

Cottage Grove State Airport Master Plan Update

Planning Advisory Committee Meeting #2

Aviation Forecast Review, Facility Requirements, Alternative Exercise

April 11, 2018
City of Cottage Grove
11:00 a.m. to 1:00 p.m.

-Meeting Summary-

Attendees:

Oregon Department of Aviation: Matthew Maass, Jeff Caines, and John Wilson

WHPacific, Inc: Dave Nafie and Mark Steele

Planning Advisory Committee Members: See sign in sheet

Public Attendees: See sign in sheet

Welcome and Introductions

Meeting opened at 11:00 a.m., with a brief introduction from Dave Nafie. A brief discussion on the lines of communication, planning ground rules, and the meeting format of being focused on the PAC. The purpose of a master plan, as well as the elements of a master plan were presented in addition to the planning process and schedule.

Forecast Review

Generally there were no comments on the forecasts aside from the Kelleys who thought that 10,500 annual operations (40 /day) was higher than they see at the welcome center. Dave elaborated on the process of estimating the base numbers and explained that 40 ops/day was an average value accounting for high and low traffic days.

Facility Requirements Summary

Dave introduced the analysis of Facility Requirements, which are determined by either the need to accommodate a forecasted activity level, to meet FAA standards, or to meet unique local needs. Dave walked through the following table, which summarizes the analysis for Cottage Grove State Airport.

After the table, a discussion of key elements is provided. This captures the high points of the discussions that occurred during the presentation and also an interactive exercise that followed.

Summary of Key Facility Requirements

Facility	Existing vs Need	New Requirement
Runway Length	3,188 Feet Long	None – Meets 95% of Fleet at Current Length
Taxiway	Full Parallel	None – Full Parallel Exists
Edge Lighting	Medium Intensity on Runway Reflectors on Taxiway	Medium Intensity on Taxiway (Verify with System Plan)
Visual Aids	PAPI on Both Ends	None – Already provided
Navigational Aids	Visual Only	None Recommended
Instrument Approaches	Visual Only	None Recommended
Aprons – Main Ramp	30 Parking Positions	None – Only 25 Required
Hangar Lots	Space for at Least 8 Hangars	None – Sufficient Hangar Lots Exist
Weather Reporting	None	Recommend AWOS
Land Acquisition	Land underneath RPZ not owned	Consider acquisition
Fencing and Security	Portions of the Perimeter Unfenced	Enhance Security With Acceptable Fencing
Environment	Meet State and Federal Regulations	Project by Project
Fuel Availability	100LL AVGAS Only	Consider MOGAS (?)

Fencing:

Matt Maass stated that ODA was working on a fencing plan for the Airport that will add additional fence along the west side of the airport. It is currently going through the preliminary environmental process. Updates to follow. The news of new fence was generally well received with the exception of one member of the public, Doug Williams, who owns a lot on the west side and does not want to see a fence put along his property line. He feels that wildlife encroachment is a bigger concern than human encroachment and a fence on the west would trap wild life on the airport (coming from the riparian area to the east) rather than keeping them out. He suggests vegetation removal or fencing on the east instead. Mr. Williams wants to retain direct access to the airport. He is an Airport user, but does not currently have a TTF agreement with ODA. He has plans to build a hangar and at least one house on the property. Currently there are no structures on the property, but hangar trusses have been stored on his property for many years.

Instrument Approach:

Jada Swanson from Life Flight commented that the med center to the west of the property would like to see an instrument approach/departure procedure published for the airport. Their medical helicopter is instrument rated and they are often stuck on the ground during weather conditions that limit VFR activities. They would like to see any type of procedure that will allow them to depart from their pad or from the airport in such cases. She was asked to gather operations information from their mission to show how often they are grounded and an instrument procedure would allow them to depart.

Fuel System:

Matt Maass stated that ODA is considering a new fueling system. An AvGas/MoGas split tank is being looked at. A new up-to-date pedestal with CC reader will be installed.

RW 33 RPZ:

A community member commented that the Roads Department (either state or county) was using the back of their property (beyond the RPZ) to dispose of road kill carcasses. The site was attracting buzzards into RW34 approach. Matt Maass stated that they have spoken with the department and they will stop using the site for disposal.

Additional concept ideas discussed:

Property acquisition/donation at RW 33 end

“Pilot Camping area” on east side of runway near the river.

Public Viewing Area southwest of RW 33

Additional fencing along west side of RW15 end next to golf course.

Next Steps

The next steps of the planning process were presented including the schedule, the release of a draft narrative report containing Facility Requirements, and the PAC Meeting #3 tentative date.

Public Comments

Mr. Williams commented that “The airport is dying”. It was much better “before that guy who had the business on the ramp left”. Other members of the public disagreed adamantly.

There was concern about a neighbor’s three foot chain-link fence next to the Airport’s security fence on the west side of the Museum Apron. The lower fence allows people to climb over the security fence. Visual inspection confirms there is already a three strand barbed-wire topper on the security fence.

The meeting was adjourned at 1:00 pm.