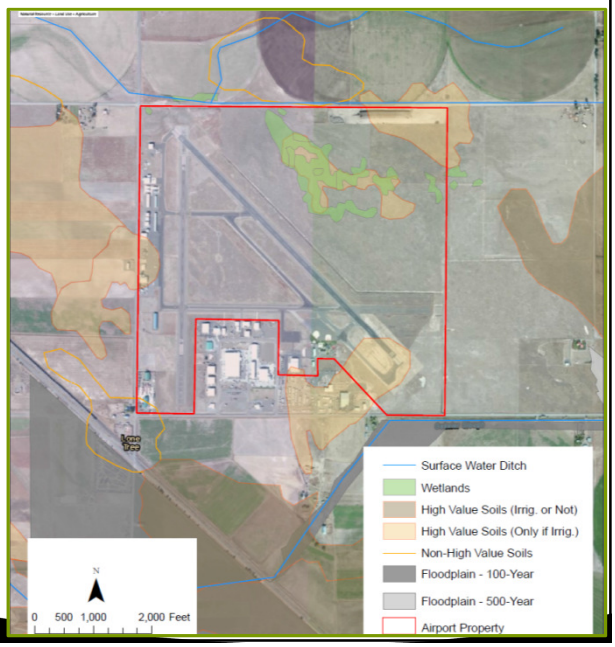
Environmental

- Human Factors
- Natural Factors
- National Environmental Policy Act (NEPA) documentation required prior to undertaking any future development



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Aviation Activity Data

Based Aircraft

- FAA Form 5010 reports 57 based aircraft
- During update, we have identified total of 76 based aircraft
  - PAC review of database entries

Aircraft Category	Based at LGD
Single Engine	65
Multi-engine	3
Jet	0
Helicopter	8
Ultralight	0
Total	76

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Aviation Activity Data

Operations Aircraft

- Base operations data from FAA Terminal Area Forecast

	FAA Terminal Area Forecast (2012)
Air Taxi (air ambulance, freight, etc.)	2,500
General Aviation Local (flight training, local within 20 miles)	4,000
General Aviation Itinerant (originate or destination at different airport)	9,000
Military	500
Total	**16,000**

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Airport Financial Data

Local Funding

- Airport operated and maintained by Public Works Department

2008-2009 FY	2009-2010 FY	2010-2011 FY	2011-2012 FY	2012-2013 FY	2013-2014 FY	2014-2015 FY
Revenues						
$777,282	$773,580	$555,226	$506,545	$818,708	$704,942	$858,475
Expenses						
$1,018,757	$1,089,696	$710,694	$1,038,193	$778,504	$763,819	$712,914
Net Difference						
($241,475)	($316,117)	($155,469)	($531,649)	$40,205	($58,877)	$145,561

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Airport Financial Data

Federal Funding

- FAA funding of Airport improvement projects via Airport Improvement Program (AIP) and discretionary funding

Year	Project Description	Total AIP Funding
2004	Rehabilitate Runway 16-34	$216,106
2006	Rehabilitate Runway 16-34 & taxiway	$1,318,544
2008	Rehabilitate Runway 16-34 & taxiway	$1,263,445
2009	Rehabilitate taxiway, improve RSA	$1,146,116
2010	Improve RSA	$2,800,154
2011	Improve RSA	$2,676,625
2013	Rehabilitate Runway 12-30	$3,241,063
2014	Update Master Plan	$260,381
Total		$12,922,434

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Rates & Charges

County Hangar Leases

- Rate varies from $50 to $425 per month – most are $100 per month

Hangar Ground Leases

- Vary from $75 to $250 annually

US Forest Service

- Both building and land leases
- Vary from $30 to $23,222 per month

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Chapter 3 - Aeronautical Activity Forecasts

Purpose

- Project demand for 20-year planning period
  - Presented in short-, intermediate-, and long-term milestones (5-, 10-, and 20-years)
- Plan facilities to accommodate projected demand

Types of Forecasts

- Based Aircraft
  - Based Aircraft Fleet Mix
- Aircraft Operations
  - Operations Fleet Mix and Peak Demand
- Critical Aircraft and Airport Reference Code

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Based Aircraft Forecast

Purpose

- The number and type of aircraft based at the Airport determine need for hangar space, apron parking, and auto parking

Method

- Utilize various national and state growth rates, industry outlooks, as well as local socioeconomic indicators

Status

- Verification of existing based aircraft data
- Conservative growth rate, aligned with trends and industry expectations

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Based Aircraft Forecast

Based Aircraft Fleet Mix Forecasting

- Used to determine size and location of aircraft storage and parking
- Based Aircraft expected to remain predominantly single engine piston
- Accelerated growth anticipated for helicopters

Status

- Verification of existing based aircraft data

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Operations Forecast

Purpose

- Provide information to determine runway, taxiway, and navigational aid requirements, as well as runway capacity analysis

Method

- Identify operations as either GA local or itinerant, air taxi, or military
- Utilize various national and state growth rates, industry outlooks, local fuel sales

Status

- Conservative growth rate, aligned with trends, industry expectations, and historical records

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Operations Forecast

Operations Fleet Mix Forecasting

- Majority of operations will continue to be single engine piston
- Expect slightly increased shares of turbine powered aircraft
  - Typically have higher utilization (hours flown per aircraft) than piston aircraft
- Increased shares of helicopter expected

Peak Demand Forecasting

- Airport busiest in summer – firefighting operations and GA activity
- Fuel sales reflect seasonal peaks and lulls

WHPacific

Critical Aircraft

Purpose

- The Airport's design is based on the Critical Aircraft
  - Most demanding aircraft using the Airport "regularly" or "substantially" *(typically 500 annual itinerant operations)*
  - Unusual circumstances can allow adjustments to the 500 annual itinerant operations threshold (*i.e.*, firefighting operations)
- Critical Aircraft can vary by runway to allow planning flexibility
- Critical Aircraft determines the Airport Reference Code (ARC)
  - ARC determines which FAA design standards are to be used

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Airport Reference Code

Runway 12-30

- Currently designated C-IV – C-130 Hercules

Runway 16-34

- Currently designated B-II (small, less than 12,500 lbs) – Beech King Air

Aircraft Approach Category		Airplane Design Group		
	Approach Speed (kts)		Wingspan (ft)	Tail Height (ft)
A	<91	I	<49	<20
B	91 - <121	II	49 - <79	20 - <30
C	121 - <141	III	79 - <118	30 - <45
D	141 - <166	IV	118 - <171	45 - <60
E	>166	V	171 - <214	60 - <66
		VI	214 - <262	66 - <80

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Airport Reference Code

Considerations

- Current ARC designations from 1997 Master Plan Update
- Runway 16-34 ARC remains appropriate
- Runway 12-30 ARC deserves re-evaluation
  - USFS fleet undergoing changes
  - Next Generation tankers are replacing the aging fleet of Large Air Tankers (LATs)
  - Need support from USFS
  - FAA supportive of C-III designation

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Large Air Tanker (LAT) Fleet

Aircraft Type	Airport Reference Code
*P2V-5 and P2V-7	C-III
*BAe-146	C-III
*DC-7	B-IV
*CV-580	C-III
*MD-87	C-III
C-130	C-IV
DC-10	C-IV
DC-6	B-III
RJ 85	C-III
MD-80	C-III

*These aircraft have been dispatched to LGD in 2013 and 2014, paid landing fees and purchased fuel.

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Next Generation LATs

Aircraft Type	Number on Contract for 2015
DC-10	1
C-130Q	1
C-130H (USFS)	1
RJ 85	2
MD-87	2
BAe-146	1
P2V	6
*CL-415 - water scooper (USFS)	1
*MAFFS (Modular Airborne Fire Fighting System)	8

*These resources are available, if needed, but not on contract. (*i.e., in 2014 two MAFFS were activated and based at BOI.)* *Source: USFS, Boise.*

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Next Generation LATs

Tanker Providers

- Current fleet provided by private contractors
- National Defense Authorization Act of 2014
  - Transferred seven C-130s from Coast Guard to US Air Force
  - US Air Force completing conversion to fire tanker
  - Once conversion complete, ownership to be transferred to USFS
  - C-130s to be maintained and piloted by private contractors
- Roll out of C-130 reported to be as follows (as of Feb 2015)
  - Two C-130s in 2017
  - Three C-130s in 2018
  - Two C-130s in 2019
  - *To date, implementation has been behind schedule*

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Next Generation LATs

- More requests for LATs in 2014 than in any of the last 18 years*
  - Despite 2013 and 2014 acres burned average being well below the 10 year average

Bottom Line

- It does not appear that the USFS knows for sure what the fleet will be, but it is clear the current fleet of LATs will continue to be highly utilized and any replacement aircraft will be of similar size and speed.

*National Interagency Fire Center (2014), *Wildland Fire Summary and Statistics*.

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Comparison of Design Standards

Design Standard (Visual and Not Lower than 1 mile)	B-II (small)	C-III	C-IV
Runway width	75’	150’	150’
Shoulder Width	10’	25’	25’
Blast Pad Width	95’	200’	200’
Blast Pad Length	150’	200’	200’
Runway Safety Area (RSA) *(length x width)*	300’ x 150’	1000’ x 500’	1000’ x 500’
Runway Object Free Area (ROFA) *(length x width)*	300’ x 500’	1000’ x 800’	1000’ x 800’
Approach Runway Protection Zone (RPZ) *(length x outer width x inner width)*	1000’ x 250’ x 450’	1700’ x 500’ x 1010’	1700’ x 500’ x 1010’
Departure RPZ *(length x outer width x inner width)*	1000’ x 250’ x 450’	1700’ x 500’ x 1010’	1700’ x 500’ x 1010’

Primary difference between C-III and C-IV is taxiway separation and safety areas.

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The Next Steps

- Submit Chapter 3, *Aeronautical Activity Forecasts*, to County and PAC, as well as FAA for review and approval
- Complete Chapter 4, *Facility Requirements*, for County, PAC and FAA review
- Conduct PAC Meeting #3 and Open House
  - April 28, 2015

WHPacific

Contact Us

Union County

Doug Wright, Public Works Director
(541) 963-1016
dwright@union-county.org

WHPacific

Rainse Anderson, Project Manager
(503) 372-3521
randerson@whpacific.com

Sarah Lucas, Aviation Planner
(503) 779-5673
slucas@whpacific.com

Project Website

http://union-county.org/public-works/airport/

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Open House

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La Grande / Union County Airport Master Plan Update – Open House #2

February 17, 2015

ODOT Region 5, Conference Room

7:30 – 8:00 pm

SIGN IN SHEET

NAME	REPRESENTING	MAILING ADDRESS	PHONE#	E-MAIL
Jim Jones	Northwood			Jim.Jones@Northwood mail.com
Peggy Browne	Browne Consulting			Peggy@brouneconsulting.biz
Steve McElwee	Union County			smcelwee@union-county.org
Jason Ritchie	FAA			jason.ritchie@faa.gov
Julian Pridmore-Brown				julian@pridmorebrown.com
Joel Knight				gayleand joel@yahoo.com
Tracy May	Precision Approach Eng.			tmay@preappinc.com
Miles Hancock	USDA Forest Service			Mhancock@FS.Fed.us
Doug Wright	Union Co.			dwright@union-county.org

La Grande / Union County Airport Master Plan Update

Planning Advisory Committee Meeting #3

May 26, 2015
ODOT Region 5, Conference Room
6:00 – 7:30 pm

Attendees:

Union County: Doug Wright, Public Works Director

WHPacific, Inc: Sarah Lucas, Wendy Renier, and Chris Corich

Planning Advisory Committee Members: See sign-in sheet

Welcome and Introductions

Doug Wright opened the meeting and thanked everyone for attending. The purpose of PAC #3 was to review information presented in Chapter 4, *Facility Requirements*, and discuss potential development alternatives to meet those requirements.

Project Update & Draft Chapter 3 Update

Sarah Lucas updated the PAC on acquiring FAA approval of the forecasts, most importantly the discussion as it relates to the Runway Design Codes. WHPacific and the County are still working with FAA on that issue, but have decided to move forward, analyzing both C-III and C-IV options.

