

CHAPTER 1

Introduction



Lake County is preparing an Airport Master Plan Update for Lake County Airport in cooperation with the Federal Aviation Administration (FAA) to address the facility needs for the next 20 years. The Airport Master Plan provides 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, short-term, and long-term needs of the Airport through a comprehensive evaluation of facilities, conditions and FAA airport planning and design standards. The study addresses 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.

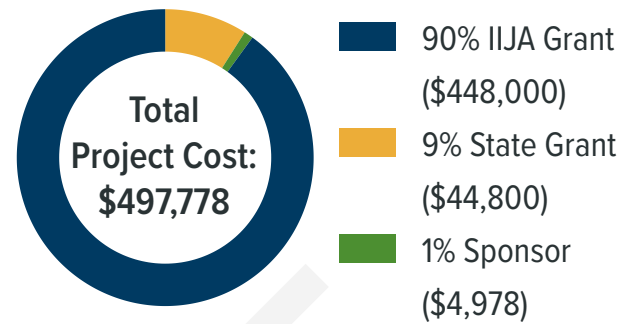
Project Need

The FAA requires airports to periodically update their master plans as conditions change to maintain current planning and satisfy future facility requirements. The last Airport Layout Plan (ALP) Report was completed in 2013. Lake County in consultation with the FAA has identified the need to develop a new Airport Master Plan that reflects the community vision for the airport and provides a document to guide the Airport into the future.



Project Funding

Funding for the Airport Master Plan Update is being provided through the Federal Infrastructure Investment and Jobs Act (IIJA) grant of \$448,000 (90%), a Critical Oregon Airport Relief (COAR) grant from the State of Oregon in the amount of \$44,800 (9%) and a local match of \$4,978 (1%) provided by Lake County for a total project cost of \$497,778. The IIJA passed in 2021 was created to fund projects related to ports, airports, rails and roads among other infrastructure improvements.



Goals of the Airport Master Plan

The primary goal of the master plan is to provide the framework and vision needed to guide future development at Lake County Airport. The FAA establishes goals and objectives in Advisory Circular (AC) 150/5070-6B that each master plan should meet to ensure future development will satisfy aviation demand and consider potential environmental and socio-economic impacts.

- 1 Define the vision for the Airport to effectively serve the community, airport users, and the region. Assess known issue including, runway length, ability to accommodate development, auto parking, fencing, and land use to develop a realistic sustainable plan to improve the airport.
- 2 Document existing activity, condition of airfield facilities, and policies that impact airport operations and development opportunities.
- 3 Forecast future activity based on accepted methodology.¹
- 4 Evaluate facilities and conformance with applicable local, state, and FAA standards.
- 5 Identify facility improvements to address conformance issues and accommodate demand.
- 6 Identify potential environmental and land use requirements that may impact development.
- 7 Explore alternatives to address facility needs. Work collaboratively with all stakeholders to develop workable solutions to address needs.
- 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.
- 9 Provide recommendations to improve land use, zoning, and County oversight of the airport to remove barriers to appropriate growth at the Airport.
- 10 Summarize the collective vision and plan for the airport in the Airport Master Plan report.

