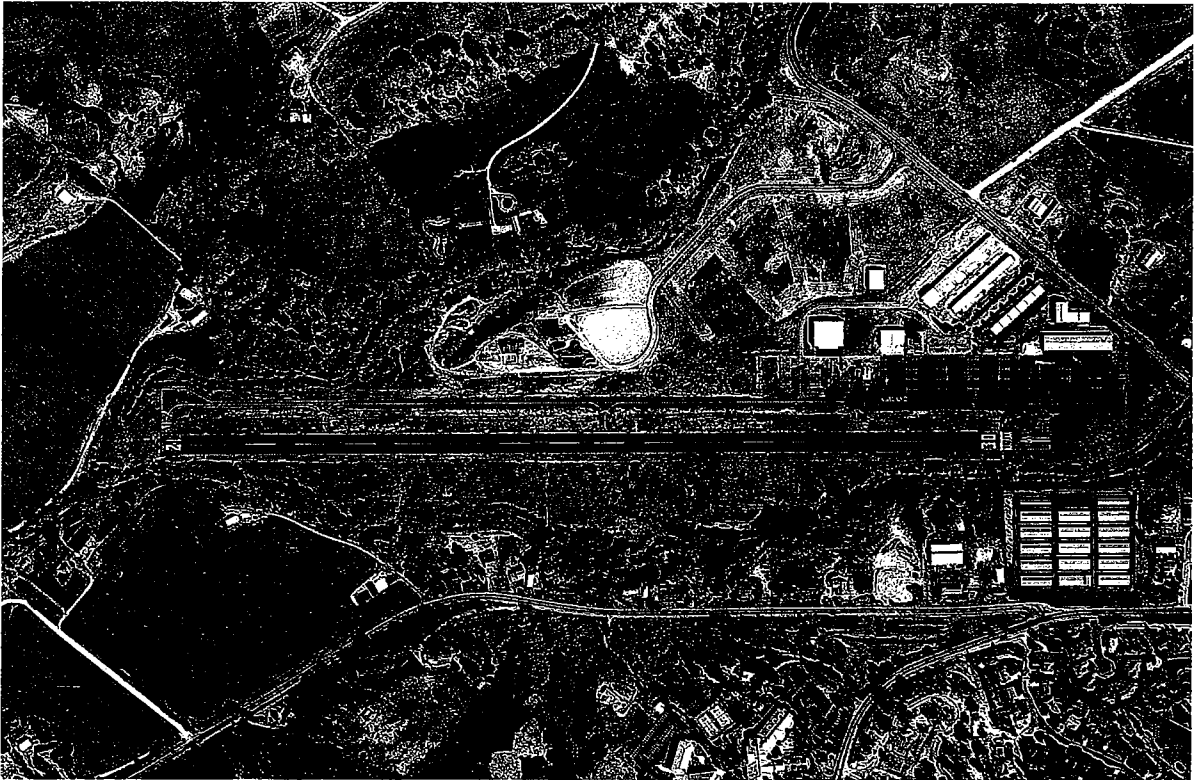


ASHLAND MUNICIPAL AIRPORT

AIRPORT LAYOUT PLAN REPORT



CITY OF ASHLAND
ASHLAND, OREGON



Aron Faegre & Associates ♦ *Gazeley & Associates*

**Ashland Municipal Airport
Airport Layout Plan Update**

2004-2025

**Prepared for
City of Ashland**

**CITY OF
ASHLAND**



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Ashland Municipal Airport
Airport Layout Plan Report

Chapter One

Introduction

CHAPTER ONE INTRODUCTION

The City of Ashland, in cooperation with the Oregon Department of Aviation (ODA), is updating the Airport Layout Plan (ALP) Report for Ashland Municipal Airport – Sumner Parker Field (S03). The purpose of the study is to define the current, short-term and long-term needs of the airport. The 2004-2025 Airport Layout Plan Report will replace the Ashland Municipal Airport Master Plan completed in 1993.¹ Prior master plan recommendations will be reviewed and revised as necessary, to reflect current conditions and any changes in activity, utilization, or facility development that may affect future demand for aviation facilities.

Funding for the ALP project was provided through a Federal Aviation Administration (FAA) Airport Improvement Program grant (90 %) with a local match (10 %) provided by the City of Ashland. Overall project coordination was provided by the Oregon Department of Aviation through administration of an FAA multiple airport layout plan grant.

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49, United States Code, section 47104. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable with appropriate public laws.

¹ Ashland Municipal Airport Master Plan 1990-2010, SFC Engineering (1993).