Draft Chapter 4 – *Facility Requirements*

The purpose of this chapter is to determine what the Airport's needs are to meet existing and forecasted user demand. The facility needs are broken into two categories: Airside and Landside.

Discussion of Alternatives – Preparation for Chapter 5

Alternatives for meeting the Facility Requirements have not yet been prepared. Rather, the purpose of tonight's discussion was to gather input to be used in the development of those alternatives. The key steps to preparing Chapter 5 is site analysis, identification of development alternatives, comparative evaluation, and selection of a Preferred Alternative.

Items discussed with the PAC, that were not already listed on the presentation, included runway length, taxiway strength for larger aircraft, and specific utility needs (particularly water upgrades). There was a consensus that development has historically been done in a hap-hazardous manner, and the Master Plan would be a good tool for the County.

Next Steps and Wrap Up

The planning team will prepare and submit Chapters 5 and 6 (*Compliance Review*) for County, PAC, and FAA review prior to the next meeting.

The next PAC meeting is tentatively scheduled for August 18, 2015.

Public Open House

No members of the public attended; however, the planning team talked individually with PAC members that had additional questions or issues to discuss.

La Grande / Union County Airport Master Plan

Meeting #3

WHPacific

May 26, 2015

Welcome and Introductions

Welcome from Union County and Introductions

- Union County
- WHPacific Team
- Planning Advisory Committee (PAC)
- Others

Agenda

- Project Update
  - Draft Chapter 3, *Aeronautical Activity Forecast*
- Draft Chapter 4, *Facility Requirements*
- Preparation of Draft Chapter 5, *Alternatives*
- Next Steps
- Future Meeting Dates and Times
- Open House

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Project Update

Draft Chapters

- After PAC #2, Chapter 3, *Aeronautical Activity Forecasts*, was submitted to FAA for their review and approval.
- Main components of the Forecast approval are:
  - Based Aircraft Forecast
  - Operations Forecast
  - Runway Design Code (RDC)
  - Airport Reference Code (most demanding RDC)
- FAA concurs with all but the Runway 12-30 RDC

WHPacific

Project Update

Forecast Overview / Summary

Forecast Element	2014	2019	2024	2034
Based Aircraft				
Single Engine Piston	65	65	67	70
Multi-engine (Piston & Turboprop)	3	3	3	5
Turbojet	0	1	1	1
Helicopter	8	10	11	13
Total	76	79	82	89
Aircraft Operations				
Air Taxi – Itinerant	2,500	2,600	2,800	3,150
GA – Itinerant	9,000	9,750	10,500	11,925
Military – Itinerant	500	500	500	500
GA – Local	4,000	4,190	4,350	5,010
Total	16,000	17,040	18,150	20,585

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Project Update

Forecast Overview / Summary, Cont.

Forecast Element	2014	2019	2024	2034
Operations Fleet Mix				
Single Engine Piston	10,720	11,077	11,434	12,351
Multi-engine (Piston & Turboprop)	2,400	2,726	3,086	3,911
Turbojet	480	511	726	1,029
Helicopter	2,400	2,726	2,904	3,294
Total	16,000	17,040	18,150	20,585
Peak Demand (Operations)				
Peak Month – August (20% annual)	3,200	3,408	3,630	4,117
Design Day	103	110	117	133
Design Hour (15% Peak Day)	15	16	18	20
Airport Reference Code – C-IV				
Runway 16-34 RDC	B-II, Fairchild Metroliner			
Runway 12-30 RDC	C-IV, C-130 Hercules			

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Project Update

Design Aircraft Criteria

Approach Category	Approach Speed	Typical Aircraft
A	Less than 91 knots	Cessna 150, 172, 206, Beech Bonanza
B	**91 to 120 knots**	**King Air, Piper Navajo, Gulfstream I**
C	**121 to 140 knots**	**C-130 Hercules, Learjet, Challenger**
D	141 to 165 knots	Boeing 747, Gulfstream V
Airplane Design Group	Wingspan	Typical Aircraft
I	Less than 49 feet	Cessna 150, 172, 206, Learjet
II	**49 to 78 feet**	**King Air, Cessna Citation, Fairchild Metroliner**
III	79 to 117 feet	Bae 146, P2V, DC-6, MD-87
IV	**118 to 171 feet**	**C-130 Hercules, DC-10**
Airplane Design Group	Tail Height	(Airplane Design Group may be determined by tail height, if more demanding than wingspan)
I	Less than 20 feet	
II	20 to 29 feet	
III	30 to 44 feet	

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Project Update

- Chapter 1, *Introduction*
- Chapter 2, *Inventory*
- Chapter 3, *Aeronautical Activity Forecast*
- Chapter 4, *Facility Requirements*
- Chapter 5, *Airport Development Alternatives*
- Chapter 6, *Compliance Review*
- Chapter 7, *Recycling and Solid Waste Management Plan*
- Chapter 8, *Airport Layout Plan*
- Chapter 9, *Capital Improvement Plan*

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Chapter 4

Key Planning Criteria and Other Considerations

- FAA (ARC, RDC, Critical Aircraft, Approach Visibility Minimums)
- ODA (Regional GA Airport Role Recommendations)
- Business Aviation Industry (NBAA Recommendations)
- County, Airport Users / Surveys

Key Facility Needs

- Airside – Runways, Taxiways, Apron Area
- Landside – Terminal, Hangars, Fuel Storage, Auto Access and Parking, Utilities & Drainage

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Chapter 4

FAA Design Standards

- Runway Safety Area (RSA)
  - Surface surrounding runway to reduce risk of injury or damage in case of under/overshoot or excursion from runway
- Object Free Area (OFA)
  - An area prohibiting above ground objects, except those required for navigation or ground maneuvering
- Obstacle Free Zone (OFZ)
  - Volume of airspace between runway and 150' above ground to be clear of objects
- Runway Protection Zone (RPZ)
  - Trapezoidal in shape, along extended runway centerline, to enhance protection of people and property on the ground

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Chapter 4

FAA Design Standards – Runway 16-34 RDC B-II

Design Standard	Existing Dimension	Visibility Minimums	
		Visual and Not lower than 1 mile	Lower than ¾ mile
Runway Width	60' *	75'	100'
Runway Centerline to Parallel Taxiway Centerline	350'	240'	300'
RSA – Width x Length	150' x 300'	150' x 300'	300' x 600'
OFA - Width x Length	500' x 300'	500' x 300'	800' x 600'
Precision OFZ - Width x Length	N/A	N/A	800' x 200'
RPZ - Inner Width x Outer Width x Length	250' x 450' x 1,000' *	500' x 700' x 1,000'	1,000' x 1,750' x 2,500'
Runway Blast Pads – Width x Length	95' x 150'	95' x 150'	120' x 150'
Runway Shoulder Width	10'	10'	10'
Runway Centerline to Aircraft Parking	425'	250'	400'
Runway Holdline	200'	200'	250'
Taxiway Safety Area Width	79'	79'	79'
Taxiway Object Free Area Width	131'	131'	131'

For visibility minimums of Not Lower than ¾ mile, design standards for Visual and Not Lower than 1 mile apply. The only difference is for RPZ, which would be 1,000' x 1,510' x 1,700'.

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Chapter 4

FAA Design Standards – Runway 12-30 RDCs C-III and C-IV

Design Standard	Existing Dimension	RDC C-III Visibility Minimums		RDC C-IV Visibility Minimums	
		Visual and Not lower than 1 mile	Lower than ¾ mile	Visual and Not lower than 1 mile	Lower than ¾ mile
Runway Width	100' *	150'	150'	150'	150'
Runway Centerline to Parallel Taxiway Centerline	400'	400'	400'	400'	400'
RSA – Width x Length	500' x 1,000'	500' x 1,000'	500' x 1,000'	500' x 1,000'	500' x 1,000'
OFA – Width x Length	800' 1,000'	800' 1,000'	800' 1,000'	800' 1,000'	800' 1,000'
Precision OFZ – Width x Length	N/A	N/A	800' x 200'	N/A	800' x 200'
RPZ - Inner Width x Outer Width x Length	500' x 1,010' x 1,700'	500' x 1,010' x 1,700'	1,000' x 1,750' x 2,500'	500' x 1,010' x 1,700'	1,000' x 1,750' x 2,500'
Runway Blast Pads – Width x Length	200' x 200'	200' x 200'	200' x 200'	200' x 200'	200' x 200'
Runway Shoulder Width	-	25'	25'	25'	25'
Runway Centerline to Aircraft Parking	500'	500'	500'	500'	500'
Runway Holdline	250'	250'	250'	250'	250'
Taxiway Safety Area Width	118'	118'	118'	118'	118'
Taxiway Object Free Area Width	186'	186'	186'	186'	186'

For both RDC C-III and C-IV: visibility minimums of Not Lower than ¾ mile, design standards for Visual and Not Lower than 1 mile apply. The only difference is for RPZ, which would be 1,000' x 1,510' x 1,700'.

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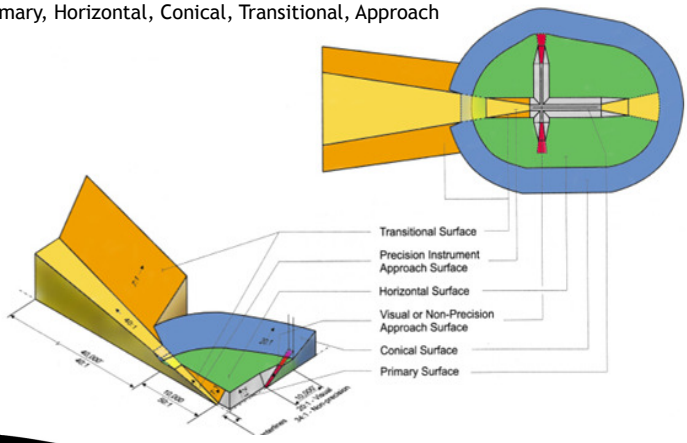
Chapter 4

Airspace Requirements

- Part 77 Imaginary Surfaces
  - Primary, Horizontal, Conical, Transitional, Approach



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Chapter 4

Airspace Requirements

	Nonprecision (NPI) > ¾ mile	NPI as low as ¾ mile	Precision < ¾ mile
Inner width of Primary Surface	500'	1000'	1000'
Radius of Horizontal Surface (at end)	10,000'	10,000'	10,000'
NPI Approach Surface Length	10,000'	10,000'	10,000' + 40,000'
NPI Approach Slope	34:1	34:1	50:1 + 40:1
NPI Approach Surface Outer Width	3,500'	4,000'	16,000

Note: Airspace requirements shown are for runways serving large aircraft (> 12,500 lbs)

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Chapter 4

Airside Needs and Issues

- Runway width
  - Runway 12-30 currently has a Modification to Standard
- Runway 16-34 Runway Protection Zone
  - Meets old B-II (small) standard
- Runway length
- Maintenance of pavements
- Taxiway guidance and location signs

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Chapter 4

Airside Needs and Issues, Cont.

- Runway and taxiway lighting
- Runway end identifier lights (REILS)
  - Currently only on Rwy 30
- Precision instrument approach
  - Would require precision marking and instrument approach lighting system
- Helicopter operations area

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Chapter 4

Landside Needs and Issues

	2019	2024	2034	Total
Additional Aircraft to be Hangared				
Single Engine	0	2	3	5
Multi-engine	0	0	2	2
Turbojet	1	0	0	1
Helicopters	2	1	2	5
Total				13
Hangar Positions				
T-hangar	0	2	2	4
Conventional	3	1	5	9
Hangar Area Requirements (square ft)				
T-hangar Area	0	2,400	2,400	4,800
Conventional Hangar Area	9,000	3,000	15,000	27,000
Maintenance Area	1,350	810	2,610	4,770
Total Additional Area Needed	10,350	6,210	20,010	36,570
Tiedown Positions				
Based Aircraft Tiedowns	8	8	8	-
Transient Aircraft Tiedowns	17	18	20	-
Total Square Yards	11,380	11,880	12,880	-
Cargo Apron (square yards)	8,320	8,320	8,320	-

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Chapter 4

Landside Needs and Issues, Cont.

