

CHAPTER 1

Introduction



The Port of Tillamook Bay, Oregon is preparing an Airport Master Plan for Tillamook Municipal Airport (TMK) in cooperation with the Federal Aviation Administration (FAA) to address the Airport’s needs for the next 20 years. This project will replace the 2012 Airport Layout Plan Report¹, which provided the most recent FAA-approved (signed) Airport Layout Plan (ALP) drawing for the Airport. The 2024-2044 Airport Master Plan will provide specific guidance in making the improvements necessary to maintain a safe and efficient airport that is economically, environmentally, and socially sustainable.

Study Purpose

The purpose of the Airport Master Plan is to define the current, near-term, and long-term needs of the Airport through a comprehensive evaluation of facilities, conditions and FAA airport planning and design standards. The study will also address elements of local planning (land use, transportation, environmental, economic development, etc.) that have the potential of affecting the planning, development, and operation of the Airport.

¹ Tillamook Airport – Airport Layout Plan Narrative Report, Precision Approach Engineering and Coffman Associates (August 2012)

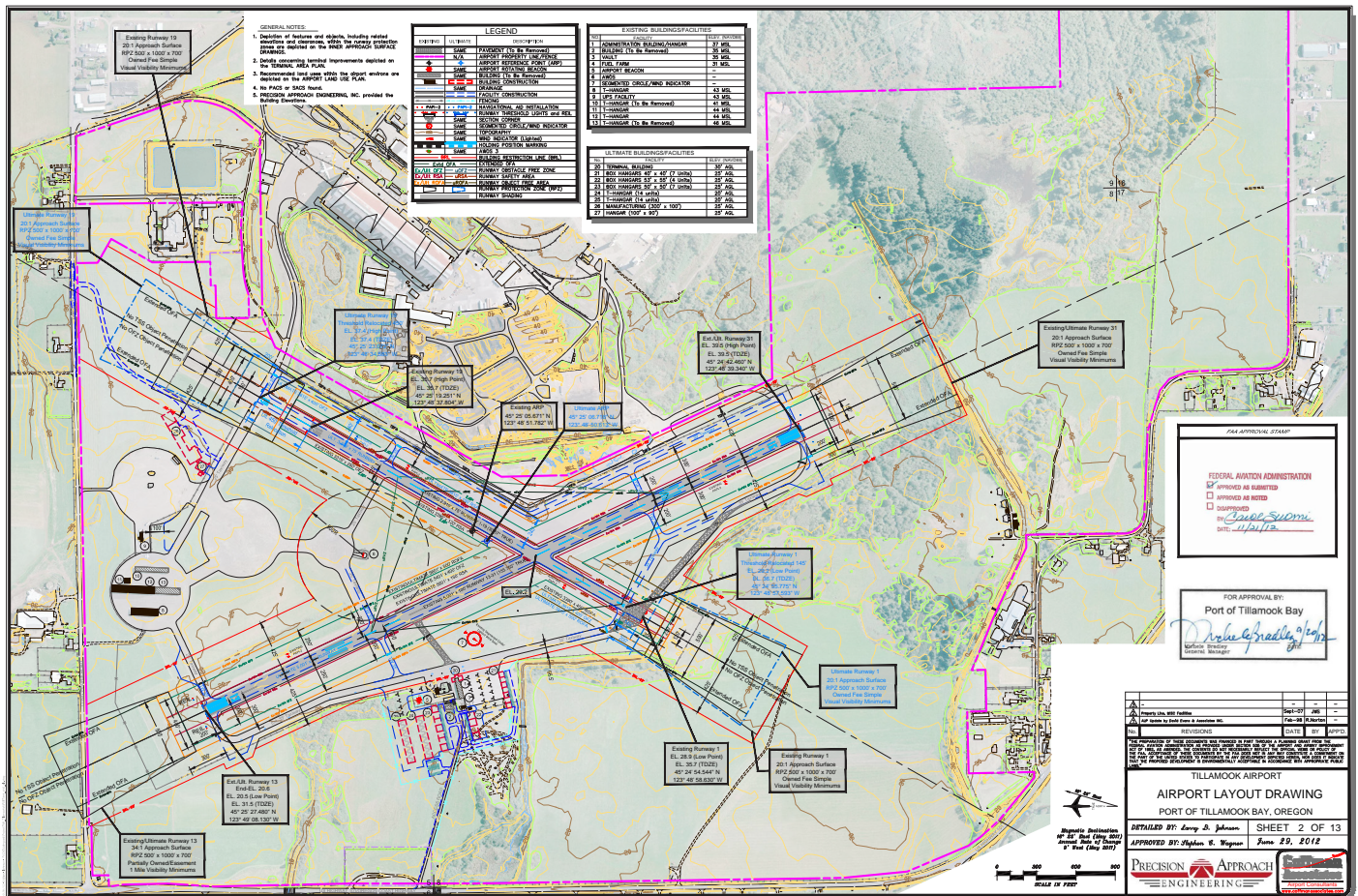
Project Need

The FAA requires airport sponsors (Port of Tillamook Bay) to periodically update their ALP drawings as conditions change in order to maintain current planning. As noted earlier, this project replaces the 2012 ALP Report and drawing set. In addition to defining new facility needs, several projects completed since the last ALP update will be detailed on the updated ALP drawing:

- 2013 – Perimeter fencing and gates installed
- 2016-2021 – Apron rehabilitation projects
- 2019-2021 – GA tiedown apron expansion project
- 2022 – New Weather Observation System