OVERVIEW

Ashland Municipal Airport is located in southern Jackson County and is included in the “Core System of Airports” in the Oregon Aviation Plan (OAP).² Core system airports are defined as having “a significant role in the statewide aviation system.” The Airport is included in the “Community General Aviation Airport” category (Category 4) based on its current functional role. Community airports typically accommodate a wide range of general aviation users and local business activities. Local airport activity includes business and general aviation users and visitors to Ashland and the surrounding area.

Community airports are significant components in the statewide transportation system and often generate both direct (employment, etc.) and indirect economic benefits for the local community or region. Commercial-related aviation businesses, such as fixed base operators, aerial applicators and aircraft maintenance shops create employment and provide vital services within a large geographic area. For smaller communities without commercial air service, general aviation airports provide additional options for business and personal travel. The availability of a safe, well-maintained general aviation airport is often a key factor in a business decision to locate in, or serve a small community.

The Airport is included in the National Plan of Integrated Airport Systems (NPIAS), administered by the FAA. NPIAS airports are eligible for federal funding of improvements through FAA programs such as the current Airport Improvement Program (AIP). The FAA requires that all NPIAS airports periodically update their airport plans to maintain effective long-term planning. This project will enable the Airport to meet the FAA’s requirement to maintain an up-to-date plan.

The Airport provides convenient general aviation and business aviation access to this area, with the nearest commercial air service about 20 minutes away in Medford. It is noted that Ashland is often fog-free when other airports in the Rogue Valley are fogged in. As a result, Ashland provides a reliable weather alternate for a variety of business and general aviation aircraft, including the numerous small package and express carrier (FedEx, UPS, etc.) flights that operate at Rogue Valley International-Medford Airport daily with single and twin-engine turboprop aircraft.

² Oregon Aviation Plan (Dye Management/Century West), © Oregon Department of Transportation 2000.

The primary objective of the Airport Layout Plan Report is to identify current and future facility needs and the improvements necessary to maintain a safe and efficient airport that is economically, environmentally, and socially sustainable. The Airport Layout Plan Report will:

- *Examine previous recommendations and development alternatives as appropriate to meet the current and projected airport facility needs;*
- *Determine current and future activity and facility requirements;*
- *Update the airport layout plan, airspace plan, and land-use plan for the airport and its surrounding areas; and*
- *Schedule priorities of improvements and estimate development costs for the 20-year planning period.*

PUBLIC INVOLVEMENT

The public involvement element of the planning process provided opportunities for all interested individuals, organizations, or groups to participate in the project. A list of stakeholders was developed for the project, which included airport users, local citizens, businesses, and local, state and federal government agencies, and community leaders.

At the project kickoff, a Joint Planning Conference (JPC) was held for agencies and organizations with a specific interest or responsibility (land use, environmental, natural resources, transportation, etc.) associated with the airport or its vicinity. The purpose of the JPC was to identify any concerns or issues, which needed to be addressed as part of this airport layout plan update. The JPC provided valuable information used in formulating the plan.

The City's Airport Commission served in the role of Planning Advisory Committee (PAC) to assist the Consultant and City staff in developing the updated plan. The Commission reviewed and commented on draft work products and provided local knowledge and expertise to the planning process. PAC meetings and additional coordination meetings were held at key points during the study in conjunction with public informational meetings.

Following completion of preliminary work products, the Draft ALP Report was prepared to present the culmination of the entire work effort, reflecting the input provided by all participants in the planning process. Following a period of review, all public and agency comments received were integrated into the Final Airport Layout Plan Report and drawing set.

SUMMARY OF ALP REPORT FINDINGS/CURRENT CONDITIONS

1. Ashland Municipal Airport – Sumner Parker Field is owned and operated by the City of Ashland, Oregon.
2. The Airport is categorized as a “Community General Aviation Airport” in the 2000 Oregon Aviation Plan and is included in Oregon’s core system of airports, which denotes its significance in Oregon’s aviation system.
3. The Airport is included in the National Plan of Integrated Airport System (NPIAS), making it eligible for federal funding through the Federal Aviation Administration (FAA).
4. The Airport has a single paved and lighted runway (3,603 feet by 75 feet) with a full-length parallel taxiway on its east side. The Runway 30 threshold is displaced 190 feet.
5. The airfield facilities are generally designed to meet FAA Airport Design Group (ADG) I standards associated with small fixed wing aircraft. However, some facilities (runway width, pavement strength, etc.) are designed to accommodate larger aircraft.
6. Runway 12/30 has a pavement strength rating of 15,000 pounds for aircraft with single wheel landing gear configurations.
7. Airfield lighting currently includes medium intensity runway edge lights (MIRL) and runway threshold lights, visual approach slope indicators (VASI) on Runways 12 and 30, runway end identifier lights (REIL) on Runway 30, and the airport beacon.
8. Landside facilities (aircraft parking apron, hangars, etc.) are located on the east side of the runway.
9. The most recent air traffic data provided by ODA (Acoustical Counting Program) is for 2003, which estimated 20,878 annual operations at the airport. The airport had 83 based aircraft listed on the most recent FAA TAF Based Aircraft Data (2001).
10. The Airport operates under day and night visual flight rules (VFR) and does not currently have instrument approach capabilities.
11. Aviation fuel (AVGAS, Jet A) and aircraft maintenance services are available at the airport.