THE FAA ROLE IN THE AIRPORT MASTER PLAN

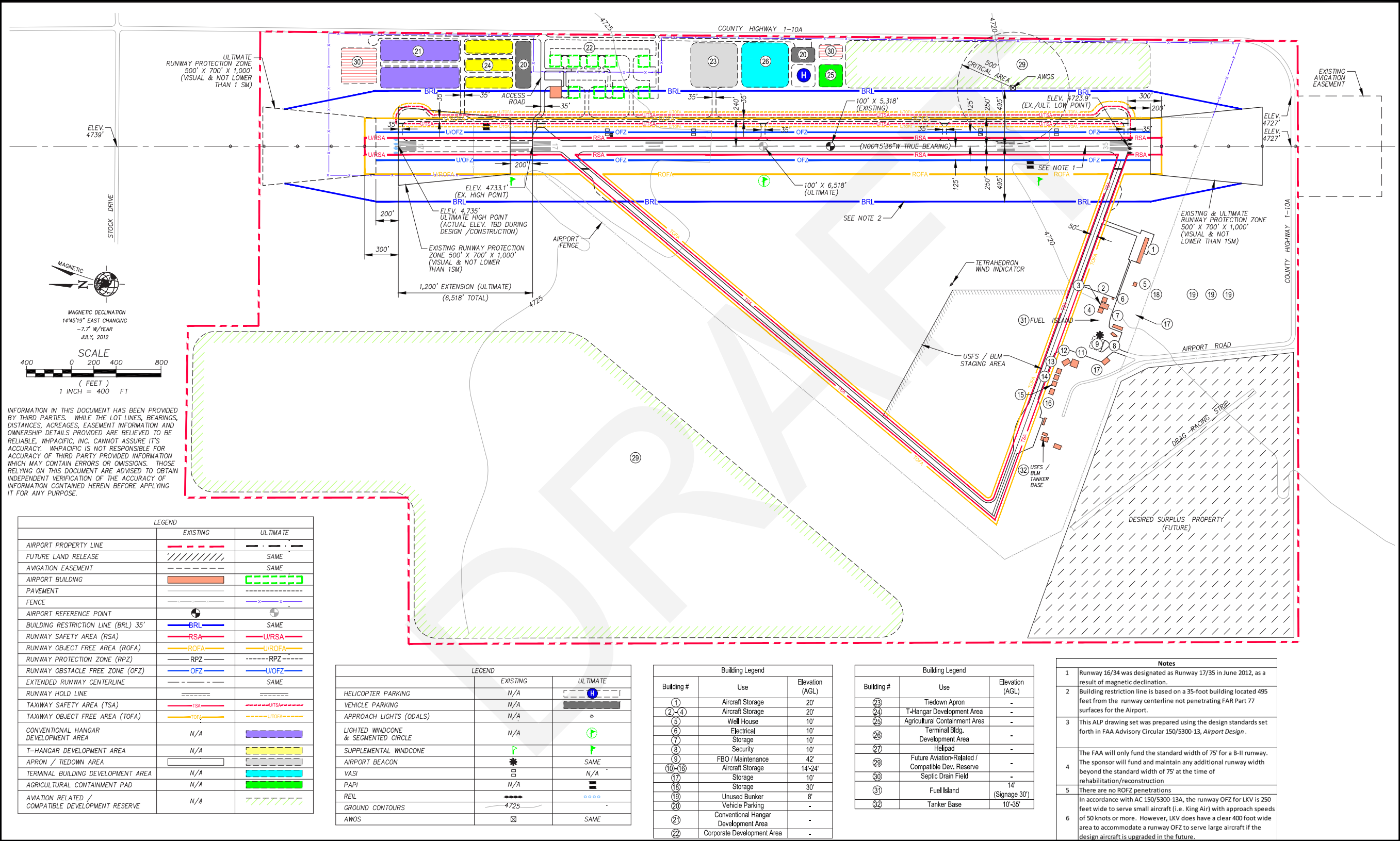
FAA *Advisory Circular 150/5070-6B Airport Master Plans* defines the specific requirements and evaluation methods established by FAA for the study. The guidance in this AC covers planning requirements for all airports, regardless of size, complexity, or role. However, each master plan study must focus 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 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 approves the Aviation Activity Forecasts¹ and Airport Layout Plan.

1. Recent FAA guidance states that a full forecast is not required for airports with fewer than 90,000 operations. Instead a streamlined projection of based aircraft and operations will be completed to approximate future activity



2013 Airport layout Plan (ALP)



Note: The ALP presented above is a product of the 2013 AMP Update and is provided for reference only.

Source: WHPacific (Airport Layout Plan 2013)

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 Forecasts²

Project Meetings

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

Work Product

- Introduction
- Existing Conditions
- Aviation Activity Forecasts²

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

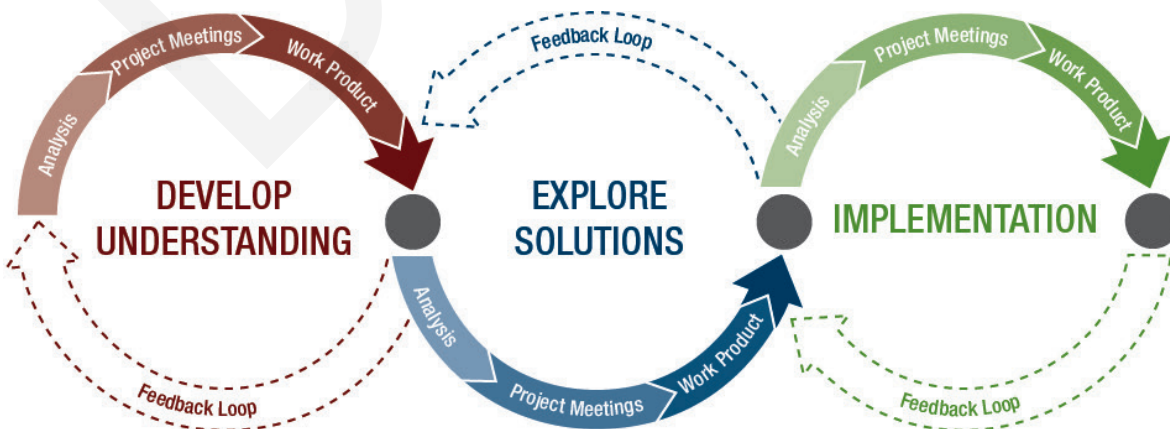
- Develop Strategies & Actions
- Develop CIP/Phasing/Financial Plan
- Develop ALP Drawing Set

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



2. Recent FAA guidance states that a full forecast is not required for airports with fewer than 90,000 operations. Instead a streamlined projection of based aircraft and operations will be completed to approximate future activity.