- Additional vehicle parking
  - Need for camping area / hook-ups for fire support crews
- Location for service facilities, such as avionics shop
- Transportation Security Administration recommendations
  - Signs, security procedures, passenger ID, fencing, community watch, contact list
- Consolidated maintenance area
- Utility needs for proposed development – Chpt 5

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Chapter 4

Land Use Planning & Zoning Recommendations

- Zoning is in compliance
- Recommend adoption of Final Plan into County's Comprehensive Plan
- Recommend adopting a title notice

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Chapter 5

Key Steps

- **Site Analysis** – development opportunities & challenges
- **Identification of Development Alternatives** – preliminary concepts; subsequent refinement and preparation of exhibits
- **Comparative Evaluation** – evaluation of the three build alternatives and the "no action"
- **Select "Preferred Alternative"** – may be composite of alternatives (consisting of most favorable elements/features from each)

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Chapter 5

Site Analysis -

Opportunities

- Undeveloped/vacant flight line property
- Undeveloped airport property northeast of Runway 12-30
- Limited documented environmental issues on Airport
- Existing business and industry activities
- Others?

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Chapter 5

Site Analysis -

Challenges

- FAA disagreement on utilization of Runway 12-30
- Utility needs
- Little growth potential at south end
- Constraints for expansion to east (Airport Lane) or west (Pierce Road)
- Others?

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Chapter 5

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Chapter 5

Alternatives Development – Preliminary Concepts

No Build and up to three build alternatives

- Precision approach – Runway 12-30 vs. 16-34
- Full potential build-out
- Separation of helicopter and fixed wing operations – potential locations
- Separation of GA and commercial facilities
- Others?

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The Next Steps

- Submit Chapter 5, *Development Alternatives*, and Chapter 6, *Compliance Review*, for County, PAC and FAA review
- Conduct PAC Meeting #4 and Open House
  - August 18, 2015

WHPacific

Contact Us

Union County

Doug Wright, Public Works Director
(541) 963-1016
dwright@union-county.org

WHPacific

Sarah Lucas, Assistant Project Manager
(503) 779-5673
slucas@whpacific.com

Project Website

http://union-county.org/public-works/airport/

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Open House

WHPacific

La Grande / Union County Airport Master Plan Update – Planning Advisory Committee (PAC) Meeting #3

May 26, 2015

ODOT Region 5, Conference Room

6:00 – 7:30 pm

SIGN IN SHEET

NAME	REPRESENTING	MAILING ADDRESS	PHONE#	E-MAIL
Peggy Browne	Browne Consulting LLC	50809 Ellis Rd., North Powder	541-523-5170	peggy@browneconsulting.biz
Miles Hancock	USFS		541-786-1357	Mhancock@FS.Fed.us
Jim Jones	Northwood Investments			J.M.JONES@NORTHWOOD MAIL.COM
Mike Baker	MBGC	Box 1159 LGD	9637046	
Steve Mecker	Union Co	1106 K Ave	963-1001	

La Grande / Union County Airport Master Plan Update

Planning Advisory Committee Meeting #4

September 29, 2015
Island City Hall
6:00 – 7:30 pm

Attendees:

Union County: Doug Wright, Public Works Director

WHPacific, Inc: Rainse Anderson and Sarah Lucas

Planning Advisory Committee Members: See sign-in sheet

Welcome

Doug Wright opened the meeting and thanked everyone for attending. The purpose of tonight's meeting is to review the *Facility Requirements*, *Development Alternatives*, and *Compliance Review*.

Project Update

The planning team has continued discussions with FAA on the Master Plan development, especially how it relates to Runway 12-30 development. 2015 was a busy firefighting season, and the recent landing data supports the Master's Plans approach to maintaining that runway for large aircraft use.

Draft Chapter 5 & Master Plan Concept

The attached presentation best depicts the discussion of the development alternatives. Listed below are specific topics that were brought up by the PAC:

- There is a need for 24 hour fuel availability. The PAC asks that the County research the possibility of installing cardlock fueling for AvGas.
- There was a question as to whether improved instrumentation is needed at the Airport. Right now, lighting is the biggest need for Runway 16-34.
- Crew camping needs to be near the helicopters, as the crews like to keep a close eye on their equipment. (security element)
- Keep helicopter activity separate from fixed wing. Helicopters are out of room and need to expand.
- The plan must be flexible.
- There was an overall desire to look forward at development on the northeast portion of the Airport.

Draft Chapter 6 – Compliance Review

Not many concerns were found during the compliance review. The County did ask that guidance on through-the-fence operations and agreements be included in the Master Plan. A copy of the State of Oregon's guidance will be included as an appendix.

Next Steps and Wrap Up

The planning team will prepare the Master Plan Concept, based on tonight's discussion, and present it to the County's Board of Commission for approval. Once approved, the planning team will prepare Chapters 7, *Solid Waste Management Plan*, 8, *Airport Layout Plan*, and 9, *Capital Improvement Plan*.

The next meeting is tentatively set for the December / January timeframe.

Public Open House

Two members of the public attending the PAC meeting; however, they did not stay afterwards for the Open House.

La Grande / Union County Airport Master Plan

Meeting #4

WHPacific

September 29, 2015

Agenda

- Project Update
- Review of Draft Chapter 4, *Facility Requirements*
- Presentation of Draft Chapter 5, *Alternatives*
- Presentation of Draft Chapter 6, *Compliance Review*
- Next Steps
- Future Meeting Dates and Times
- Open House

WHPacific

Project Update

- Chapter 1, *Introduction*
- Chapter 2, *Inventory*
- Chapter 3, *Aeronautical Activity Forecast*
- Chapter 4, *Facility Requirements*
- Chapter 5, *Airport Development Alternatives*
- Chapter 6, *Compliance Review*
- Chapter 7, *Recycling and Solid Waste Management Plan*
- Chapter 8, *Airport Layout Plan*
- Chapter 9, *Capital Improvement Plan*

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Project Update

FAA Coordination

- Continued discussion with FAA regarding the Runway 12-30 runway design code (RDC)
- FAA appears willing to allow an RDC of C-IV, with contingencies TBD

WHPacific

Project Update

Busy Fire Season

- High levels of activity from C-III and C-IV aircraft
- Fuel sales June 1 thru September 27
  - Jet A – 213,829
  - AvGas – 51,787
- Reinforces Master Plan narrative

WHPacific

Chapter 4 Review

Airfield Requirements

- Improved all-weather instrumentation
  - Dependent upon approach feasibility review and Airports Geographic Information System (AGIS) study
- Runway width, both Rwy 12-30 and Rwy 16-34
- Runway Protection Zone (RPZ) impacts
- Taxiways – Taxiway A relocation and parallel taxiway for Rwy 12-30
- Rotating beacon
- Helicopter operations area

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Chapter 4 Review

Airfield Requirements, Cont.

- Runway 34 Precision Approach Path Indicator (PAPI)*
- Upgrade weather reporting, regardless of instrumentation*
- Runway End Identifier Lights (REILs), Runways 12, 16, 34*
- Supplemental wind indicators*
- Runway 16-34 and taxiway lighting*
- Runway 30 blast pad*
- Guidance and location signage*

**Item addressed in all Development Alternatives, no variance.*

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Chapter 4 Review

Landside Requirements

- Four T-hangar units and nine conventional hangars
- Expand tiedown apron
- Cargo apron
- Aircraft maintenance and/or aircraft storage hangar
- Vehicle parking
- Helicopter crew parking and camping area

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Chapter 4 Review

Support Facility Requirements

- Upgrade fencing and install access gates
- Upgrade utilities to meet existing and future demand

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Chapter 5 – Development Alternatives

Four Alternatives

- No Build Alternative
- Development Alternative 1
- Development Alternative 2
- Development Alternative 3

Evaluation Criteria

- Consistency with Stated Goals and Issues
- Functionality and Ease of Implementation
- Environmental Considerations
- Development Costs

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No Build Alternative

Features

- Maintenance of existing pavements and facilities
- Would not be able to support forecasted aeronautical uses and demand
- Would not optimize Airport's potential

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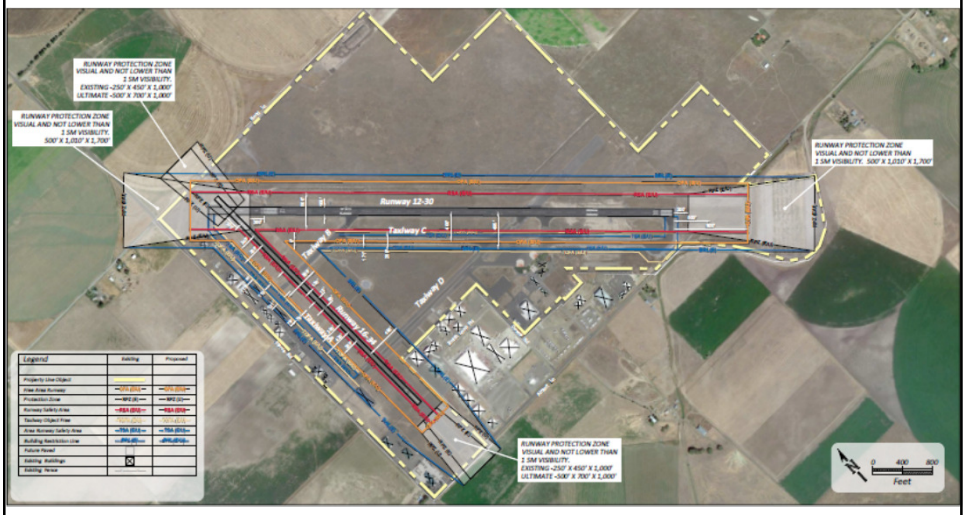
No Build Alternative



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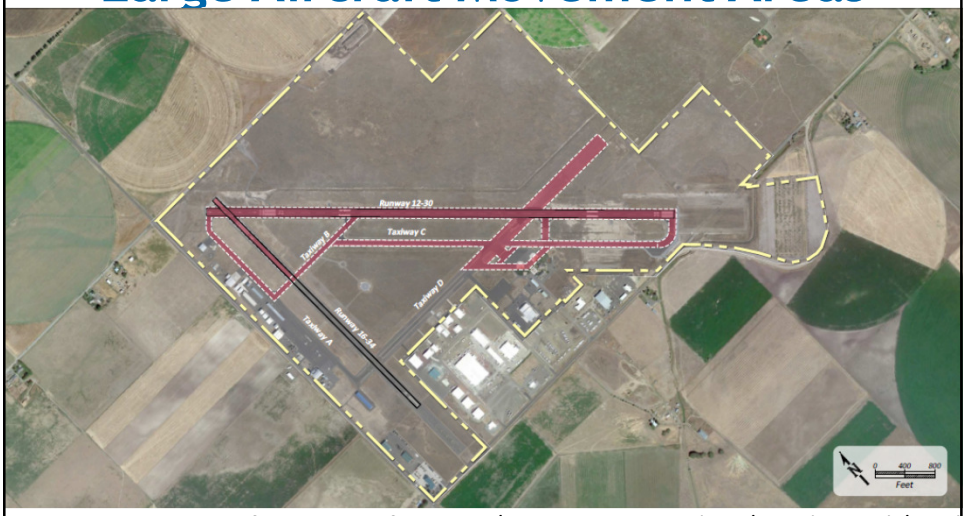
Large Aircraft Movement Areas



Large Aircraft Taxiway Safety Area / Object Free Area (TSA/TOFA) = 171’ / 259’
All other areas TSA/TOFA = 79’ / 131’

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Development Alternative 1

Airfield

- Widen Runway 16-34 to 75 feet
- Relocate Taxiway A
- Increase RPZs areas
- Helicopter operations near existing rappel base, with overflow northwest of Runway 12
- Rotating beacon at existing electrical building

Landside

- T-hangars at south end; conventional hangars at north end
- Tiedown apron expand to the north and east
- Cargo south of FedEx
- County hangar south of fuel farm

