



## CHAPTER 1. INTRODUCTION

### 1.1 PURPOSE OF THE MASTER PLAN

The purpose of this Master Plan Update is to provide a 20-year planning tool that identifies the necessary improvements to serve current and projected aviation demand, comply with Federal Aviation Administration (FAA) design standards, and address issues identified by the Oregon Department of Aviation (ODA), airport users, and other stakeholders. This Airport Master Plan Update will reflect the numerous changes that have occurred in aviation and at Cottage Grove State Airport since the last Master Plan in 1987. ODA obtained and matched a grant from the FAA to fund this study.

The purpose of this first chapter of the Airport Master Plan Update (Plan) is threefold:

1. Outline the planning process.
2. Summarize major issues and opportunities that the Plan should address.
3. Determine the Airport's current and future role within the system of airports.

The goals of this Master Plan, like any other, are to provide a flexible and evolving framework necessary to guide future planning and airport development which will cost-effectively satisfy aviation demand while considering potential on-and-off airport environmental and socioeconomic impacts. The Airport Master Plan depicts both short-term and long-term development for the Airport and reports data upon which proposed development is based.

The specific goals and objectives for the Airport Master Plan are to:

1. Address and document the issues while meeting the existing and future aviation needs of the community and customers.
2. Justify the proposals and protect and enhance community land use goals and regional aviation needs.

3. Provide effective graphic presentation through the preparation of a narrative report and Airport Layout Plan (ALP).
4. Establish a realistic schedule while ensuring that any short-term actions and recommendations do not preclude long-term planning objectives
5. Propose an achievable financial plan.
6. Identify potential environmental considerations.
7. Evaluate facility layout and address and satisfy local, state, and federal regulations.
8. Document policies and demand in order to support local decision making.
9. Set the stage and establish the framework for future planning.

### 1.2 PLANNING PROCESS

The planning process and documentation will follow FAA Advisory Circular 150/5070 6B, Airport Master Plans. A list of FAA terms and acronyms is included as **Appendix A** for reference. The Master Plan Update Study involves several tasks to be undertaken in an estimated 16-month study time frame. A copy of this schedule, the study's Scope of Work, as well as other FAA correspondence is included in **Appendix B**.

A successful master planning process includes the early identification of community goals for the Master Plan, as well as airport issues and opportunities derived from discussions with a broad range of stakeholders including ODA staff, airport users, area businesses, and other interested parties. Involving diverse perspectives in the identification of issues and opportunities ensures that a more comprehensive list of topics is discussed. Furthermore, communicating with stakeholders in the early stages on issues helps establish working relationships that will benefit the study process and, ultimately, the development plans.

Within this study, the following chapters will be prepared:

1. Introduction
2. Inventory and Data Collection
3. Aeronautical Activity Forecast
4. Facility Requirements
5. Airport Development Alternatives
6. Recycling and Solid Waste Management Plan
7. Airport Layout Plan and Associated Drawings
8. Capital Improvement and Financial Plans

These chapters will be published in draft for review and comment throughout the planning process. Once comments are incorporated into all draft chapters, a comprehensive report will be published for ODA and FAA's review and approval. The Final Report will then be incorporated into the City of Cottage Grove Comprehensive Plan.

### 1.2.1 Public Involvement

ODA organized a Planning Advisory Committee (PAC), representing Airport users and stakeholders, to participate in the planning process. PAC meetings were planned to coincide with the phases of the Master Plan and intended to be working meetings where the PAC and consultant team could engage to develop a comprehensive understanding of the information obtained, generate solutions to the issues and opportunities identified, and build consensus on the implementation strategies.

In addition to the PAC meetings, one public open house was planned to inform the general public and other interested stakeholders of the work accomplished by the planning team and PAC as well as to receive citizen input on plan development and products.

The first PAC Meeting introduces the project and informs the public of the services and benefits the Airport offers, identifies the goals and objectives of the Master Plan, and seeks comment on the Airport Issues and Opportunities, Existing Conditions Inventory, and Aviation Forecasts. The second and third PAC meetings are focused on the Facility Goals and Requirements and Development Alternatives. The public open house following the third PAC meeting provides an opportunity for interested stakeholders and community members to provide input that will be considered during the solutions phase of the planning process, and ultimately ODA's selection of the preferred development alternative.

In addition to the four PAC meetings and public open house meeting, the public involvement process for the Master Plan Update included regular notices via mail and public notice requirements within the community as well as regular updates to the Cottage Grove State Airport Master Plan Update project website. The project website was developed to disseminate information and receive comments and questions. An online user survey was also published on the Master Plan Website for PAC members, Airport users, and citizens of Cottage Grove to provide input.

