

Chapter One

INVENTORY

Airport Layout Plan Update

Illinois Valley Airport

The purpose of the Illinois Valley Airport (Airport) Layout Plan Update is to provide a means for documenting the Airport's short- and long-term needs. It will identify any issues needing consideration, the current physical condition of the Airport, its anticipated growth and proposed development to accommodate that growth.

Inventory is the first of several key planning tasks, which are all documented in chapters of the Master Plan Update. The Inventory included a physical inspection of existing facilities, meetings with the Airport Director, and a review of previous studies and other data available.

This chapter provides a summary of the Airport's background (*i.e.*, location, history), existing airfield and landside facilities, airspace, land use and zoning, environmental issues, and historical aviation activity and financial data. The information gathered as part of this initial step is the foundation for various analyses completed in the subsequent chapters of this plan. An accurate inventory helps produce aviation demand forecasts that are reasonable and aids in identifying future facility development needs.

BACKGROUND DATA

Airport Location & Access

The Airport is located approximately four miles southwest of the City of Cave Junction in Southwestern Oregon. The Airport is within the boundaries of Josephine County (County). It is located 12 miles north of the Oregon-California border, about 240 straight-line miles south of the

Portland Metropolitan area. The Airport property consists of approximately 175 acres. The majority of the County is rural and has abundant recreational opportunities. The Airport is accessed by the Redwood Highway (US 199), which connects the community of Cave Junction to Grants Pass, about 35 miles to the northeast, and which intersects to the coastal Highway 101 at Crescent City, California, to the southwest. **Exhibit 1A** shows a map of the region and Airport vicinity.

Area Topography

The airport property is on a large flat area that appears to have been created by previous courses of the Illinois River and Rough and Ready Creek. The Siskiyou and Rogue River National Forests border the Airport environs. The majority of Josephine County is rural, and includes three wild and scenic rivers, as well as numerous other rivers and watersheds.

The Airport is located in a valley and sits at 1,394 feet above Mean Sea Level (MSL). Lands immediately to the north, east and west of the Airport are of similar elevations whereas to the west terrain begins to rise more quickly. Further out from the Airport terrain with peaks reaching to 5,000 MSL feet are located within a 10-mile radius.

Climate

The Cave Junction area experiences moderate weather, with four distinct seasons. Winter temperatures are generally in the high 40s (Fahrenheit) and summer temperatures generally range from 70 to 90 degrees Fahrenheit. Annual rainfall averages 80 inches, with the majority of it occurring from November through February. The mean maximum temperature in the hottest month (July) is 92.0 degrees.

Community and Airport History

Josephine County is named after Josephine Rollins, who was the first white woman to settle in Southern Oregon. It is mountainous with two predominant valleys (Rogue and Illinois). Three scenic rivers, the Rogue, Applegate, and Illinois, flow through the County and provide for a vast array of recreational opportunities.

A gold mining rush first populated the County in the 1850s. By the 1860s, however, many of the gold miners left the area after gold was discovered in the British Columbia area. Today, the County's principal industries are lumber, tourism and agriculture.

The Airport, constructed in 1940¹, was first used as a US Forest Service smokejumper base and training facility. In 1953, the 4,200-foot runway was paved, along with the main apron, and in the 1960s the runway was extended 1,000 feet. In 1981, the smokejumper base was relocated to Redmond, Oregon. Five years later the County leased the Airport from the Forest Service, and it was outright deeded to the County in 1988. The deed included an agreement that the Forest Service would retain one building and a small area of land west of the runway.

¹ Previous planning documents indicate 1943; Airport Management has determined this was an error.

Additional historical information regarding the smokejumper base was provided and is included in **Appendix C**, *Additional Background Information*.

Josephine County owns and operates the Airport, along with the Grants Pass Airport in Grants Pass. One full-time Airport Director oversees both airports for the County.

EXISTING FACILITIES

Existing facilities at the Airport are divided into three categories: airfield, landside and support facilities. Airfield facilities include areas such as runways, taxiways and aprons. Landside facilities include areas such as hangars, airport buildings and auto parking. Support facilities include emergency services, utilities and miscellaneous facilities that do not logically fall into either airfield or landside facilities. **Exhibit 1B** shows the existing facilities at the Airport.

Airfield Facilities

Airfield facilities include pavements used for the movement of aircraft (*i.e.*, runways, taxiways, taxilanes and aprons). In fall of 2005, the Airport's Pavement Condition Index (PCI) was updated. The condition of the Airport pavements were rated on a scale of 0-100 with 0 being an unusable paved surface and 100 reflecting a just-constructed paved surface. Generally, ratings with a PCI above 70 require only preventative maintenance in the short term, while ratings between 40 and 70 require major rehabilitation and ratings less than 40 typically require reconstruction. **Exhibit 1C** depicts the pavement condition map for the Airport. At the time the PCI was updated, pavement sections were documented. Pavement sections describe how individual sections of pavement were constructed. In general, the runway pavement consists of a slurry seal, on top of two inches of asphalt, on top of four inches of a crushed aggregate base. Other airport pavements are built with similar construction, but do not have a slurry seal. **Exhibit 1D** provides a detailed graphic of the existing pavement sections at the Airport.

