Airport Master Plan
Planning Advisory Committee #2
Tuesday, December 4, 2018 | 1:00 P.M.
Port of Skagit Offices
15400 Airport Drive
Burlington, WA 98233

Welcome
Sara Young (Director of Planning and Facilities / Airport Manager – Port of Skagit) welcomed the members of the planning advisory committee (PAC). She indicated the need to update the master plan to achieve the near and long-term goals of the airport. The primary goal being to create a positive environment for economic growth in the region. PAC members present introduced themselves.

Presentation
Patrick Taylor (Project Manager – Coffman Associates) began by reviewing the master plan process. This meeting is the second of four planned. Items to be covered today are the Inventory and the Forecast draft chapters. A review of the public involvement plan was also presented with a reminder that the first public information workshop will be from 4:30-6:00 this evening (12.4.18).

Inventory
Patrick Taylor presented highlights from the draft inventory chapter. These included a summary of the following airfield facilities:

- Runway 11-29 – 5,478' x 100'. Condition – Good.
- Runway 4-22 – 3,000' x 60'. Condition – Poor.
- Taxiway widths and condition.
- REILS, PAPIs, wind socks, Non-directional beacon (NDB), beacon, automated weather observing system (AWOS), Instrument approaches.

Patrick Taylor presented a history of capital improvements to the airport including a summary of financial participation by FAA and WSDOT – Aviation.

Ramp utilization was presented. There is a total of 106 tie down positions.

The pavement condition index (PCI) map showing the current condition of the airport pavements was presented. It was noted that this map is due to be updated by WSDOT-Aviation during the master plan and the map in the report would be updated with the newest information.

An inventory of airport buildings was presented. There is approximately 230,000 square feet of hangar space which may be utilized for aircraft storage. It is estimated that there are 164 enclosed aircraft parking positions. All hangars are currently leased, and the airport has a wait list of approximately 50 aircraft owners.

The area airspace was discussed through examination of the sectional chart. The current instrument approach procedures were discussed. It was noted that the GPS approach to Runway 29 provides the

lowest visibility minimum of ¾-mile. The lowest visibility minimums typically achievable to a general aviation airport like BVS is ½-mile. The feasibility of such an approach will be examined in subsequent chapters.

Existing and planned future land use in proximity to the airport was presented. This data was sourced from the *Bayview Ridge Subarea Plan* (2014). Land uses in proximity to the airport are generally compatible commercial/industrial. There is a residential development approximately 1-mile from the Runway 29 threshold.

There was a discussion item regarding the intersection of Josh Wilson and Farm to Market Roads, to the north west of the Runway 11 threshold. This intersection has seen several automobile accidents and the county is examining alternatives to improve safety. The airport alternatives, including the possibility of a runway extension, may impact this intersection. It was indicated that the timeframe for presentation of the airport alternatives (May 2019) would coincide nicely with county planning for this intersection.

The environmental inventory was presented to identify any red-flags that could possibly hinder airport development. The existing nature trails were identified as was the existing wetlands. It was noted that if a federally funded project were to negatively impact the trail system, there could be additional environmental scrutiny of the project. Wetlands can be mitigated and the future planning for development would not be hindered by existing wetlands.

Forecasts

Patrick Taylor presented the forecasts of aviation demand. First Patrick discussed various data inputs including the FAA forecasts, the Terminal Area Forecast (TAF), socioeconomic forecasts, and previous master plan forecasts for comparison.

Based Aircraft: Port staff established a base line of 144 based aircraft which have been validated with the FAA. Coffman Associates examined aircraft ownership through FAA aircraft registration database and used that as an input to the based aircraft forecasts. The draft forecast chapter presented two new based aircraft forecasts and selected forecast of 154 in 2022, 164 in 2027, and 185 2037. A based aircraft fleet mix showing growth in turboprops and business jets was also presented.

Operations: Historical operations were presented which were sourced from a physical count from 2013-2016. An estimate was established for 2017. Forecasts were developed for GA itinerant, GA local, air taxi, military. In 2017 it is estimated that there were 31,778 total operations. In 2037 a total of 40,882 are forecast.

The forecasts have been submitted to FAA for their review.

The forecast chapter also includes identification of the current and future critical aircraft. The current critical aircraft is C-II-1A and the future critical aircraft is D-II-2.

Sneak Peak

A few slides were dedicated to the need for a control tower and runway length. Coffman analysis indicated that a tower would be justified for the airport in the year 2100. Ultimately, a Benefit-Cost-Analysis (BCA) done by FAA would have to be completed.

Regarding runway length, the FAA model outlined in FAA AC 150/5325-4B, *Runway Length Requirements for Airport Design,* was run. With inputs of airport elevation (145 MSL), temperature (74 degrees), and gradient (0.8%), the model showed a maximum runway length of 5,500 feet. Therefore, additional data, such as analysis of the operating manuals of specific aircraft, will be needed to justify an extension of the primary runway. This will be presented in the Facility Requirements chapter. It is also recommended that the Port/FBO develop a system to survey users about their runway length requirements. This may include obtaining letters from users or potential users.

Discussion

The following is a summary of comments received during the PAC meeting round table:

- Source the PCI map so folks can visit the actual data.
- Table 1L should be updated so that operations are comparable between airports.
- Preferred calm wind runway is 11-29, the whole runway. This airport does not have a preferred calm wind runway end.
- Avigation easements are established for all land within the Airport Environ Overlay as part of the Skagit County development permitting process (Skagit County).
- A PAC member who operates business jets confirmed that they will fly VFR frequently, thus confirming that the number of operations by business jets captured in the FAA TFMSC is a minimum.
- To support additional runway length, Port/FBO should consider user surveys or other means to document that there is a user need for a longer runway. Also suggest getting letters from these users.
- Regardless of current justification for a runway extension, Coffman will examine extension alternatives and plan to show a reasonable extension on the ALP. This allows the airport to protect the planned airspace and pursue an extension when justified.

Wrap Up

- Preliminary schedule for next meeting on May 8th to cover Facility Requirements and Alternatives.