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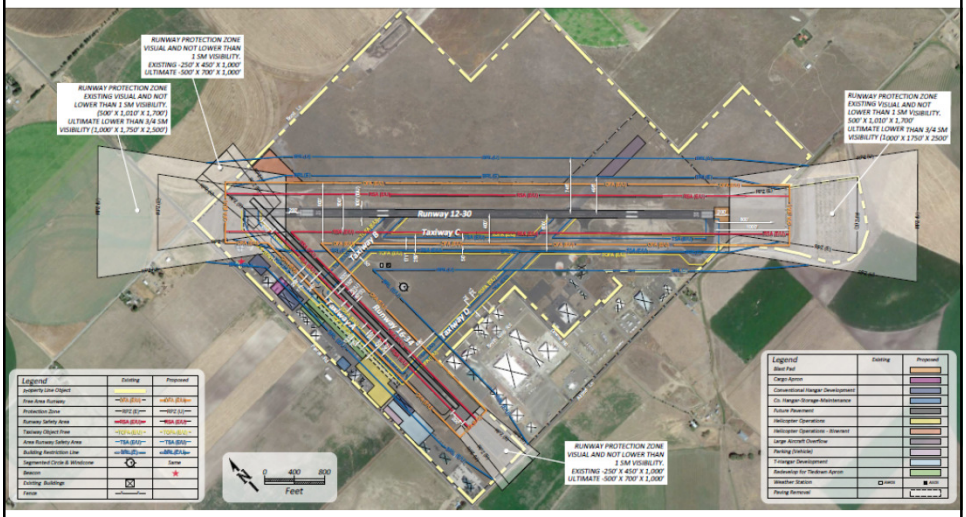
Development Alternative 1



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Development Alternative 2

Airfield

- Widen Runway 16-34 to 100 feet
- Construct Taxiway E, extend Taxiway A
- Increase RPZ areas
- Helicopter operations near existing rappel base and south
- Rotating beacon at fixed base operator building

Landside

- T-hangars and conventional hangars at north end
- Tiedown apron expand to the north
- Cargo north of FedEx
- County hangar north of cargo apron
- Crew camping off-Airport

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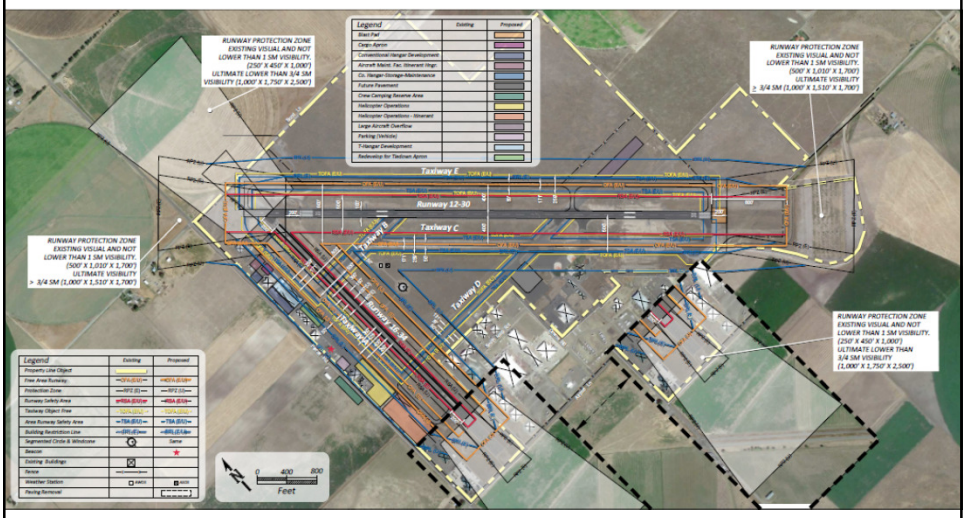
Development Alternative 2



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Development Alternative 3

Airfield

- Widen Runway 12-30 to 150 feet; Runway 16-34 to 75 feet
- Increase RPZ areas
- Helicopter operations northwest of Runway 12
- Rotating beacon at existing electrical building

Landside

- T-hangars at north end; conventional hangars at south end
- Tiedown apron expand to the south
- Expand cargo area near FedEx
- County hangar south of fuel farm
- Crew camping adjacent to relocated helicopter operations area

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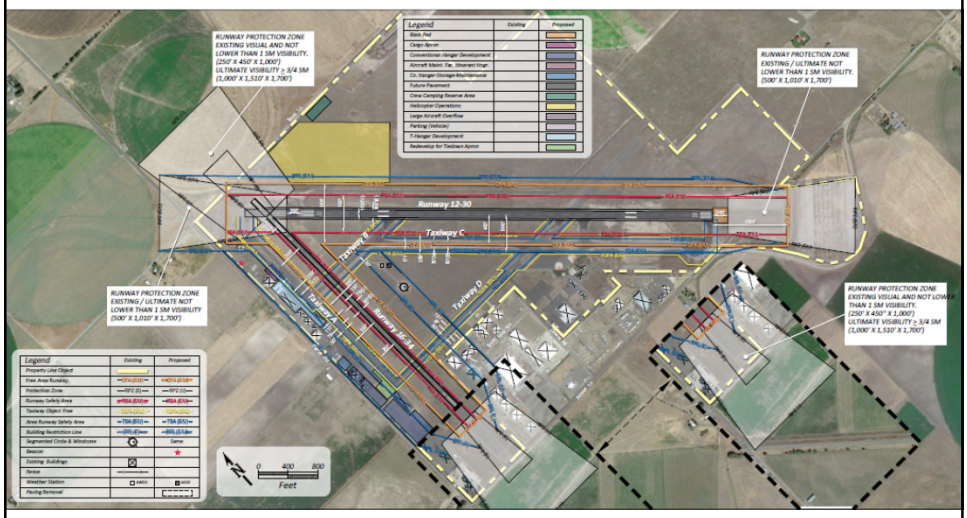
Development Alternative 3



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Comparison of Alternatives

Consistency with Goals and Issues

- Goals: Enhance safety and security, preserve the investment, support growth, and comply with FAA assurances
  - PAC Assessment:
- Issues: Wide ranging – all-weather accessibility, partnership with agencies, day-to-day maintenance, etc.
  - PAC Assessment:

Functionality and Ease of Implementation

- Variances in functionality due to helicopter operations and aircraft taxi routes
- Implementation most varied by impact to utilities

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Comparison of Alternatives

Environmental Review Criteria

1. Number of impacts imposed
2. Severity of impacts
3. Duration of impacts

Impact Categories	
Air Quality	Light Emissions & Visual Effects
Biotic Resources	Energy Supply & Natural Resources
Land Use Impacts	Noise
Construction Impacts	Social Impacts
Section 4(f) Resources	Solid Waste
Threatened & Endangered Species	Water Quality
Energy Supplies, Natural Resources & Sustainability	Coastal Barrier
Environmental Justice	Flood Zone
Farmlands	Wild & Scenic River
Hazardous Material	Wetlands
Historical, Archeological & Cultural Resources	Cumulative Impact
Induced Socioeconomic Impacts	Controversy

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Comparison of Alternatives

Environmental Considerations

- All alternatives were found to have varying degrees of impact, but all of which could be reasonably and economically mitigated by standard construction and environmental practices.

- No Build Alternative
  Fewest environmental impacts
- Development Alternative 1
  Second least environmental impacts
- Development Alternative 2
  Third least environmental impacts
- Development Alternative 3
  Greatest amount of environmental impacts

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Comparison of Alternatives

Development Costs

- No Build would be the least costly
  - Maintenance of existing pavements and facilities
- Greatest cost associated with Development Alternative 3
  - Widen both runways, helicopter operations area
- Development Alternative 2 would be second most costly of build alternatives
  - Widen Runway 16-34 and construct Taxiway E
- Development Alternative 1 would be least costly of the build alternatives
  - Widen Runway 16-34 and relocate Taxiway A

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Master Plan Concept

Discussion of Alternatives

- Final Master Plan Concept to be selected by County, with stakeholder input

PAC Likes and Dislikes?

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Chapter 6 - Compliance Review

Purpose

- Ensure Airport Sponsor (Union County) is in compliance with grant assurances – 39 total
- Review available documentation
- Identify existing and/or potential compliance issues
- Recommend strategies for attaining compliance

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Chapter 6 - Compliance Review

Items to Address

- Acquire land use control of areas within RPZs, either through easement or purchase
- Obtain agreements for Through-The-Fence access
- Update land lease language to reflect market rates and fees, with ability to adjust based on an index
- Maintain and continually update Capital Improvement Plan
- Periodically review accounting practices
- Remove and/or mitigate obstructions addressed via AGIS study (ongoing)

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The Next Steps

- County review and approval of the Master Plan Concept
- Preparation of Recycling and Solid Waste Management Plan, Airport Layout Plan, and Capital Improvement Plan (Chapters 7, 8, and 9)
- Conduct PAC Meeting #5 and Open House
  - December/January timeframe

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Contact Us

Union County

Doug Wright, Public Works Director
(541) 963-1016
dwright@union-county.org

WHPacific

Sarah Lucas, Assistant Project Manager
(503) 779-5673
slucas@whpacific.com

Project Website

http://union-county.org/public-works/airport/

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Open House

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La Grande / Union County Airport Master Plan Update – Planning Advisory Committee (PAC) Meeting #4

September 29, 2015
Island City Hall
6:00 – 7:30 pm

SIGN IN SHEET

NAME	REPRESENTING	MAILING ADDRESS	PHONE#	E-MAIL
TRACY May	Precision Approach Eng.		(541) 740-0515	
Steve McClure	Union County		(541) 963-1001	
Cheryl Kaschke	The Observer		963-3161	
Shannon Rambo			963-2728	

La Grande / Union County Airport Master Plan Update

Planning Advisory Committee Meeting #5

April 26, 2016
ODOT Conference Room
6:00 – 7:30 pm

Attendees:

Union County: Doug Wright, Public Works Director

WHPacific, Inc: Sarah Lucas, Dave Nafie, Mike Dane

Planning Advisory Committee Members: See sign-in sheet

Welcome

As this is the last PAC meeting, Doug Wright opened the meeting by thanking everyone for their input on the Master Plan.

Draft Chapter 7 – *Recycling and Solid Waste Management Plan*

Chapter 7 was an audit of the Airport's current waste management and recycling plan. The findings showed that the Airport could improve tracking of recyclables.

Draft Chapter 8 – *Airport Layout Plan and Drawing Set*

The Airport Layout Plan (ALP) Drawing Set is a pictorial culmination of the master planning process. The attached presentation shows each drawing.

Draft Chapter 9 – *Capital Improvement Plan*

The Capital Improvement Plan (CIP) provides cost estimates for the projects shown on the ALP drawing set. Precision Approach Engineering provided the estimates and their representative, Tracy May was at the meeting to answer any questions.

Next Steps and Wrap Up

This was the last meeting of the PAC. After FAA review of the ALP, the Union County Board of Commissioners will vote on accepting the Plan into the County's Comprehensive Plan. All PAC members will be invited, and encouraged, to attend this meeting.

Public Open House

No members of the public attended.