- 2023 – Aviation fuel storage tanks (2) replacement (environmental and design)

As-built updates to the 2012 ALP drawing were completed in 2014, 2019, and 2024, to reflect recent project construction. The 2012 ALP is the current FAA-approved ALP for the Airport. The as-built ALP and the 2012 ALP Report will serve as primary sources for inventory data. Additional information provided by the Port and its airport engineer will supplement published FAA data, and data obtained from on-site airfield inspections and general data collection. **Figure 1-1** depicts the as-built ALP drawing.

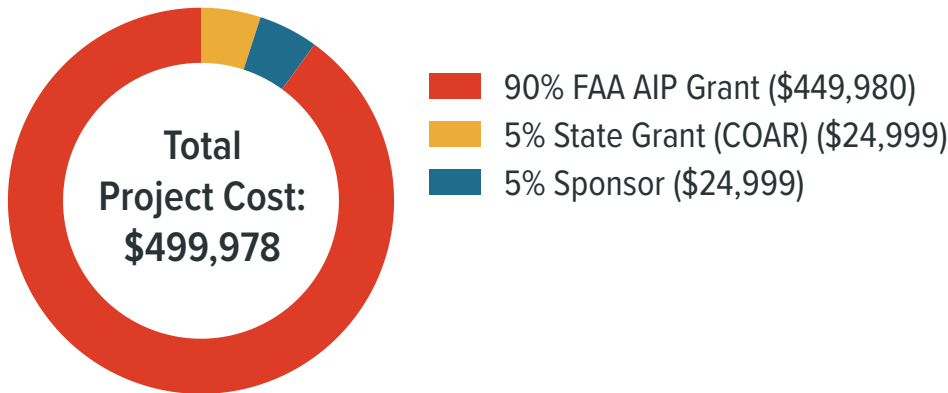
Figure 1-1: As-built ALP



1. As-built updates (2014, 2019, 2024) to 2012 ALP

Project Funding

Funding for the Airport Master Plan Update was provided through an FAA Airport Improvement Program (AIP) grant of \$449,980 (90%), an Oregon Department of Aviation (ODAV) Critical Oregon Airport Relief (COAR) grant of \$24,999 (5%), and a local match of \$24,999 (5%) provided by the Port of Tillamook Bay. The total project cost of \$499,978 includes Port staff administration time to support the planning process. The AIP is a dedicated fund administered by FAA with the specific purpose of maintaining and improving the nation’s public use airports. The AIP is funded exclusively through fees paid by users of general aviation and commercial aviation. The ODAV COAR grant program funding also relies exclusively on aviation user fees.



Goals of the Airport Master Plan

The primary goal of the Airport Master Plan is to provide the framework and vision needed to guide future improvements at Tillamook Municipal Airport. The FAA sets out goals and objectives each master plan should meet to ensure future development will cost-effectively satisfy aviation demand and consider potential environmental and socioeconomic impacts.