Project Timeline

While every Airport Master Plan is unique, a typical plan requires 18 to 24 months to complete, depending on project complexity and review schedules (an overview of the typical project timeline and touchpoints is shown in **Figure 1-1**). FAA approvals generally take an additional three to six months following the submission of the final draft narrative reports and drawings. Because FAA-funded master planning grants cannot be amended to account for changes in scope or level of effort, the FAA requires only the work outlined in the approved project scope for project completion.

Figure 1-1: Project Timeline



Public Involvement Process

A comprehensive and engaging public involvement process is a key element to a successful AMP. Therefore, numerous opportunities for public input are built into the planning process. This AMP includes up to four Planning Advisory Committee (PAC) meetings, two Public Open House meetings, three FAA coordination meetings, a project website, and ongoing communication and coordination between County staff and the project planning team over the course of the project.

PLANNING ADVISORY COMMITTEE (PAC) MEETINGS

The PAC is assembled by County leaders to provide input and allow for public dissemination of data. Members of the PAC may include airport tenants, pilots, local and regional economic development interests, neighbors of the Airport, and staff/ representatives of the County. The FAA Seattle Airports District Office (ADO) project manager will interact with the project team throughout the project and may attend one or more of the PAC meetings. The FAA has primary responsibility for technical review, comment, and project approval.

The proposed PAC meeting schedule may be in-person, remote (video conferences), or a combination thereof depending on the directions provided by state and local government. PAC meeting summaries are available for review in **Appendix A: Planning Advisory Committee Meetings Summaries**.

PAC Meeting #1

The Consultant will review the goals and objectives of an AMP Report, and present the existing conditions of the Airport, community, and aviation industry; as well as the preliminary aviation activity forecasts that have been submitted to FAA for review and approval following local review.

PAC Meeting #2 / Public Open House

PAC Meeting #2 is an interactive discussion with the PAC that focuses on the Airport's facility needs required to satisfy FAA standards, future growth, as well as the vision of the County and its users. A series of preliminary alternative concepts capable of satisfying future demand and addressing non-standard conditions will be presented to seek input from the PAC and public.



PAC Meeting #3

The input provided in PAC #2 and Public Open House is used to refine the preliminary development alternatives. A recommended preferred alternative based on technical evaluations, public input, and coordination with the County will be presented for discussion and comment. All alternatives considered in this process will be consistent with applicable FAA technical standards and regulations.

PAC Meeting #4/Open House

An implementation program will be presented outlining recommended strategies and actions for future land use, transportation, and environmental requirements; a realistic and workable CIP; and ALP drawings that graphically depicted existing and future conditions at the Airport.

Known Issues & Opportunities

At the outset of the Airport Master Plan there were several known issues and opportunities identified by the FAA, County staff, and users of the Airport. These issues and opportunities identified below and depicted in **Figure 1-2** served as focus areas during the completion of the master plan to ensure a comprehensive and thorough assessment resulted in proposed solutions that lead to future implementation.

TERMINAL DEVELOPMENT AREA

The terminal area preliminary evaluation identified several opportunities for future infill development and development reserve areas. The Bureau of Land Management (BLM) Firebase has been, and will continue to be, a high priority. Maintaining the BLM staging area along with Single Engine Air Tanker (SEAT) base reconstruction planned for 2025 is a high priority for airport management. Fixed Base Operator (FBO) relocation with BLM participation has been discussed recently. Additionally, helicopter facilities for larger Skycrane/Chinook type helicopters have been discussed to separate increasing rotor-wing traffic from fixed-wing aircraft.

TAXIWAY "A"

Taxiway "A" was reconstructed in 2022 to a 35-foot width. Rehabilitation is planned for 2027 and it has been discussed that this project would be an ideal time to also construct potential future helicopter facilities.

TAXIWAY "B"

Taxiway "B" was previously constructed to 40 feet wide. A 2024 rehabilitation project completed a mill and inlay of the center 35 feet of pavement. The outer 2.5 feet of pavement on each side was preserved and serves as a paved shoulder, though no edge markings are present. It is anticipated that a full-length reconstruction will be required within the planning period to ensure the continued use of the taxiway in the current configuration.