SUMMARY OF ALP REPORT RECOMMENDATIONS

The recommendations of previous planning efforts were examined and revalidated or modified as appropriate based on current considerations, FAA-approved activity forecasts and current FAA design standards:

1. A regular periodic schedule of pavement maintenance (vegetation control, crack filling, slurry seals, patching, etc.) should be conducted on airfield pavements to maximize the useful life and optimize life cycle maintenance expenditures. Continued participation in the Pavement Maintenance and Management Program (PMMP), currently administered by the Oregon Department of Aviation (ODA), is recommended.
2. Current and future design standards for Runway 12/30 are based on FAA airport reference code (ARC) B-I (small aircraft).
3. Runway 12/30 is recommended for pavement rehabilitation early in the current planning period. The north section of the main apron and other hangar taxiways and taxilanes will also require pavement rehabilitation during the current twenty year planning period.
4. The existing north hangar area should be expanded, as needed, to accommodate future demand for T-hangars and conventional hangars. Additional taxilane connections and site preparation will be required to accommodate new hangars as they are developed.
5. Expansion of the main apron is recommended to provide additional aircraft storage capacity for locally-based and itinerant aircraft. The landside area adjacent to north end of the main apron is recommended to be reserved for development of larger conventional hangars for business related use.
6. A new access taxiway is recommended to be extended through the north hangar area; additional hangar taxilanes are recommended to serve new hangar rows.
7. Additional vehicle access and parking is recommended to serve future aviation and related development to be located at the north end of the main apron. The access road will extend from the existing north airport access road.
8. Fencing should be added along the airport boundary to limit unauthorized human, animal and vehicle access to the airfield. In addition, fencing and electronic (keypad

- combination) gates should be provided to limit access to existing and new apron and hangar areas.
9. Installation of a SuperUnicom™ system or similar system, which combines weather conditions and pilot advisories (favored runway, etc.), is recommended to improve safety for pilots operating at the airport.
 10. The City of Ashland and Jackson County should ensure that airport overlay zoning reflects the updated boundaries of the FAR Part 77 airspace surfaces defined in this plan and complies fully with Oregon state law (ORS Ch. 836.600-630). The ordinance language and mapping developed and maintained by the land use jurisdictions should be consistent to ensure overall compatibility.
 11. The City of Ashland and Jackson County should ensure through their comprehensive planning that development of rural lands in the vicinity of the airport is compatible with airport activities. Maintaining the Agricultural or Manufacturing zoning in the areas surrounding the airport provides effective land use compatibility with airport operations. Development of new residential areas, or increasing the densities of existing rural residential areas within the boundaries of the protected airspace surfaces of the airport should be discouraged to ensure the long-term viability of the airport as an important transportation facility within the region.
 12. The City of Ashland should continue to require that applicants for all leases or development proposals involving construction of structures on the airport demonstrate compatibility with the airport's protected airspace surfaces. The applicant should be required to provide all documentation necessary for the sponsor to obtain "no objection" finding by FAA resulting from the review of FAA Form 7460-1 – Notice of Proposed Construction or Alteration, prior to approval of ground leases. Any proposal that receives an objection by FAA should not be approved without first addressing FAA concerns.
 13. Local (City or County) planning and building officials should require that applicants for all proposed development within the boundaries of the airport overlay zone (as defined by the updated Airport Airspace Plan) demonstrate a finding of "no objection" by FAA resulting from review of proposed development (FAA Form 7460-1) prior to approval of building permits, plats, binding site plans, etc.
 14. It is recommended that any proposed changes in land use or zoning within the boundaries of the airport overlay zone be coordinated with the Oregon Department of Aviation (ODA) to ensure consistency with Oregon airport land use guidelines.