<p>Goal 1: Define the vision for the airport to effectively serve the community, airport users, and the region. Assess known issues including runway length, the ability to accommodate development, auto parking, fencing, and land use to develop a realistic sustainable plan to improve the airport.</p> <p>Goal 2: Document existing activity, condition of airfield facilities, and policies that impact airport operations and development opportunities.</p> <p>Goal 3: Forecast future activity based on accepted methodology.</p> <p>Goal 4: Evaluate facilities and conformance with applicable local, state, and FAA standards.</p> <p>Goal 5: Identify facility improvements to address conformance to FAA standards issues and accommodate demand.</p>	<p>Goal 6: Identify potential environmental and land use requirements that may impact development.</p> <p>Goal 7: Explore alternatives to address facility needs. Work collaboratively with all stakeholders to develop workable solutions to address needs.</p> <p>Goal 8: Develop an Airport Layout Plan to graphically depict proposed improvements consistent with FAA standards as a road map to future development. Prepare a supporting Capital Improvement Plan to summarize costs and priorities.</p> <p>Goal 9: Provide recommendations to improve land use, zoning, and Port oversight of the Airport to remove barriers to appropriate growth at the Airport.</p> <p>Goal 10: Summarize the collective vision and plan for the airport in the Airport Master Plan report.</p>
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THE FAA ROLE IN THE AIRPORT MASTER PLAN

FAA *Advisory Circular (AC) 150/5070-6B Airport Master Plans* defines the specific requirements and evaluation methods established by FAA for the study. The guidance in this AC defines planning requirements for all airports, regardless of size, complexity, or role. However, each master plan study must focus on the specific needs of the airport for which a plan is being prepared.

The recommendations contained in an airport master plan represent the views, policies and development plans of the airport sponsor (City of McMinnville) and do not necessarily represent the views of the FAA. Acceptance of the master plan by the FAA does not constitute a commitment on the part of the United States to participate in any development depicted in the plan, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public law. The FAA reviews all elements of the master plan to ensure that sound planning techniques have been applied. However, the FAA only formally approves the Aviation Activity Forecasts and Airport Layout Plan. The FAA is not directly involved in the local adoption of master plans.

Planning Process

A three-phase planning process is used to provide multiple feedback loops to maintain the flow of information and ideas for the community and project stakeholders, with the goal of maximizing public involvement.

DEVELOP UNDERSTANDING

A comprehensive understanding of the issues and opportunities, existing conditions, and an identified level of future aviation activity that would mandate facility improvements required to satisfy future demand.

Analysis

- Develop Scope of Work
- Public Involvement Strategy
- AGIS Survey
- Existing Conditions and Facilities
- Aviation Activity Forecasts

Project Meetings

- Bi-Weekly Planning Team Meetings
- Project Kick-off Meeting
- Planning Advisory Committee (PAC) Meetings

Work Product

- Introduction
- Existing Conditions
- Aviation Activity Forecasts

EXPLORE SOLUTIONS

A collaborative exploration of local airport needs, goals, and facility requirements in sequence with the development of community generated ideas, solutions, and development alternatives.

Analysis

- Define Updated Airfield Design Standards
- Perform Demand/Capacity Analysis
- Define Facility Goals and Requirements
- Identify & Prepare Development Alternatives
- Evaluate Development Alternatives

Project Meetings

- Bi-Weekly Planning Team Meetings
- Planning Advisory Committee (PAC) Meetings
- Public Open House

Work Product

- Facility Goals & Requirements
- Airport Development Alternatives

IMPLEMENTATION

An implementation program with recommended strategies and actions for future land use, transportation, and environmental requirements; a realistic and workable CIP; and current ALP drawings that graphically depict existing conditions at the airport and proposed development projects.