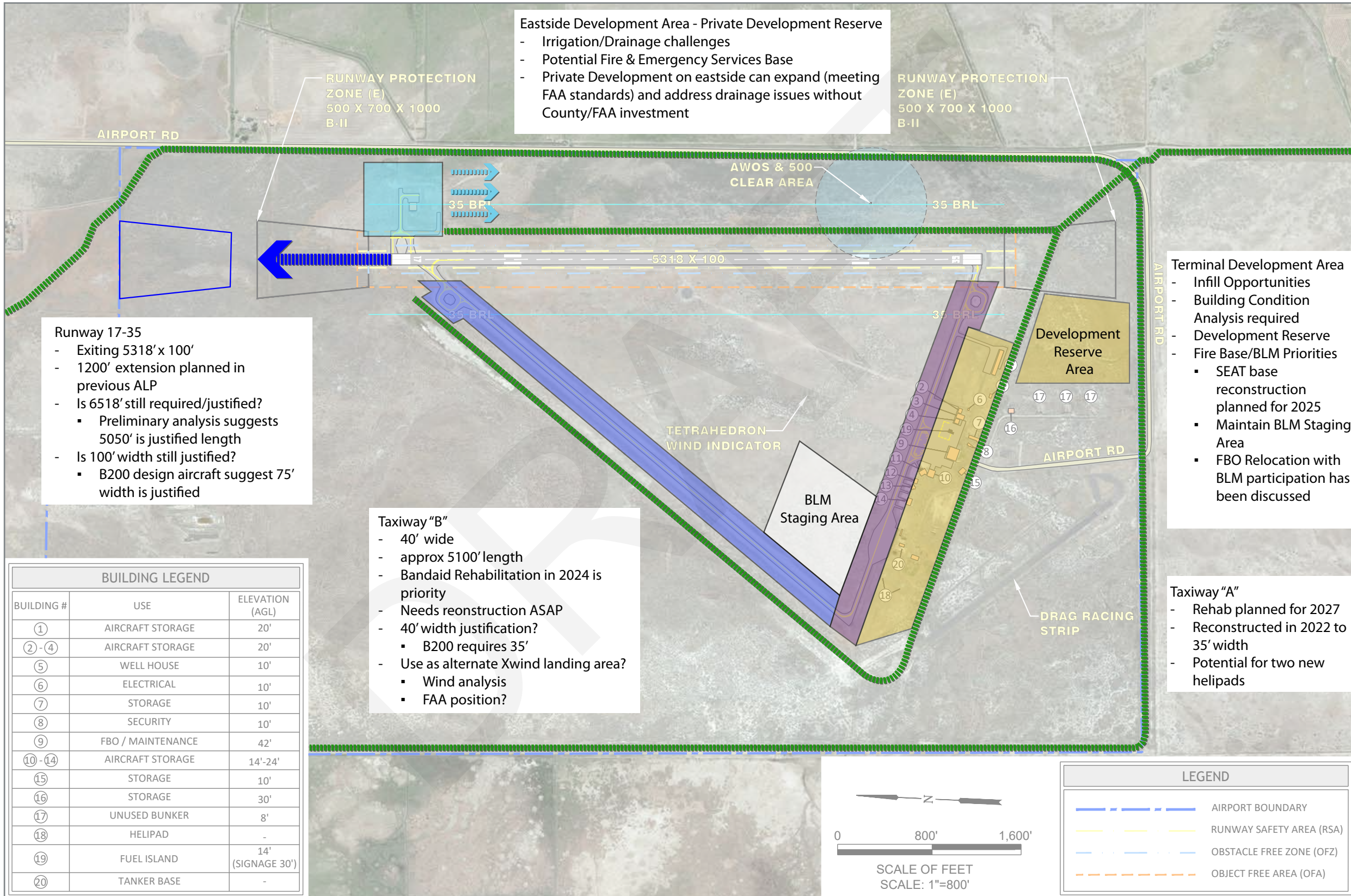
RUNWAY 17-35

Runway 17-35 is 5,318 feet x 100 feet. A 1,200-foot extension was planned in the previous master plan but will be difficult to justify based on current FAA justification requirements. Further, the 100-foot width exceeds the standard and will require further discussion during the planning process. Typically, airports like Lake County that serve smaller GA aircraft and the occasional business jet have a 75-foot wide runway.

EASTSIDE DEVELOPMENT AREA

The Eastside Development Area has been an area of great consideration since being identified as priority expansion and development area in the previous planning process. The local priorities have shifted to identify this area as a Private Aviation Development Reserve. The County has indicated that private development could build in this area as long as they address drainage issues and coordinate with FAA as required.

Figure 1-2: Existing Conditions



Source: Century West Engineering