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15. The City of Ashland should adopt the Airport Layout Plan Report and drawings in a timely manner to guide airport activities. The City of Ashland and Jackson County should also adopt the Airport Layout Plan Report and drawings for incorporation into local/county comprehensive and transportation planning.
 16. The City of Ashland should continue coordination with FAA to evaluate proposed uses for approximately 9 acres of airport property located near the northeast corner of the airport, on the north side of the north airport access road. If aviation-related development does not prove feasible, the City may wish to request that FAA release the restrictions on the property, which could permit selling the land with proceeds invested in the airport.
 17. An updated obstruction survey should be performed to verify location and heights of obstructions in the vicinity of the runway, particularly within the FAR Part 77 primary, approach and transitional surfaces.
 18. The City of Ashland should initiate the recommended improvements and major maintenance items in a timely manner, requesting funding assistance under FAA and other federal or state funding programs for all eligible capital improvements.

Ashland Municipal Airport
Airport Layout Plan Report

Chapter Two

Inventory of Existing Conditions

CHAPTER TWO

INVENTORY OF EXISTING CONDITIONS

INTRODUCTION

This chapter documents existing conditions at the airport. Existing airfield facilities were examined during on-site inspections to update facility inventory data collected in prior planning efforts. Updated socioeconomic data will be included in Chapter Three (Forecasts of Aviation Activity). As noted earlier, this Airport Layout Plan Report updates the 1992 Airport Master Plan. As an update of the master plan, this document uses previous information when still relevant, to the greatest extent possible. Both documents were authored primarily by David Miller, AICP. In addition, data from a variety of sources are used in this evaluation:

- **Ashland Municipal Airport Master Plan** (SFC Engineering, October 1992)
- **Ashland Municipal Airport - Master Plan 1980/2000** (Wadell Engineering, Dec. 1982)
- **Ashland Municipal Airport Pavement Evaluation Maintenance-Management Program** (Pavement Consultants, Inc., 2003)
- **Ashland Municipal Airport – Economic Impact Study** (SOSC, 1997)
- **Oregon Continuous Aviation System Plan – Volume I: Inventory and Forecasts; Volume III: Recommended Development Plan** (AirTech, 1997)
- **Oregon Aviation Plan** (Dye Management Group/Century West, © 2000)
- **FAA Airport Master Record Form (5010-1)**
- **Klamath Falls Sectional Aeronautical Chart; IFR Enroute Low Altitude (L-2) Chart** (US DOT Federal Aviation Administration National Charting Office)
- Local land use planning documents, zoning ordinances and mapping.

AIRPORT LOCALE

Ashland is located in Southwestern Oregon, approximately 250 miles south of Portland and 12 miles north of the Oregon-California border. Ashland Municipal Airport is located on approximately 94 acres, 3 miles northeast of downtown Ashland. Access to the airport is provided by Dead Indian Memorial Road, which connects to East Main Street. U.S. Interstate 5 is located one-half mile west of the airport, with access provided via Greensprings Highway.

CLIMATE

Weather conditions play an important role in the planning and development of the airport. Temperature and wind direction directly affect runway length and alignment; cloud coverage and precipitation affect visibility and are primary determinants for navigational aids and lighting. Weather conditions in the Rogue River Valley, because of the protection it receives from its mountainous surroundings, are generally characterized by warm, dry summers and cool, moist winters. Annual precipitation averages roughly 20 inches; however, the mountains protect Ashland from much of the maritime influence of the coastal regions. Occasionally, ground fog will occur in the area, particularly during morning hours in the winter and spring.

The average temperature during the winter months is in the mid-40-degree Fahrenheit range, with occasional snows. The summer weather in the area is typically warm with average temperatures in the mid-70- to mid-80-degree range, although temperatures in the 90- to 100-degree range are not uncommon. Most summer rainfall in the area is generally related to thunderstorm activity.

GEOGRAPHY/GEOLOGY

Terrain in the vicinity of the airport is characterized by sloping valley lands surrounded by rising mountainous terrain. Ashland is situated in the Klamath Mountains on the west side of Bear Creek, a tributary of the Rogue River. Ashland is located at the southern end of the Rogue River Valley, which is an irregularly shaped basin extending south from Sam's Valley to the Klamath Falls Junction area, about five miles southeast of Ashland. The valley extends to the north approximately 15 miles. Emigrant Creek borders the airport near the northeast corner; Neil Creek runs along the western edge of the airport.

Ashland Municipal Airport is surrounded by mountainous terrain (west, east and south) rising up to approximately 2,600 feet above mean sea level (MSL) within two miles, and up to 7,600 feet MSL within five miles of the airport. Airport elevation is 1,885 feet MSL.