The materials developed for and from the PAC meetings are available for review in **Appendix C - PAC Meeting Summary Materials**.

## 1.3 ISSUES AND OPPORTUNITIES

Identification of issues and opportunities for the Master Plan Update were the subject of the first PAC meeting held January 24, 2018. The common themes of PAC members' statements have been summarized and are presented below.

### 1.3.1 Issues

The following issues were presented and discussed at the first PAC meeting:

#### Fencing and Security

Fencing has been noted as an area of concern at the Airport.

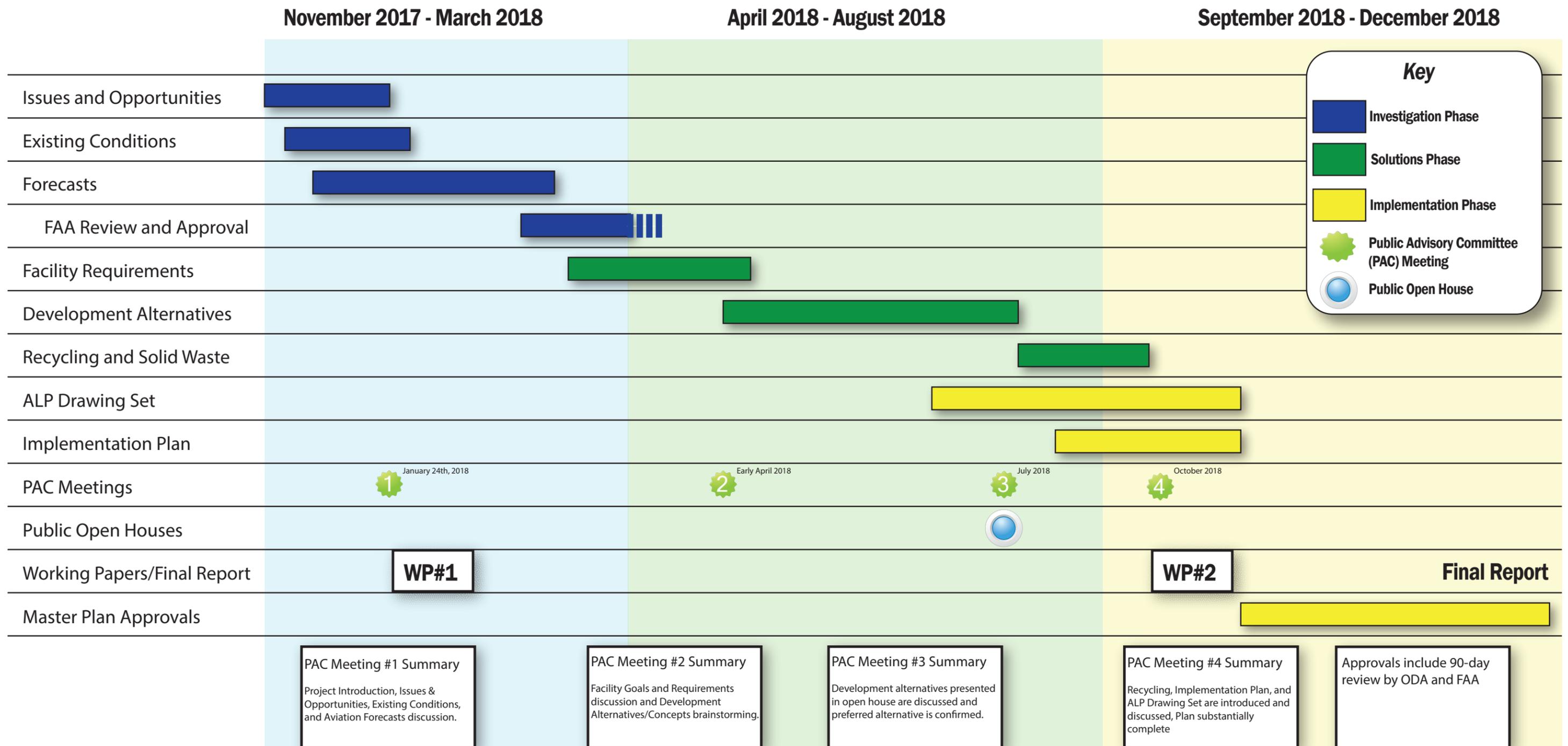
- Currently the Airport is not fully fenced which can make it easy for someone to get near the runway or parked aircraft.
- The lack of perimeter fencing can also allow wildlife such as elk, deer, and raccoons to roam on the runway and in the runway safety areas. Wildlife in or around the vicinity of an airport can lead to collisions resulting in property damage, injury or death.
- Issues with fencing the entire perimeter arise due to the Airport being located in a floodplain. City zoning code (Ordinance 3.7.200) does not allow chain-link or similar types of solid fencing in areas where there is a debris flow hazard. The zoning variance/conditional use process may support the installation of fences in certain areas.