La Grande / Union County Airport Master Plan

Meeting #5

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April 26, 2016

Agenda

- Project Update
- Draft Chapter 7
  Recycling and Solid Waste Management Plan
- Draft Chapter 8
  Airport Layout Plan and Drawing Set
- Draft Chapter 9
  Capital Improvement Plan
- Next Steps
- Open House

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Project Update

- Chapter 1, *Introduction*
- Chapter 2, *Inventory*
- Chapter 3, *Aeronautical Activity Forecast*
- Chapter 4, *Facility Requirements*
- Chapter 5, *Airport Development Alternatives*
- Chapter 6, *Compliance Review*
- Chapter 7, *Recycling and Solid Waste Management Plan*
- Chapter 8, *Airport Layout Plan*
- Chapter 9, *Capital Improvement Plan*

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Project Update

Project Progress

- Recycling / Waste audit
  - Survey of tenants waste practices
  - On-site inventory of waste / recycling receptacles
- Development of Airport Layout Plan (ALP) drawings, with agency coordination
  - Reflects PAC-recommended Preferred Alternative
- Cost estimates for projects listed on the ALP
  - Project costs for 20-year planning period

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Project Update

Agency Coordination

- Met with FAA in March (Steve McClure, Doug, and WHP)
  - Review draft ALP
  - Reiterate critical aircraft (C-IV designation for Runway 12-30).
- Ongoing USFS coordination
  - Integration of COVI project on the ALP

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Chapter 7 – Recycling & Solid Waste

Purpose

- Review airport solid waste generation and recycling programs, in accordance with the FAA Modernization & Reform Act of 2012

Method

- On-site inventory of waste and recycling receptacles
- Survey of airport tenants
  - *Anderson Perry conducted site visit and survey*

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Chapter 7, *Cont.*

Results

	# of Responses	Contractors	Average Weekly Weight	Recycling Programs
Contracted Waste Removal	7	• Waste-Pro (solid waste) • Accu-Shred (documents) • Biohazardous Materials (LifeFlight)	71 lbs	Most businesses do have recycling receptacles, which are hauled to off-site recycling center
No Contracted Waste Removal	26	• Most users take waste to personal residence • Four use FBO's dumpster	<1 lb	No recycling-specific receptacles

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Chapter 7, *Cont.*

Recommendations

- Establish baseline data for current Airport recycling activity
- Develop recycling objectives and set measurable targets
- Implement a recycling education program for Airport employees and tenants
- Implement a recycling pick-up service for all tenants

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Chapter 8 – Airport Layout Plan

Purpose

- Provide visual depiction of Master Plan Narrative

Method

- Graphically depict Preferred Alternative with FAA Design Standards, Part 77 Imaginary Surfaces, Land Use / Zoning, etc.
- Satisfactorily complete items on FAA SOP 2.0 checklist
  - *ALP to be approved by FAA*

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Chapter 8, *Cont.*

Sheet #	Title
1	Title Sheet
2	Airport Data Sheet
3	Airport Layout Plan
4	Airport Airspace Plan
5-6	Runway Approach Profiles
7-10	Inner Portion of Runway Approach Surfaces
11-12	Runway Departure Surfaces
13	Terminal Area Plan
14	Land Use Plan
15-16	Exhibit A Property Map
17	Utilities

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1 -Title Sheet

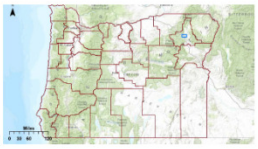
LA GRANDE, OR.

LA GRANDE / UNION COUNTY AIRPORT

AIRPORT LAYOUT PLAN

AIP #3-41-0031-20

April, 2016

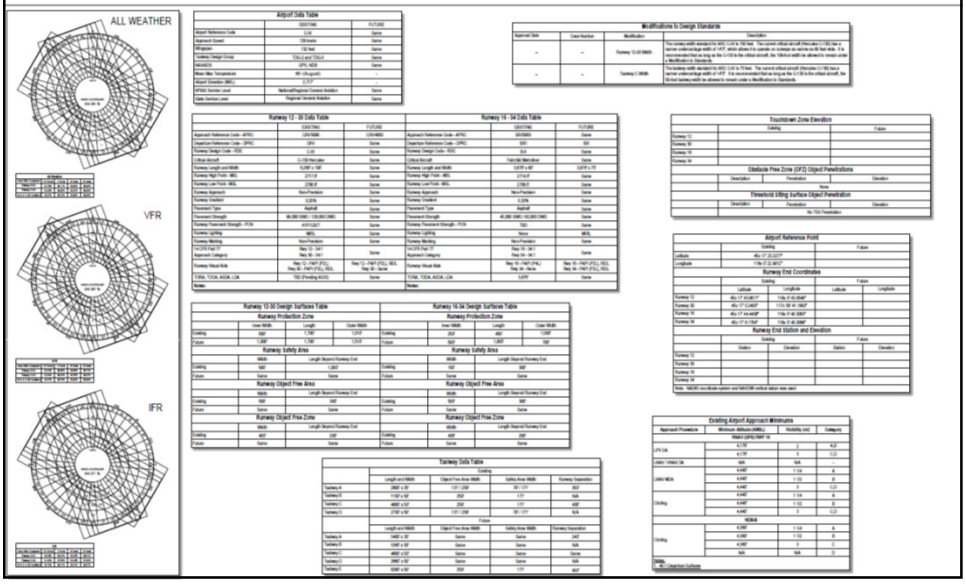


VICINITY MAP

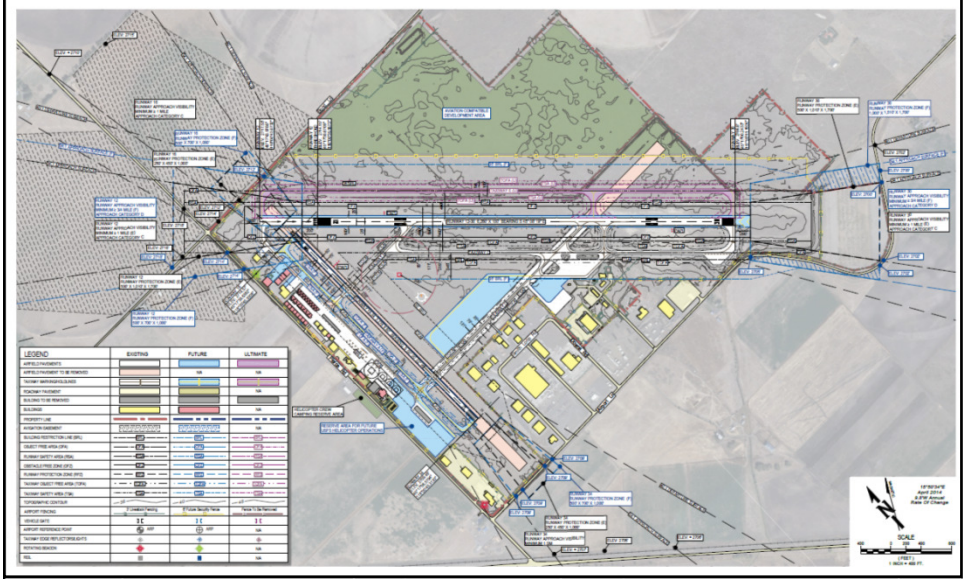
LOCATION MAP

SHEET	DESCRIPTION
1	TITLE SHEET
2	AIRPORT DATA SHEET
3	AIRPORT LAYOUT PLAN
4	AIRPORT AIRSPACE PLAN
5	RUNWAY 16-34 AIRPORT APPROACH PROFILE
6	RUNWAY 12-30 AIRPORT APPROACH PROFILE
#	INNER PORTION OF RWY 16 APPROACH SURFACE PLAN AND PROFILE
#	INNER PORTION OF RWY 34 APPROACH SURFACE PLAN AND PROFILE
9	INNER PORTION OF RWY 12 APPROACH SURFACE PLAN AND PROFILE
10	INNER PORTION OF RWY 30 APPROACH SURFACE PLAN AND PROFILE
11	RUNWAY 16-34 DEPARTURE SURFACE PLAN AND PROFILE
12	RUNWAY 12-30 DEPARTURE SURFACE PLAN AND PROFILE
13	TERMINAL AREA PLAN
14	LAND USE PLAN
15	EXHIBIT A
16	EXHIBIT A
17	UTILITIES

