



1 INTRODUCTION

AIRPORT PLANNING STUDY PROGRAM

AIRPORT STUDY PURPOSE

The Jefferson County International Airport (JCIA) is owned and operated by the Port of Port Townsend (Port) and has been designated by Jefferson County as an Essential Public Facility in accordance with the provisions of the Washington State Growth Management Act. In 2001, the Port initiated a planning process, as specified in the Jefferson County Comprehensive Plan, to update the Master Plan for JCIA. This updated Master Plan, prepared in accordance with Federal Aviation Administration (FAA) requirements, the provisions of the Jefferson County Comprehensive Plan, and the Washington State Growth Management Act (GMA) provides direction and guidance regarding future airport development priorities. In the future, it will provide a foundation for a sub-area plan to be incorporated into the County Comprehensive Plan .

STUDY OBJECTIVES

The Airport Master Plan provides an objective look at future airport needs based on a comprehensive review of design considerations. In addition, the plan addresses several issues that will affect future development activities at the Airport including:

- ◆ *Identification of current and future airport service levels.*
- ◆ *Existing airport facilities, equipment and operating conditions.*
- ◆ *Local and regional socio-economic characteristics, trends and development patterns.*
- ◆ *Forecast levels of aeronautical activity from current and potential users.*
- ◆ *Immediate and long-term airport facility requirements, and design alternatives.*
- ◆ *Preferred long-term airfield, terminal area and access development strategy.*
- ◆ *Industrial and commercial opportunities at the airport, and infrastructure needs.*
- ◆ *Coordination of land use controls to preserve and protect airport.*
- ◆ *Environmental consequences for proposed airport development.*
- ◆ *Estimated project costs associated with the development program.*
- ◆ *Identify operational and management needs to implement planning goals.*

The Airport Master Plan identifies a schedule of needs that are consistent with current FAA design standards and airspace criteria and WSDOT Aviation Division aviation policy standards. The approved Airport Master Plan will enable the Port to plan and implement improvement projects in a coordinated fashion and apply for airport development grants for eligible items depicted on the updated JCIA Layout Plan (ALP) drawings. In addition, the Airport Master Plan identifies the location and extent of airport improvements. This will promote more effective long-range planning, programming, and budgeting throughout the community, facilitate the review



and approval of subsequent development applications, and provide for orderly and timely development in a coordinated fashion.

Overall, the Airport Master Plan will provide the basis for an airport facility that is:

- ◆ *Safe, and developed in accordance with FAA/WSDOT design standards;*
- ◆ *Economically viable and self-sustaining;*
- ◆ *Consistent with local, regional, state, and national goals and policies.*

STUDY GOALS

As identified by the Port and the FAA, other important actions and special considerations to be performed as part of the JCIA Master Plan Update include:

- * *Identify, through an initial site selection process, areas to accommodate short and long-term hangar development to accommodate various-sized general aviation aircraft based at the airport.*
- * *Examine a new connecting taxiway between the existing apron/ramp and the runway to provide more convenient maneuvering to the Runway 27 end, and to allow for expansion and promotion of further development of additional terminal facilities.*
- * *Improve paved access, circulation, and parking for more favorable roadway access between terminal area (hangars) and Highway 20.*
- * *Assess existing terminal area facilities, based on aviation dependent-related businesses and non-related aviation businesses at the airport. This will assist in developing a site plan for the “best use” of the core terminal area facilities, including T-hangars, auto parking, construction of a new terminal building and transfer of the restaurant from the present building.*
- * *Develop a phased re-development plan that accommodates future pilot/passenger, air carrier, tenant, and patron needs.*
- * *Further determine the future airport land requirements for general aviation expansion, on-airport commercial expansion, and land use compatibility. Identify existing and future on-airport areas available for commercial-related development, including roadway access and possible airfield access.*
- * *Identify the potential for non-aviation light industrial development, including recommendations on policies, procedures, and improvements required in to generate additional net revenues to the Airport.*



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- * *Provide an opportunity for a fair system of user charges that distribute the burden of capital investment, operation, and maintenance equitably between direct users and indirect beneficiaries of the system.*
- * *Avoid potential adverse impacts on environmentally sensitive areas and utility corridors by the delineation of wetlands and easements and through the selection of no and low impact design alternatives.*
- * *Develop the Airport in accordance with the provisions of the Washington State and National Environmental Policy Acts (SEPA/NEPA). Provide an Airport Land Use Compatibility Program as related to 1) airport noise contours, 2) FAR Part 77 criteria and 3) safety zones in conformance with Federal and State WSDOT Policy and Washington State Growth Management Act.*
- * *Develop an airport overlay zone and ordinance, based on accepted FAA standards, in accordance with the 1998 Jefferson County Comprehensive Plan, and as dictated by local concerns and compatibility issues.*
- * *Obtain information on the height of structures on and in the vicinity of the Airport to determine obstructions to air navigation, in order to determine feasibility of establishing an instrument approach procedure based on GPS/WAAS. Coordinate with FAA Flight Procedures Office with respect to the type and configuration of approach, possible future minimums, and level of surveyed accuracy required on the Airport Layout Plans.*

PLANNING STUDY AGREEMENT

In 2001 the Port of Port Townsend entered into an agreement with Bucher, Willis and Ratliff Corporation (BWR) for the preparation of the Airport Master Plan Update. This master planning process is funded through a 90 percent grant by the FAA through the Airport Improvement Program (AIP), the source of which is the Airport and Airway Trust Fund. The remaining 10 percent is funded by local matching funds.

AIRPORT STUDY PHASES AND DOCUMENTATION

Table 1.1 identifies each element and major task associated with the JCIA Master Plan Update. The study is conducted in six (6) stages. This gives participants the opportunity to comment on the findings of the study and development priorities. Additionally, this process is used to educate the public on general aviation and the land use issues regarding airport needs. The coordination and participation program is aimed at encouraging public awareness of the airport planning and development process, and the benefits and costs associated with airport improvements.



AIRPORT COMMITTEES

The Port of Port Townsend established two airport advisory committees, to assist in the updating of this Airport Master Plan and to facilitate coordination of airport planning tasks at the local and County levels. Both committees were comprised of local government officials, aviation users, and interested citizens and business community representatives, and served the following roles:

The **Airport Review Committee (ARC)** was dedicated to the technical review of the airport master plan, as specifically related to the need for airport facility improvements, site and land use planning, and airport funding and economic considerations.

The **Community Review Committee (CRC)** focused on the review and implementation of the land use compatibility component of the Airport Master Plan Update, including recommended regulations to protect and preserve the JCIA, such as safety areas, noise, and the height of structures on and adjacent to the airport facility.

Input provided by the Committees received the full consideration of the Consultant and Port staff, and was incorporated into the documented findings. Overall, the role of the Advisory Committees was to:

- ◆ *To provide a forum by which individuals, public interest groups, and civic organizations desiring to be identified with the social and economic progress of the region could participate in the airport planning process;*
- ◆ *To review, respond to, and disseminate information for each stage of the airport study;*
- ◆ *To provide input regarding airport development priorities;*
- ◆ *To recommend a “preferred” course of action for future airport developments.*



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