#### Land Use Zoning and Permitting

- The current annexation of the Airport into the Cottage Grove city limits which has resulted in land use zoning changes.

# COTTAGE GROVE STATE AIRPORT (61S) - MASTER PLAN SCHEDULE

Dates are Approximate and Subject to Change





- The Airport was moved into the City's Parks and Recreation zone, however an Airport specific zone, as recommended in ODA's Airport Land use Compatibility Guidebook, would provide more specific protections.

### **Floodplain**

- Approximately 1,800 feet of the northerly existing runway is within the 100-year floodplain.
- Approximately 700 feet of the northerly end of the runway is located in the designated floodway of the Row River.
- The flooding of the Row River in 1964 was considered a 100-year frequency flood by the Army Corps of Engineers. The flow of the Row River near the Airport during that event was 5,900 cubic feet per second and caused backwater from the river to reach the runway.

### **Bank Stabilization**

- North end bank stabilization has been a recurring issue for the Airport.
- Previous attempts to slow the flow of Row River with the placement of large off-bank boulders have been unsuccessful and the boulders have been dislodged.

### **Utilities / Services (water, sewer, electric)**

- The Airport is currently connected to water and sanitary sewer services provided by the city; and electric service provided by Emerald People's Utility

District.

- Additional utility services (water, sewer and electric) will need to be brought on site to serve any further development. Doing so will require funding. A source of funding will need to be determined.
- The Airport will need to use City water to provide the fire water supply.

### **1.3.2 Opportunities**

The following opportunities were presented and discussed at the first PAC meeting:

#### **Community Opportunities**

- Community benefits of the Airport are apparent as soon as you discuss the Airport and its history with the people in the community. Whether it is the planned fly-ins to promote the City and all that it offers, the history museum and early plans for an attached convention/meeting center, or the occasional use of the Airport for med-evac fixed wing and helicopter operations, it is understood there are opportunities and needs within the community the Airport can satisfy.



Source: Precision Approach Engineering, Inc

## Environmental Improvements / Habitat Restoration

- The removal of invasive plants (blackberry bushes) and restoration of natural habitat to wetland area near the golf course would serve to improve the environment
- The most significant biotic community on the Airport property is the riparian zone along the Row River. This riparian area supports a diverse range of plants and wildlife. Improvements to this area could improve water quality and fish habitat in the Row River.
- Planting vegetation along the river bank in areas which are currently mowed or sparsely covered could help improve water quality and reduce erosion on the Airport property.

## Airport Specific Zoning

- The transition of the Airport from County to City provides an opportunity for the City to employ best planning principles as established in ODA's Airport Land Use Compatibility Guidebook.