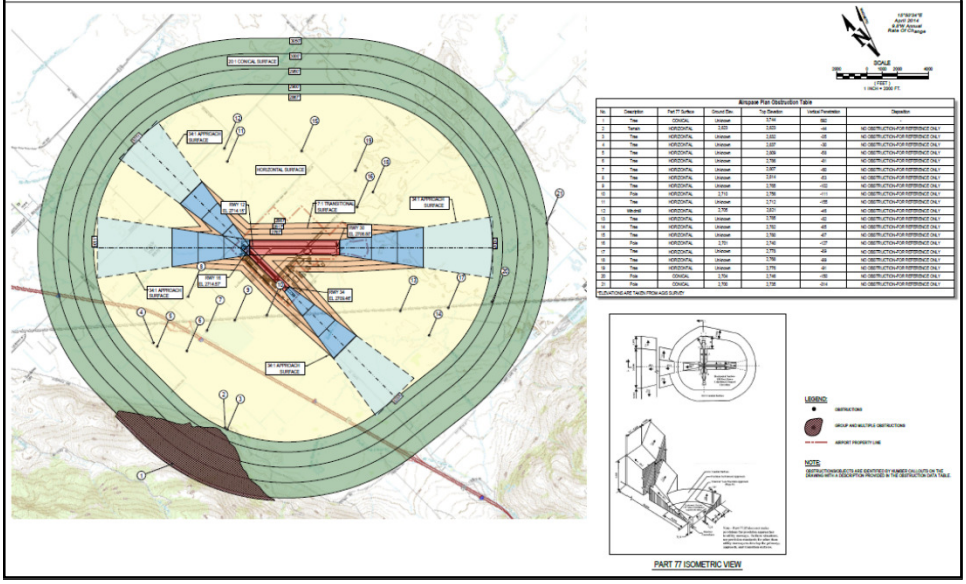
2 - Airport Data Sheet



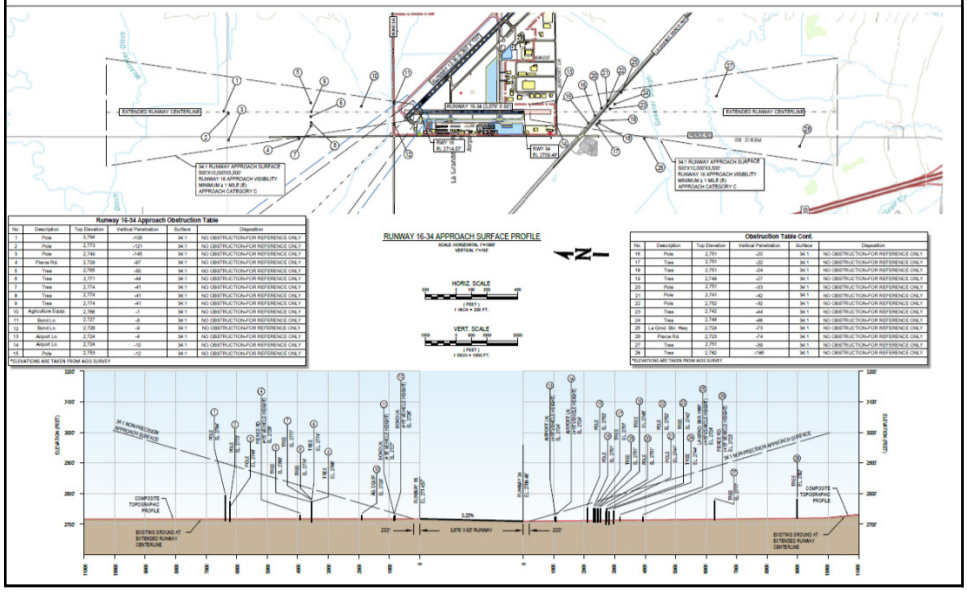
3 - Airport Layout Plan



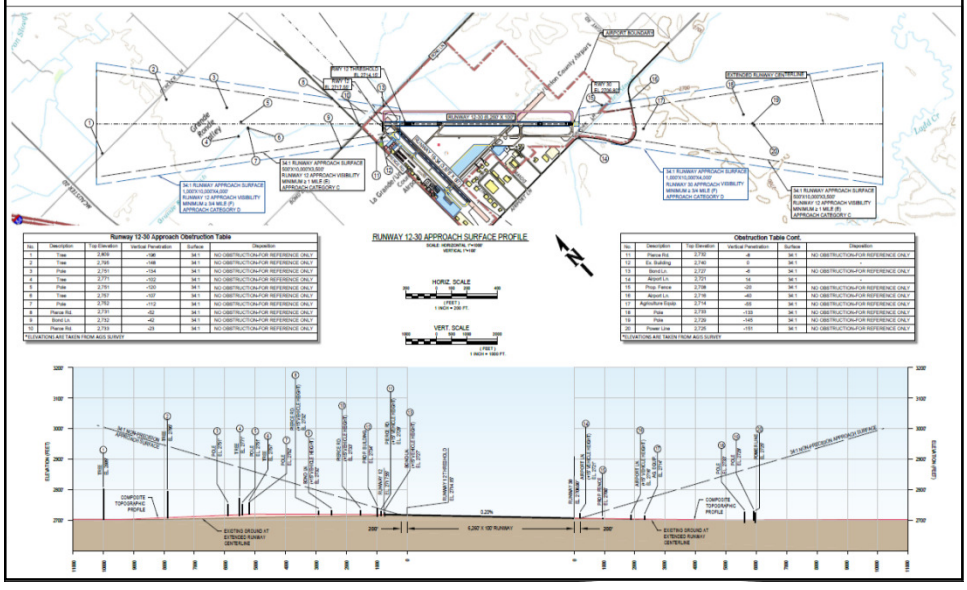
4 - Airport Airspace Plan



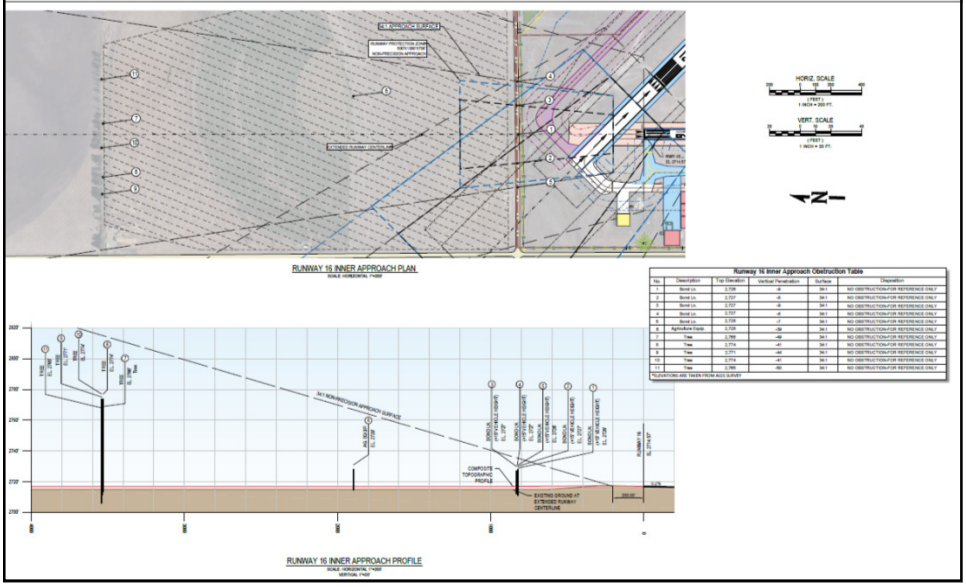
5 - Runway 16-34 Approach Profile



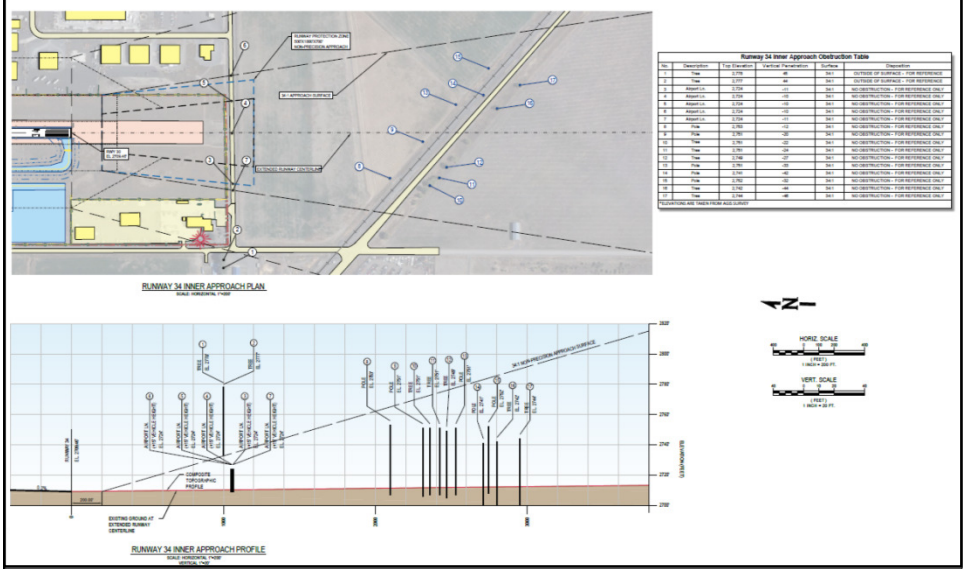
6 - Runway 12-30 Approach Profile



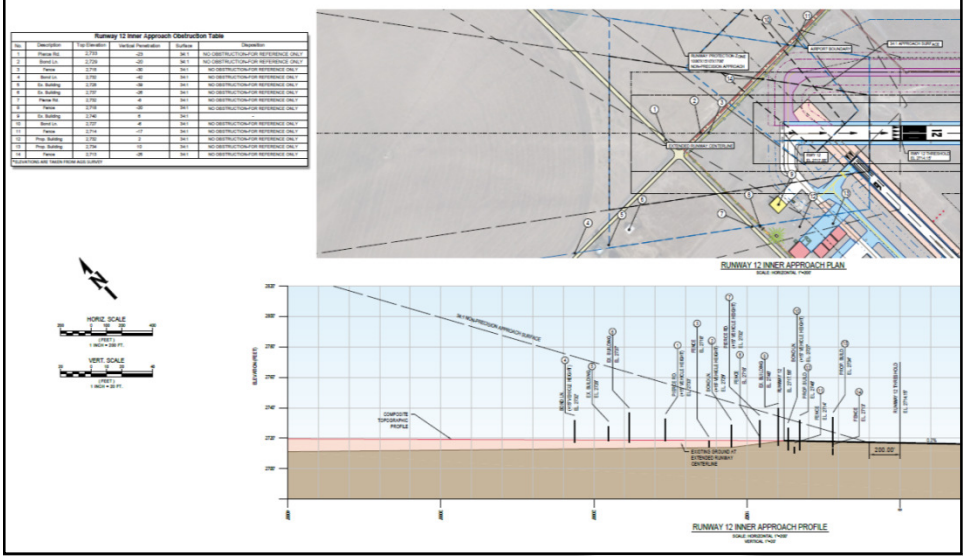
7 - Inner Portion of Rwy 16 Approach



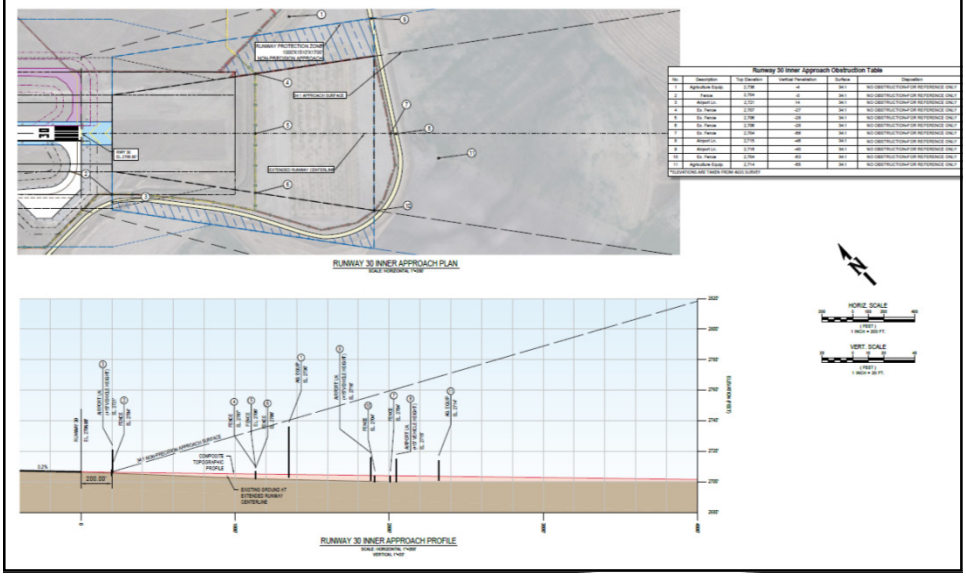
8 - Inner Portion of Rwy 34 Approach



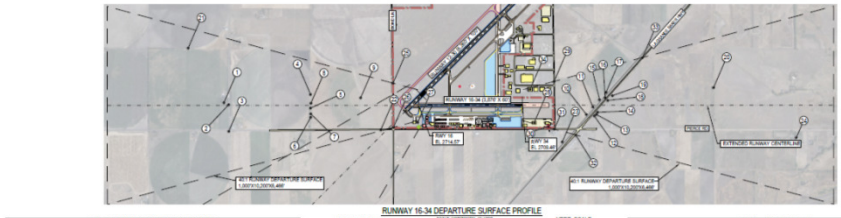
9 - Inner Portion of Rwy 12 Approach



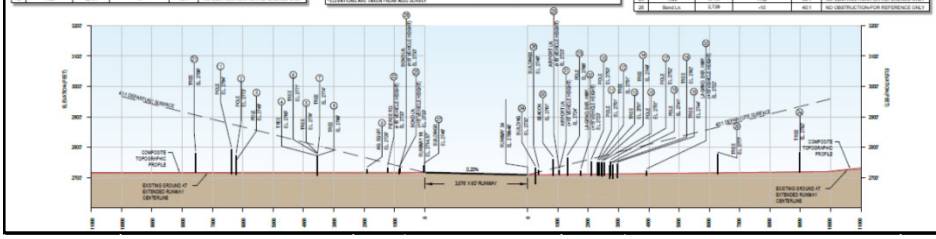
10 - Inner Portion of Rwy 30 Approach



11 – Runway 16-34 Departure Surface

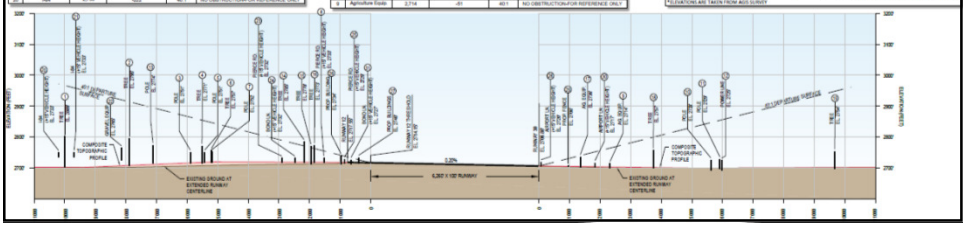


RUNWAY 16-34 DEPARTURE SURFACE PROFILE

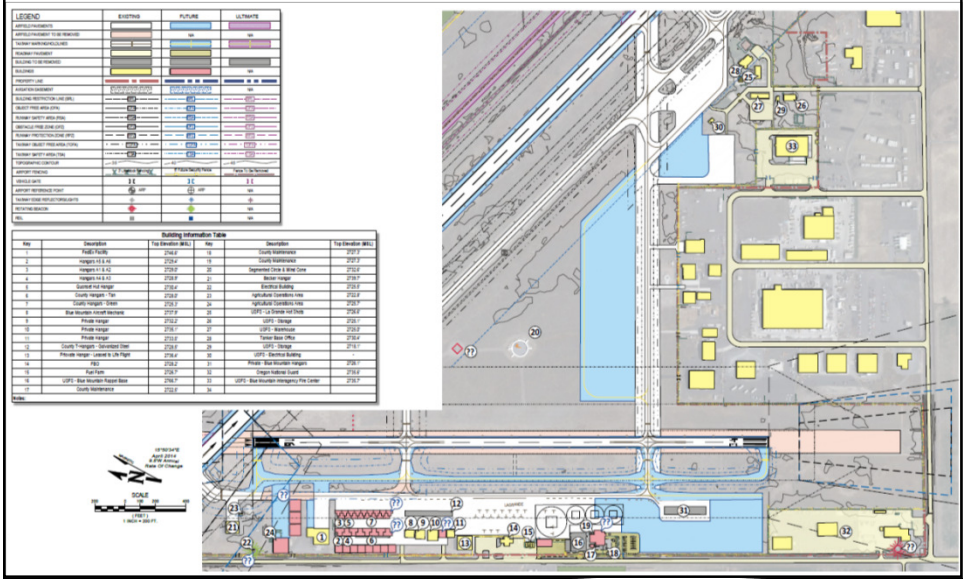


12 – Runway 12-30 Departure Surface

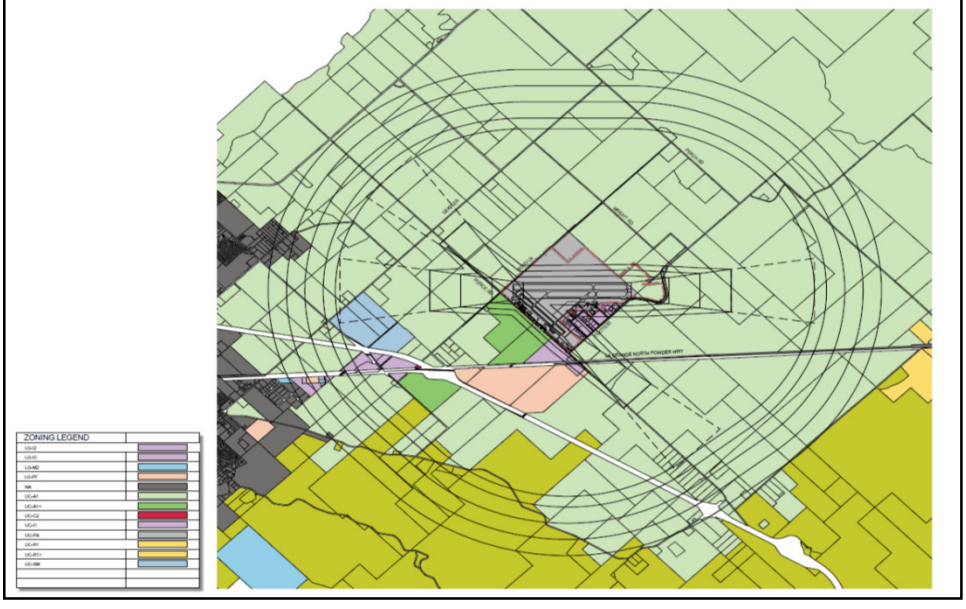
RUNWAY 12-30 DEPARTURE SURFACE PROFILE



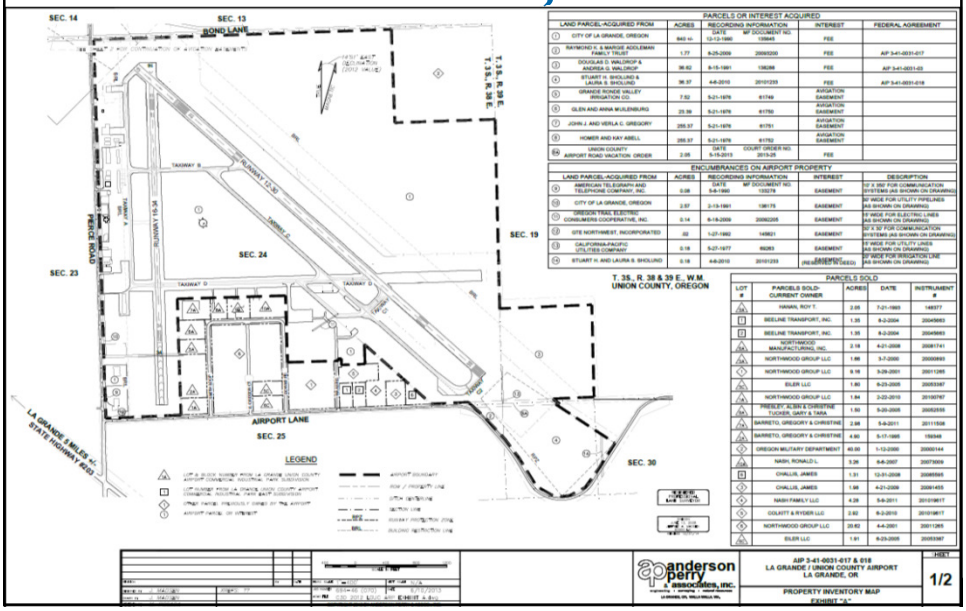
13 - Terminal Area Plan



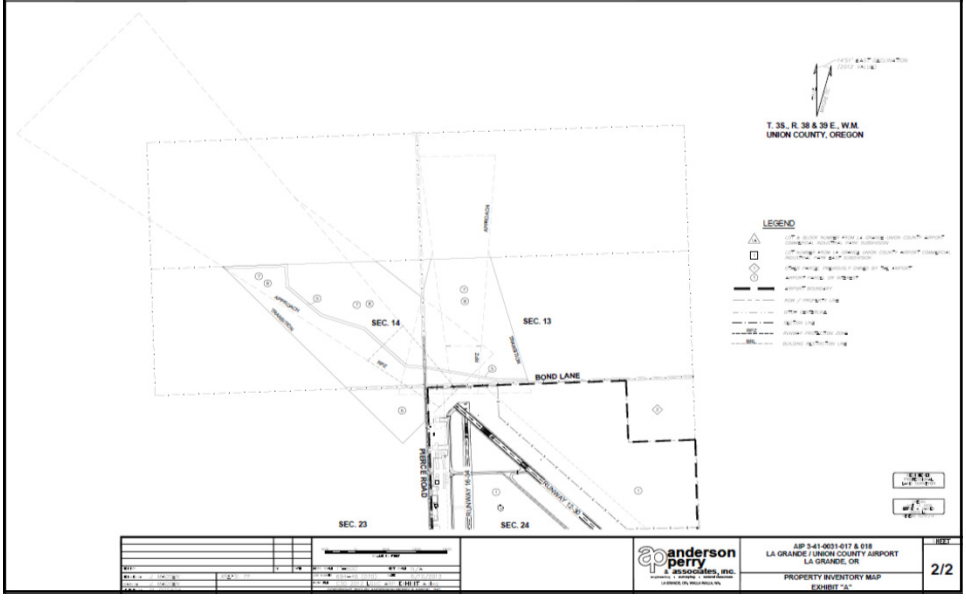
14 - Land Use Plan



15 - Exhibit A, Sheet 1



16 - Exhibit A, Sheet 2



17 - Utilities

Chapter 9 - Capital Improvement

Purpose

- Estimate costs for projects depicted on the ALP
- Evaluate the financial feasibility of proposed improvements

Method

- Calculate project estimates based on recent unit cost data
  - *Precision Approach Engineering provided most cost estimates*
- Estimates separated into short-, mid-, and long-term phases
- All costs in 2016 dollars

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Chapter 9, *Cont.*

Outcome

- 20-year project list represents a $40M Airport investment
- Largest costs associated with pavement preservation and expansion
- FAA funding eligibility does not indicate actual FAA funding
- Many projects are demand-driven and have lower probability when looking out later in the planning period.
  - *May not occur in 20-year planning period*

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Phase I (2016-2020)

		Phase I (2016 - 2020)	FAA	State*	Local	Other	Total
1	2016	Airport Beacon & Beacon Tower (Design/Construct)	$155,000	$-	$17,222	$-	$172,222
2	2016	Blast Pad (Design/Construct)	$425,000	$-	$47,222	$-	$472,222
3	2017	Rehab RW 16-34 (17-35) and TW D. (include RW 16-34 MIRL, PAPI, widening (75'), and RW 16 Connector to TW A). Documented CatEx.	$5,362,200	$-	$595,800	$-	$5,958,000
4	2017	USFS Rappel Base / Apron Improvements (Phase I of 3 for Helicopter Ops Area)	$-	$1,000,000	$2,430,055	$-	$3,430,055