Analysis

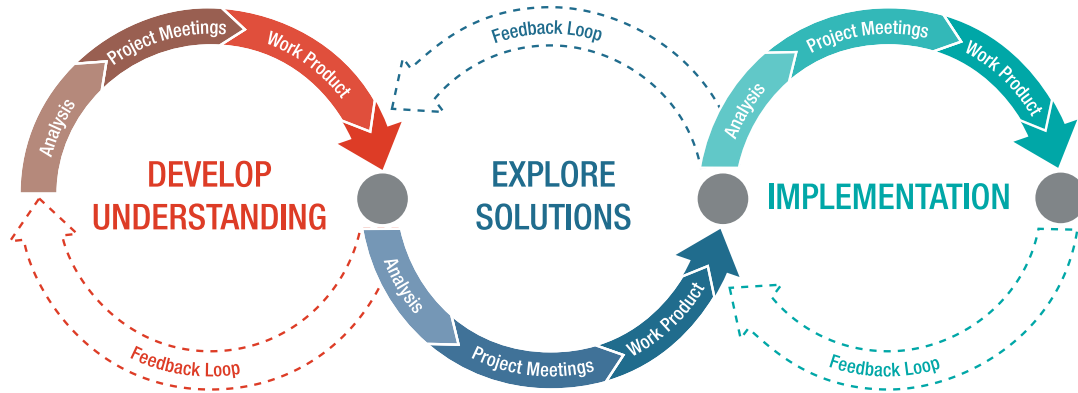
- Develop Strategies & Actions
- Develop CIP/Phasing/Financial Plan
- Develop ALP Drawing Set

Project Meetings

- Bi-Weekly Planning Team Meetings
- Planning Advisory Committee (PAC) Meetings

Work Product

- Strategies & Actions
- Financial Plan (CIP/Phasing)
- ALP Drawing Set (Draft & Final)
- Draft Report
- Final Report



Framework of the Airport Master Plan

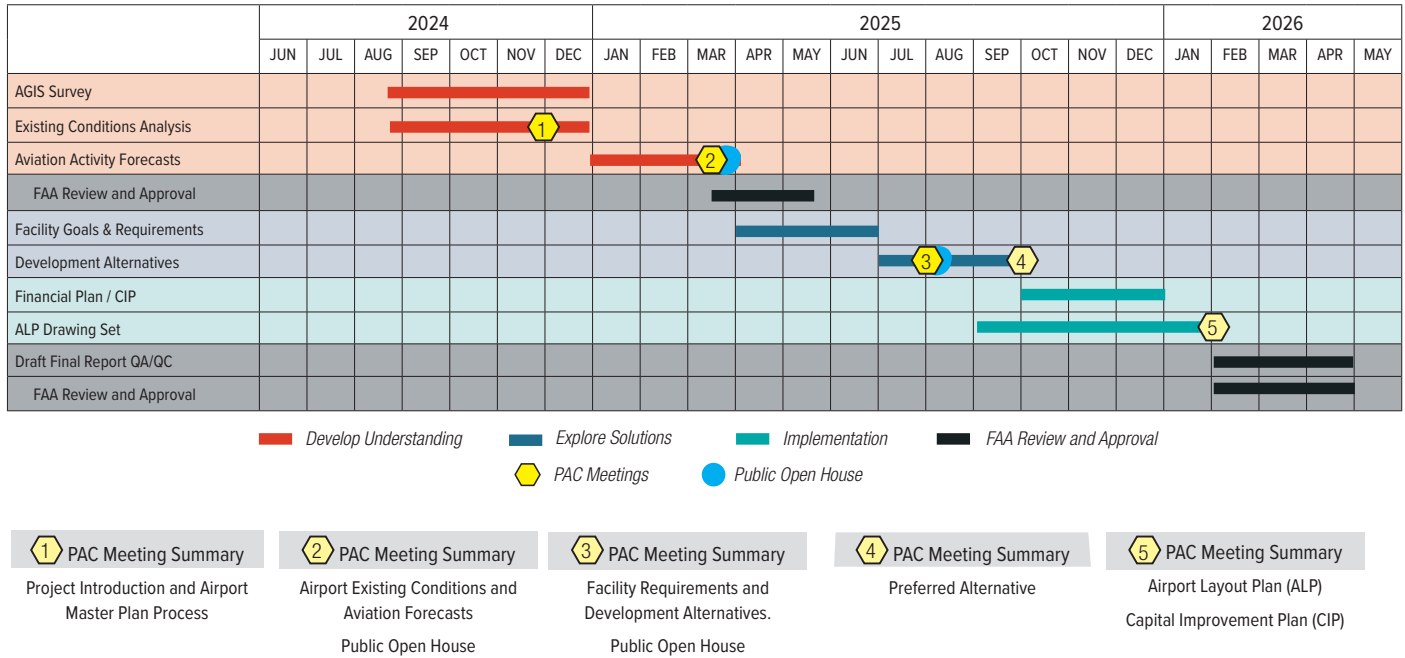
The framework of the Airport Master Plan provides a clear structure to inform and steer future planning decisions. The process allows the plan to take shape through flexibility, iteration, and adaptation. The framework reflects the Airport’s regional setting, airside and landside elements, management, and administration functions. The framework provides guidance, while being flexible enough to adapt to changing conditions encountered during plan development. The process is used to develop understanding, explore solutions, and implement the preferred development alternative for the Airport that is complementary to its adjacent urban and rural environments.