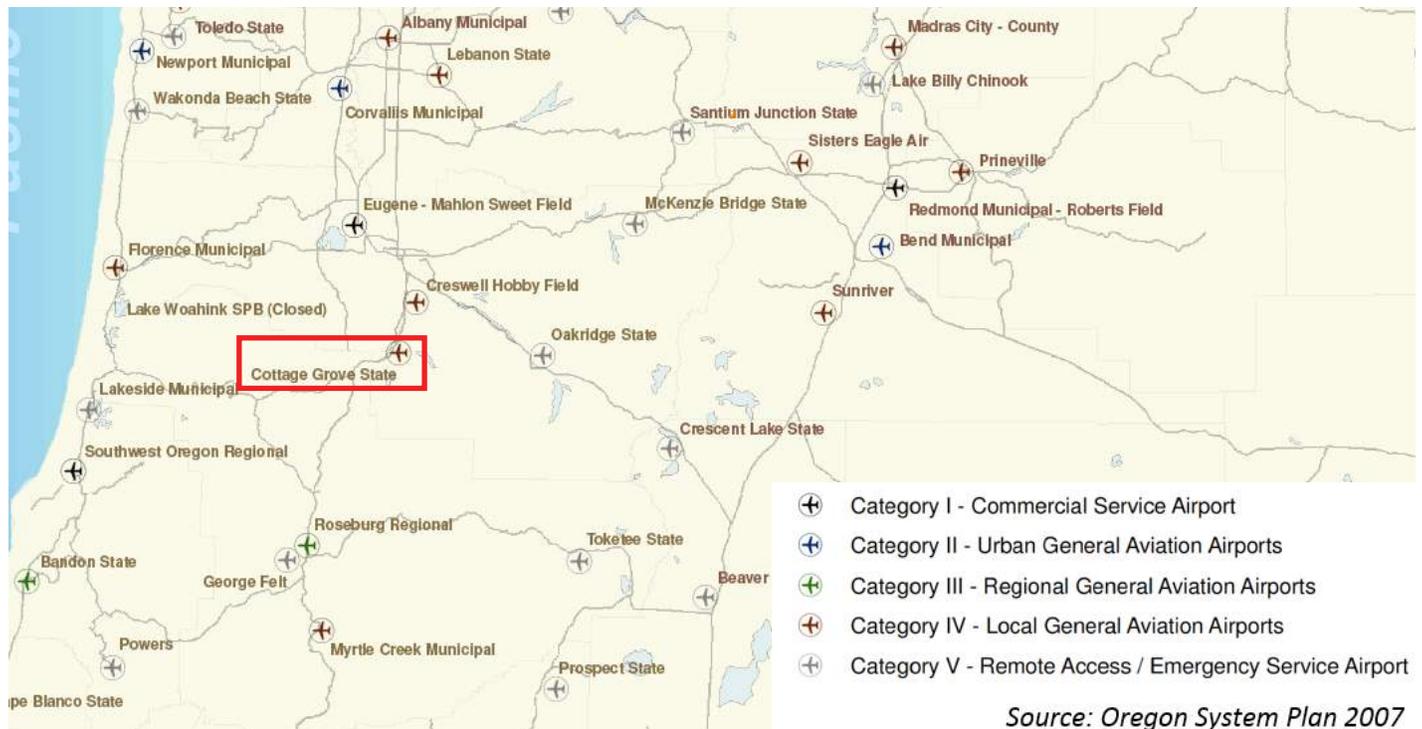
With the recent annexation into the City of Cottage Grove and the ongoing support of the community and airport users it is expected that the Airport will continue to be a critical asset to the City of Cottage Grove, Lane County, and the State of Oregon.

## 1.4 AIRPORT ROLE ANALYSIS

This section identifies the current role of Cottage Grove State Airport and analyzes whether or not that role should change in the future. First, the current role assignment for the Airport within the national and state system of airports is described. Then the Airport's role within the regional system of airports is examined in depth, including analysis of other airports in the region. Finally, the appropriate future role of the Airport is recommended.

### 1.4.1 National System Role

Cottage Grove State Airport is identified by the FAA as one of 2,553 General Aviation (GA) facilities nationwide, as of 2014, and is included within the National Plan of Integrated Airport Systems (NPIAS). GA airports do not have scheduled passenger service. Order 5090.3C defines several criteria that determine if an airport may be included in the NPIAS. The general criteria are that an airport be included in an accepted State Airport System Plan (SASP) or Metropolitan Airport System Plan (MASP), has at least 10 based aircraft and is located at least 20 miles (30 minute drive time) from another NPIAS airport. With 26 based aircraft according to 5010 data available at the time of this draft report, the Airport meets the based aircraft threshold. The order also states that an airport included in the previous NPIAS



Source: Oregon System Plan 2007

should remain in the NPIAS if it is subject to a current compliance obligation resulting from a FAAP, ADAP, or AIP grant. Cottage Grove State Airport was previously included in the NPIAS and is currently under compliance obligations related to AIP grants. Therefore the Airport is eligible for inclusion, and is included in the current NPIAS.

As a NPIAS airport, Cottage Grove State Airport is eligible to receive Federal grants administered by FAA under the Airport Improvement Program (AIP). Under the current AIP, Federal grants cover up to 90% of Airport eligible costs. Eligible costs include planning, development, and noise compatibility projects that are in the approved Master Plan and on the Airport Layout Plan. As a condition of receiving AIP grants, the Oregon Department of Aviation must accept all conditions and obligations under FAA grant assurances. In general, such assurances require the State to operate and maintain the Airport in a safe and serviceable condition, not grant exclusive rights, mitigate hazards to airspace, and use airport revenue properly.