5	2018	PMP (TW B: Btwn 16-34 and 12-30: Crack Seal, Crack Repair, Seal Coat)	$20,000	$-	$-	$-	$20,000
6	2019	RW 12-30 Shoulder / RSA Pre-Design / Enviro	$100,000	$-	$11,111	$-	$111,111
7	2020	RW 12-30 Shoulder / RSA Design	$300,000	$-	$33,333	$-	$333,333
		Phase I Subtotals	***$5,782,200***	***$1,000,000***	***$3,070,299***	***$-***	***$9,852,499***

2017 Projects

Two Significant Investments Planned

#1 - FAA/County Supported Project

- Rehabilitation of Runway 16-34, widening, lighting, PAPI, Taxiway A connector, removal of excess pavement
- Rehabilitation of Taxiway D

Phase I (2016 - 2020)		FAA	State	Local	Other	Total
2017	• Rehab RW 16-34 (17-35) and TW D • MIRL • PAPI • RW 16-34 widening (75') • RW 16 Connector to TW A • Documented CatEx	$5,362,200	$-	$595,800	$-	$5,958,000

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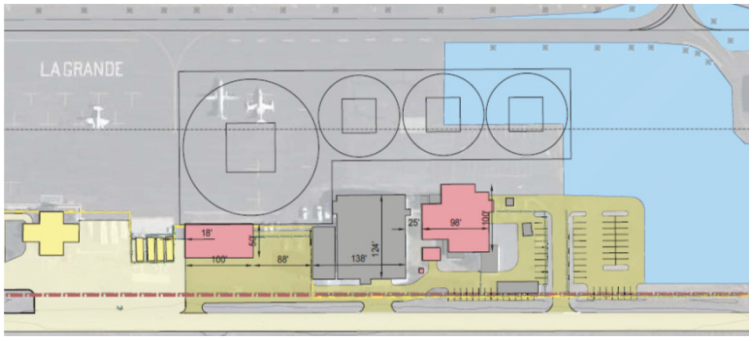
2017 Projects, *Cont.*

#2 - County/State* Supported Project

- Construction of new Rappel Base and four helipads
- $2,460,055 County funding, asking $1M *Connect*Oregon grant
  - *Significant employment impacts to the community*



**pending approval*

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Phase II (2021-2025)

	Phase II (2021-2025)	FAA	State	Local	Other	Total
1	- RW 12-30 Shoulder / RSA Const. (2021)	$3,888,000	$150,000	$282,000	$-	$4,320,000
2	- PMP (2021)	$60,000	$-	$-	$-	$60,000
3	- USFS Fixed Wing Ramp Expansion	$1,854,000	$150,000	$56,000	$-	$2,060,000
4	- PMP (2024)	$60,000	$-	$-	$-	$60,000
5	- TW A Relocation & Extension, Lighting	$3,240,000	$150,000	$210,000	$-	$3,600,000
6	- Development of Crew Camping	$-	$-	$50,000	$-	$50,000
7	- County Maintenance / Storage Facility	$-	$-	$210,000	$-	$210,000
8	- Fencing along Pierce Road, with Gates	$171,900	$-	$19,100	$-	$191,000
9	- Helicopter Ops Area - Phase 2 of 3	$1,629,000	$150,000	$31,000	$-	$1,810,000
10	- RPZ Areas - Acquire Avigation Easements	$43,200	$-	$4,800	$-	$48,000
11	- AWOS-III / Supplemental Wind Indicators	$98,550	$-	$10,950	$-	$109,500
12	- Hangar Development / Demo	$-	$750,000	$840,000	$1,600,000	$3,190,000
13	- Rehab & Expand GA Tiedown	$1,764,000	$150,000	$46,000	$-	$1,960,000
14	- Expand Cargo Apron	$ 162,000	$-	$18,000	$-	$180,000
15	- Update Master Plan	$261,000	$-	$29,000	$-	$290,000
16	- Vehicle Parking	$153,000	$-	$17,000	$-	$170,000
17	- Expansion of Utilities to Northeast	-	-	-	$-	TBD
	Phase II Subtotals	***$13,384,650***	***$1,500,000***	***$1,823,850***	***$1,600,000***	***$18,308,500***
	Phase II Subtotals (Minus Demand Projects)	*$11,755,650*	*$600,000*	*$902,850*	*$-*	*$13,258,500*