	Regional Setting	Airside Elements	Landside Elements	Airport Administration
Develop Understanding	<ul style="list-style-type: none"> Location & Vicinity Socio-Economic Data Airport Role Airport History 	<ul style="list-style-type: none"> Area Airspace Instrument Flight Procedures Runway/Helipad 	<ul style="list-style-type: none"> Aprons/Tiedowns FBO/ Terminal Building Hangars 	<ul style="list-style-type: none"> Airport Ownership & Management Airport Financials
Explore Solutions	<ul style="list-style-type: none"> Area Airports Context Airport Operations Relevant Studies Environmental Data 	<ul style="list-style-type: none"> Taxiways/Taxilanes Pavement Condition Airside Support Facilities 	<ul style="list-style-type: none"> Airport Fencing Airport Surface Roads Vehicle Parking Utilities 	<ul style="list-style-type: none"> Airport Rates and Charges Local Rules & Regulations Oregon Aviation Laws FAA Compliance Overview
Implementation	<ul style="list-style-type: none"> Local Surface Transportation Land Use/Zoning 		<ul style="list-style-type: none"> Aircraft Fueling 	

Project Schedule

The Airport Master Plan schedule depicted in **Figure 1-2** is expected to occur over the course of approximately 18 months. FAA final review and approvals may take an additional 3-6 months following the completion of the final draft narrative reports and drawings. FAA-funded master planning project grants cannot be amended to account for changes in project scope or level of effort. This contract requirement ensures that only work included in the FAA-approved project scope of work will be required by FAA for project completion.

Figure 1-2: Project Schedule



Note: This is a living project schedule and will be updated as the project progresses.

Known Issues & Opportunities

At the outset of the Airport Master Plan, several known issues and opportunities were identified by Port management, the consultant team, the FAA, or users of the Airport. The issues and opportunities identified below are among the focus areas that will be addressed during the master plan. The goal of this examination is to ensure a comprehensive and thorough assessment that addresses and documents proposed solutions, potential constraints, and methods of implementation.

Through discussions with the planning team and the Port, a preliminary list of known issues or opportunities was created for reference during the planning process. Additional items identified during the project will be incorporated into the master plan, as appropriate. Projects that are included in the Airport’s current 5-year FAA airports capital improvement program (ACIP) are presented as near-term items that will be reviewed in the early stages of the master plan. A list of known issues or opportunities is summarized below.

- Replace Aboveground fuel tanks (AVGAS and Jet-A)
- Hangar Development Sites (North) – northern section of Apron A2 (adjacent to Aerostar)
- North Apron reconfiguration options – southern section of Apron A2 (south side of fence)
- Runway 13/31 Run-Up Aprons and Drainage Improvements
- Taxiway Rehabilitation and Airfield Signage
- Improve taxiway access between the terminal area and main runway
- Runway 13/31 MIRL, PAPI, REIL improvements
- Airport Industrial Site Development (general and tenant-specific needs)
- Terminal Area Improvements (hangar development near the tiedown apron and new pilot building)
 - » Hangar Sites
 - » Taxiways
 - » Utilities
 - » Surface Access
 - » Fencing

- Runway 13/31 – Magnetic Variation (MAGVAR) – Change to “14/32” - update runway markings, signage, and instrument approach procedures.
- UAV/UAS Test Range, Operations, Facilities (recently resurfaced operating areas; define facilities to support tenant R&D operations)
- Maintain Apron A3 for UAS/UAV, research and test vehicle launch/recovery
- Advanced Air Mobility (AAM) – define future facility needs and operation areas
- Air Cargo AC Loading/Unloading Area (improve efficiency for cargo, express ground ops)
- Pavement Management (cost of maintaining non-eligible airfield pavements; prioritized investments)
- Evaluate city water line relocation (temporary impacts to airfield, long term service on Airport)

A graphic depiction of existing facilities and development areas will be provided in Chapter 2 – Existing Conditions Analysis.