### 1.4.2 State System Role

The Oregon Aviation Plan 2007 (OAP 2007) classifies the Airport as a Category IV, Local General Aviation Airport. A Category IV airport supports primarily single-engine general aviation aircraft but are capable of accommodating smaller twin-engine general aviation aircraft. They also support local air transportation needs and special use aviation activities. Key performance criteria associated with these airports are an FAA Airport Reference Code (ARC) of at least B-I (including the "small" classification), minimum runway size of 3,000 feet by 60 feet, a rotating beacon, and a visual approach

system. Cottage Grove State Airport is classified as B-I (small); has a runway 3,188 feet long and 60 feet wide; a rotating beacon; and PAPIs located at each runway end. As such the Airport meets and exceeds the minimum standards to qualify as a Local General Aviation Airport. FAA Airport Reference Code is discussed in Chapter 3 of this study. The OAP is currently being updated and these figures may be revised accordingly in future drafts of this plan.

### 1.4.3 Regional System Role

The Airport serves a role in the region by accommodating 26 based aircraft and an estimated 8,900 annual operations. The **Table 1A** provides a comparison of the facilities and services at the Cottage Grove State Airport, in comparison to other area airports within approximately 60 nautical miles from the Airport.

### 1.4.4 Airport Role Conclusions and Recommendations

Cottage Grove State Airport's facilities, services, and activity align with its current designated role in the OAP 2007 as a Local General Aviation Airport. Activity by small, single engine and some twin-engine aircraft represents a consistent, year-round presence at the Airport. Subsequent chapters will further describe the projected aviation growth and future improvement to better serve the demand.

Based on the information presented above and discussion with the Planning Advisory Committee at Meeting #1, the recommendation is to maintain the current role designation of Local GA Airport at Cottage Grove State Airport.



Table 1A Area Airports Within 60 Nautical Miles of Cottage Grove State Airport						
Airport, Location	Oregon Aviation Plan Role (Category)	Distance from 61S	Paved Runways	Lighting, Nav aids	Services	Based Aircraft and Operations
<b>Cottage Grove State Airport</b> Cottage Grove, OR	Local GA (IV)		Rwy 15-33 (3,188' x 60')	MIRL, PAPI	Avgas, Pilot Lounge	26* aircraft 8,900 ops
<b>Hobby Field Airport</b> Creswell, OR	Local GA (IV)	9 nm N	Rwy 15-33 (3,100' x 60')	MIRL, PAPI	Avgas, Jet A, Pilot Lounge	103* aircraft 38,300 ops
<b>Mahlon Sweet Field Airport</b> Eugene, OR	Commercial Service Airports (I)	21 nm N	Rwy 16R-34L (8,009' x 150')  Rwy 16L-34R (6,000' x 150')	HIRL, REIL, PAPI, VASI, ILS, MALSR, ODALS, GPS	Avgas, Jet A, Air charter, Restaurant, Flight Training	185* aircraft 61,700 ops
<b>Roseburg Regional Airport,</b> Roseburg, OR	Regional General Aviation Airports (III)	37 nm SW	Rwy 16-34 (4,402' x 100')	REIL, MIRL, VASI, VOR	Avgas, Jet A, Flight Training, Aircraft Rental	90* aircraft 31,800 ops
<b>Corvallis Municipal Airport</b> Corvallis, OR	Urban General Aviation Airports (II)	43 nm N	Rwy 17-35 (5,900' x 150')  Rwy 9-27 (3,545' x 75')	MIRL, MITL, ILS, DME, VOR, GPS, NDB, MALSR	Avgas, Jet A, Aircraft Rental, Flight Training	134* aircraft 52,200 ops
<b>Albany Municipal</b> Albany, OR	Local GA (IV)	50 nm SE	Rwy 16-34 (3,004' x 75')	VASI, DME, VOR, GPS, MIRL	Avgas, Restaurant, Aircraft Rental, Flight Training	92* aircraft 23,000 ops
A&P - Airframe & Powerplant Mechanic ALSF - Approach Lighting System with Sequenced Flashing Light ATCT - Air Traffic Control Tower AWOS - Automated Weather Observing System DME - Distance Measuring Equipment GPS - Global Positioning System HIRL/MIRL - High/Medium Intensity Runway Lighting MALSR - Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights				ODAL - Omnidirectional Approach Lighting Operations - Total number of Takeoffs and Landings PAPI - Precision Approach Path Indicator REIL - Runway End Identifier Lights RNAV - Area Navigation VASI - Visual Approach Slope Indicator VOR - Very High Frequency Omnidirectional Range Station  * Based aircraft counts subject to revision in future drafts.		