Bodies of granite rock are relatively common in Southwestern Oregon (a large deposit lies southeast of Ashland). The Jackson County Comprehensive Plan indicates that, to varying degrees, the following metallic minerals are present in the county: gold, silver, uranium, chromite, copper, lead, zinc, tungsten, molybdenum, nickel, platinum, mercury, manganese, and cobalt. Likewise, the Comprehensive Plan identifies coal, oil shale, asbestos, clay, peat, pumice, silica, limestone, and aggregate as nonmetallic minerals present in the county. The soils in the Rogue River Valley area belong to the Xerult family – freely drained Ultisols in areas of Mediterranean-type climate, as is the case in the valley. Many of the valley soils are well-suited to agriculture, and the agricultural acres support the production of fruits, hay, grains, and dairy crops.

AIRPORT HISTORY

The history of aviation in Ashland is well established, dating back to the early 1920s. Several airfields were utilized in the Ashland area during the early years of aviation. In the late 1940s, an airstrip developed by Sumner Parker, a local pilot, was leased to the City of Ashland for use as a public airport. The Sumner Parker site was located approximately three miles from downtown Ashland and was found to be well suited for aircraft operations. The City continued to lease the property and make improvements to the airfield into the 1960s.

In 1963, based on growing community support, the City began to evaluate future development needs of the airport. After establishing an airport committee, a feasibility study was conducted to determine the best location for the local airport. The Sumner Parker Field site was found to be the most feasible, and the City Council authorized negotiations for purchase of the property surrounding the airstrip. Federal approval of the site was received in 1964, and acquisition of the property was completed shortly thereafter.

The airport was renamed Ashland Municipal Airport – Sumner Parker Field. A number of major airport improvements have occurred at Ashland Municipal Airport since it became a publicly owned facility. In 1968, the runway was paved and lighted; an aircraft parking apron was constructed, and an airport administrative building was constructed. Since the initial development, the runway has been widened to 75 feet, a 190-foot displaced threshold was added to Runway 30, and the parallel taxiway was extended 660 feet to the end of Runway 12. Other improvements include extension of the Runway 12 overrun (safety area); expanded apron and tie-down areas; improvements to vehicle parking and access roadways; construction of maintenance facility; and various landscaping projects.

Improvements made at the airport since the 1992 master plan include:

- Replacement of the aviation fuel storage tanks and dispensing system to meet DEQ/EPA regulations.
- Construction of new hangars
- Hangar taxilane & taxiway construction (1995)
- Apron construction (north extension - 1995)
- Construction of Airport Road
- Sky Research Hangar site development, vehicle access road, etc. (2003)
- Hangar site preparation (excavation & retaining wall for one new 14-unit T-hangar)
- T-Hangar Construction (2004) – 14 unit enclosed T-hangar
- North Hangar Taxilane (approximately 480 x 25 feet)
- Pavement maintenance and rehabilitation projects
- Projects completed in 2004 or 2005 using a 2004 FAA AIP grant:
 1. Replacement of existing low-intensity runway edge lighting (LIRL) with medium-intensity (MIRL)
 2. Main Apron (center section) reconstruction and new aircraft wash rack
 3. Main Apron (southern sections) overlay
 4. Parallel taxiway reflectors
 5. New airport electrical building
 6. New airport rotating beacon

Ashland Municipal Airport is managed by the City of Ashland's Department of Public Works. A nine-member appointed airport commission oversees the operation of the airport. Robert Skinner, Skinner Aviation, the airport's Fixed Base Operator (FBO), is responsible for administering tie-down and hangar rents, fuel flowage fees, freight operations, etc., through an operating agreement with the City. The operating agreement is subject to periodic review and competitive bidding. The City also provides community police and fire protection, planning and zoning, parks and recreation programs, hospital services, and utilities.

AIRFIELD FACILITIES

Historically, Ashland Municipal Airport has served a variety of general aviation users, including business, commercial, government and recreational aviation. **Figure 2-1** provides location and site maps of the airport. **Figure 2-2** provides a detail of existing terminal area facilities at the airport. **Table 2-1** summarizes airport data.

TABLE 2-1: AIRPORT DATA

Airport Name/Designation	Ashland Municipal Airport (S03)
Airport Owner	City of Ashland
Date Established	1940's
Airport Category	National Plan of Integrated Airport Systems (NPIAS) General Aviation FAA Airport Reference Code: B-1 (small aircraft) Oregon Aviation System Designation: Community General Aviation Airport (Category 4)
Airport Acreage	Approximately 94 Acres (held in fee)
Airport Coordinates	N 42°11.42' W 122° 39.64'
Airport Elevation	1885 feet Mean Sea Level (MSL)
Airport Traffic Pattern Configuration/Altitude	Left Traffic - 2,900 feet above mean sea level (MSL)