Phase III (2026-2035)

	Phase III (2026-2035)	FAA	State	Local	Other	Total
1	EA for TW E Development	$90,000	$-	$10,000	$-	$100,000
2	- TW E Construction, with Edge Lighting	$6,489,000	$150,000	$571,000	$-	$7,210,000
3	- Full Perimeter Fencing	$612,000	$-	$68,000	$-	$680,000
4	- Tanker Apron	$1,845,000	$150,000	$55,000	$-	$2,050,000
5	- Helicopter Operations Area - Phase 3 of 3	$1,620,000	$150,000	$30,000	$-	$1,800,000
6	- PMP (2027, 2030, 2033)	$180,000	$-	$-	$-	$180,000
	Phase III Subtotals	***$10,836,000***	***$450,000***	***$734,000***	$-	***$12,020,000***
	Phase III Subtotals (Minus Demand Projects)	*$792,000*	*$-*	*$68,000*	*$-*	*$ 860,000*

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CIP Review

	FAA	State	Local	Other	Total
Phase I Subtotals	$5,782,200	$1,000,000	$3,070,299	$0	$9,852,499
Phase II Subtotals	$13,123,650	$0	$3,294,850	$1,600,000	$18,018,500
Phase II – Minus Demand-Driven	*$11,755,650*	*$600,000*	*$902,850*	*$-*	*$13,258,500*
Phase III Subtotals	$11,097,000	$0	$1,213,000	$0	$12,310,000
Phase III – Minus Demand-Driven	*$792,000*	*$-*	*$68,000*	*$-*	*$860,000*
CIP Total	***$30,002,850***	***$2,950,000***	***$5,628,149***	***$1,600,000***	***$40,180,999***
CIP Total – Minus Demand-Driven	*$18,329,850*	*$1,600,000*	*$4,041,149*	*$-*	*$23,970,999*

Discussion

- Input on project priority?
- Questions on cost estimates?
- Anything overlooked?

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The Next Steps

- Submittal of Draft Chapters 7, 8, and 9 to County, FAA, and PAC for review / comment.
  - *Submittal on May 10, comments due back May 24.*
- FAA Divisional Review of ALP drawing set
- Preparation of Comprehensive Final Draft
- Final Report briefing to the County Commission, with PAC member attendance
- Issuance of Final Master Plan
- Project closeout

WHPacific

Contact Us

Union County

Doug Wright, Public Works Director
(541) 963-1016
dwright@union-county.org

WHPacific

Sarah Lucas, Assistant Project Manager
(503) 779-5673
slucas@whpacific.com

Project Website

http://union-county.org/public-works/airport/

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Open House

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La Grande / Union County Airport Master Plan Update – Planning Advisory Committee (PAC) Meeting #5

April 26, 2016
ODOT Conference Room
6:00 – 7:30 pm

SIGN IN SHEET

NAME	REPRESENTING	MAILING ADDRESS	PHONE#	E-MAIL
Kelly Hedgepeth	USFS		541-561-1393	khedgepeth@fs.fed.us
DAVE NAFIE	WHPACIFIC		303-805-3055	dnafie@whpacific.com
Ki Vondenpool	Citizen			
Phil Robinson	Citizen/pilot			
Mike Boden	MBCC		963 7096	
John A. Rice	Life flight		503-476-2820	Jrice@lifeflight.org
CHARLES GREENWALD	LIFE FLIGHT		727-301-0856	cgreenwald@lifeflight.org
PETER BENJAMIN	LIFEFLIGHT		541-975-3190	pbenjamin@lifeflight.org
TRACY MAY	Precision Approach Eng.		541-754-0043	tmay@preappinc.com
Griffith Williams	USFS		541-263-0873	gewilliams@fs.fed.us
JOEL KNIGHT	Pilot HANGAR OWNER		786-4699	GAYLEANDJOEL@YAHOO.COM
Mike DANG	WHPACIFIC			mdang@whpacific.com
David McCarty	Columbia basin Helicopter		541-379-7300	david.mccarty@columbiabasinhelicopters.com
JoAnn Lynton	Columbia Basin Helicopters		541 519 2580	JOELLEON1968@yahoo.com
Mike Hancock	USFS		541-786-1357	mhancock@FS.Fed.US
Steve McClure	Union County		541-963-1001	smcclure@union-county.org

La Grande / Union County Airport Master Plan Update
County Commissioner Work Session

December 16, 2015 at 4:00 p.m.

Joseph Annex Conference Room
1106 K Avenue, La Grande, OR

Purpose of Work Session

The Union County Commissioner's Work Session has been requested to achieve consensus on the Preferred Alternative within the La Grande / Union County Airport Master Plan Update.

The following memo is intended to provide a brief history of the Master Plan Update project and facilitate discussion of the Preferred Alternative.

Purpose of the Master Plan Update

An Airport Master Plan is a 20-year planning document to guide the Airport's maintenance and development. Projects that receive federal funding are required to be on the approved Airport Layout Plan (ALP), a component of the Master Plan. The Master Plan is being prepared in accordance with the Federal Aviation Administration's (FAA's) Advisory Circulars and guidelines.

Public Involvement

The Master Plan Update project formally began in September 2014, with the Planning Advisory Committee (PAC) Kick-Off Meeting. The PAC consists of representatives from: FAA, US Forest Service, Oregon Department of Aviation (ODA), Union County Planning Department, City of La Grande, Northwood Manufacturing, Life Flight, Hancock Natural Resource Group, Airport Users and Tenants, and Precision Approach Engineering (Airport Engineer). Additionally, Commissioner McClure is a member of the PAC and represents the Union County Commission.

All meetings have been open to the public and notices have been published in *The Observer*. However, public attendance has been light.

Project Components

The Master Plan consists of nine chapters and are further detailed below. To date, Draft Chapters 1 thru 6 have been prepared and submitted for review.

Chapter 1 – Airport Issues and Goals

- Identified issues and established goals of the planning process based on input from the PAC and County.
- The Airport's role is consistent with ODA's designation of Regional General Aviation (GA) Airport, meaning it supports mostly twin- and single-engine aircraft and also accommodates occasional business jets thus fulfilling a regional transportation need.

Chapter 2 – Airport Inventory

- Reported findings of an on-site inspection of airport facilities, which included airfield, landside, and airport support facilities. Other areas studied included airspace, land use

planning and zoning, environmental considerations, aviation activity data, and airport financial data.

Chapter 3 – Aeronautical Activity Forecast

- Forecasts were approved by the FAA
- Three forecasts prepared: critical aircraft, based aircraft, and annual operations.
- Forecasts showed slow, steady growth in based aircraft and operations, with the largest growth in helicopters.
- Forecasting effort justified maintaining the Runway Design Code (RDC) for Runway 12-30 at C-IV, which reflects the C-130 firefighting aircraft, with some caveats that the FAA is still working out. The RDC for Runway 16-34 changed from B-II (small) to B-II as a response to the usage from Ameriflight's Metroliner.

Chapter 4 – Facility Requirements

- Identified ability of airport facilities to meet forecasted demand and other needs.

Chapter 5 – Airport Alternatives

- Three built alternatives, in addition to the no build alternative (for comparative purposes), were developed to address the needs identified in Chapter 4.
- ***The preferred alternative will likely be a composite of the three alternatives.***

Chapter 6 – Compliance Review

- Provides a proactive approach to achieving compliance and avoiding noncompliance with FAA grant assurances by examining existing and potential compliance issues and recommending a corrective action plan. No significant issues were identified.

*Chapter 7 – Recycling and Solid Waste Management Plan**

- This new master planning component is to develop a plan for recycling and minimizing the generation of airport solid waste.

*Chapter 8 – Airport Layout Plan (ALP) and Associated Drawings**

- The ALP drawings are the backbone of the Master Planning process, and provide a graphic illustration of the information gathered in the preceding chapters. Projects must be identified on the ALP to be eligible for possible FAA funding.
- The drawing list includes: Cover Sheet, Airport Layout Plan, Airport Airspace Drawings, Inner Portion of the Approach Surface Drawing, Terminal Area Drawing, Land Use and Noise Contour Drawing, Runway Departure Surfaces Drawing, Airport Property Map, and Utilities Drawings.
- The FAA must formally approve the ALP drawing.

*Chapter 9 – Capital Improvement Plan (CIP)**

- The CIP will identify costs associated with ALP improvements, as well as potential funding sources for projects.

Alternatives Development

Three build alternatives were developed based on the anticipated needs identified in Chapter 4, *Facility Requirements*. A No Build Alternative was also prepared as a baseline for comparison. These alternatives

are shown in Exhibits 5A, 5B, 5C, and 5D, which are attached. Exhibit 5E is also included to highlight routes used by the large air tankers used during wildland fire operations.

As shown in the exhibits, there are many similarities between the build alternatives, particularly the effort in trying to keep the majority of development contained within the existing flightline. The most impactful differences are seen when looking at instrument approach minima and compliance with FAA design standards.

There are three levels of instrument approach minima, which is to say the level of precision a particular instrument approach provides a pilot, with the highest minima being greater than 1 statute mile (sm) visibility and the lowest being less than ¾ sm. This criteria is reflected most visibly by the area of the Runway Protection Zone (RPZ) – the trapezoidal area off the ends of the runways – and the Building Restriction Line (a 35-foot tall building can be built "behind" the BRL away from the runway). The Airport currently has approaches with visibility minima greater than 1 sm. Until the concurrent Airports Geographic Information System (AGIS) study is complete and an instrument feasibility study is requested it is unknown what level of instrumentation the Airport would be able to acquire, if a change is desired. Because of this all three instrumentation levels are shown for planning purposes.

In regards to compliance with FAA design standards, there are two main items to consider. The first would be the width of Runway 16-34. As a result of the RDC change to B-II, the current runway width of 60 feet is inadequate and should be 75 feet. The second consideration is Runway 12-30. Currently, Runway 12-30 has been granted a Modification to Standards for runway width and is constructed to 100 feet. The actual standard for a RDC C-IV runway is 150 feet. It appears the FAA is willing to issue another Modification to Standard for the Runway 12-30 width; however, they have not yet put it in writing.

Selection of Preferred Alternative

The alternatives were presented to the PAC on September 29, 2015. A large cross-section of airport interests were represented at the meeting, and their input on the alternatives are summarized below:

- The preferred alternative should look forward and remain flexible to accommodate unforeseen changes.
- In regards to instrumentation and approach minima – Is the impact (particularly BRL) worth the benefit? Approach minima did not rank high in priority of needs.
- Fuel availability needs to be addressed, particularly during busy fire seasons.
- Self-service AvGas should be explored by the County.
- Additional hangar space is needed.
- Crew camping should be near the helicopter operations area for security purposes.
- Utilities, particularly water, need to be addressed. The current water system needs to be looped, rather than dead end at the Airport.
- Fixed wing and helicopter operations need to be separated.
- A fire retardant loading area for Single Engine Air Tankers (SEATs) should be explored.
- The US Forest Service is an important component at the Airport and the region.
- Preserve undeveloped land for aviation-related development.

Moving Forward

Based on input from the PAC, and further discussions with the County, a Working Draft Preferred Alternative has been prepared and is shown as Exhibit 5F. It does not include improved instrumentation on Runway 16-34, but does show the improved (lower) instrument approach minima for Runway 12-30 in an effort to be flexible for potential future demand. Runway 16-34 is showing widening to 75 feet, and the current Modification to Standard is assumed to continue for Runway 12-30. All development is concentrated on the existing flightline, with reconfiguration of the hangar area. Taxiway A is also relocated closer to Runway 16-34 to meet the design standard and open up more flightline area for future development. All fixed wing and helicopter operations are separated near the existing Rappel Base.

Consensus from the Commission on the Preferred Alternative is requested. The final Airport Layout Plan (ALP) drawing set is a technical form of the Preferred Alternative. The ALP is approved by the FAA and is the basis for the Capital Improvement Plan.

*Chapters forthcoming.