Runway. The Airport has one paved runway, on the alignment of 18-36. The total pavement length is 5,200 feet and the width is 75 feet. The runway pavement surface is asphalt. In the fall of 2005, the runway was given a PCI rating of 70-100, which is considered very good and excellent. The pavement strength of the runway is rated for 20,000-pound Single Wheel Gear (SWG)² aircraft and 30,000 pounds for Dual Wheel Gear aircraft.

The threshold for Runway 18 has been displaced by 400 feet to provide obstruction clearance for the Runway's approach surface due to penetrations from trees, the airport fence and Airport Drive. With the displacement, the takeoff distance available is 4,930 feet.

Taxiways and Taxilanes. Taxiways are constructed primarily to facilitate aircraft movements to and from the runway.

² Single Wheel Gear is the term used to describe aircraft with one wheel per strut. Dual Wheel Gear describes aircraft with two wheels per strut. An aircraft's landing gear configuration and gross weight are critical components in airfield pavement design and are often used to characterize pavement strength.

Runway 18-36 lacks a parallel taxiway, but has three paved connector taxiways to support operations at the Airport. These connectors link the runway to hangars at the northwest and southeast areas of the Airport. The PCI rating for both taxiways is excellent. There are additional non-standard taxiways with paved to access some of the hangars.

Aprons and Aircraft Parking. There are two asphalt aircraft aprons located on the east side of the runway. The northern apron consists of seven tiedown positions and the southern apron has nine, for a total of 16 tiedown positions. PCI ratings for the apron areas are very poor and failed (scores of 24 and below) and asphalt is not maintained due to proximity to the runway. Both aprons are directly accessed by connectors to the runway.

Airfield Lighting. Airfield edge lighting systems are categorized as low, medium or high intensity. The color of the lights is also important as it indicates to pilots where they are in the airport environment. For example, runway edge lights are white and taxiway edge lights are blue.

At the Airport, the only lighting system is a low intensity system for the runway, which is pilot controlled. This low intensity runway lighting (LIRL) system was installed by direct bury. There is no edge lighting for the taxiways.

Airport Navigational Aids. Airport Navigational Aids, or NAVAIDS, provide navigational assistance to aircraft for approaches to an airport. NAVAIDS either are classified as visual approach aids or instrument approach aids and the former providing a visual navigational tool, and the latter being an instrument-based navigational tool. The types of approaches available at an airport are based on the NAVAIDS provided. The subsequent sections describe existing NAVAIDS at the Airport.

Visual Approach Aids. Each runway end has a two-box Visual Approach Slope Indicator (VASI). However, the Runway 18 and 36 VASI system is out of service indefinitely, as they need to be relocated to meet FAA criteria. A VASI gives glide slope information to a pilot on final approach by displaying sequences of red and white colored lights. The glide slope provides a pilot with vertical guidance while approaching the runway. Based on the lights displayed, a pilot can then make the necessary altitude adjustments to ensure the correct glide slope is being followed for a safe landing.

Instrument Approach Aids. There are no published instrument procedures at the Airport.

Other NAVAIDS. There is a lighted wind tee and segmented circle located on the west side of Runway 18-36 at approximately the midfield point. Unlighted wind cones are located both runway ends. A rotating beacon is also located west of the runway near midfield.

The closest source of real-time weather reporting for pilots is the Automated Weather Observation System (AWOS), which is located near the Airport's beacon tower. The information transmitted from the Super-AWOS is available through the Internet and

phone line, and only to pilots flying within radio range, as the data does not currently transmit to the FAA.

Landside Facilities

Hangars. There are six hangar buildings at the Airport – two T-hangars (six units each) and four conventional box hangars. All hangars are privately owned and managed. Except for five small hangars outside the eastern portion of the Airport, all hangars are located on County-owned property. The Airport Director is currently drafting through-the-fence agreements with those parties whose hangar is off-airport property.

Other Buildings. Along the east side of the Airport, nine additional buildings exist. Eight of these buildings are part of the decommissioned smokejumper base. The airport buildings include a bunkhouse (used by the Lions Club), restrooms, mess hall (renovated as a restaurant), dispatch office (now miscellaneous storage³), parachute loft (leased by an airport tenant), and smokejumper warehouse located north of the parachute loft. Two airport caretaker residences are near the Airport's entrance from US 199.

Aviation Services. The Airport currently hosts aviation maintenance and camping. Currently, no fuel is available for sale at the Airport nor is there any official flight training.

Airport Access and Vehicle Parking. Access to the Airport is via US 199, Redwood Highway. Airport Drive is along the Airport's northern boundary and provides access to the two T-hangar units and the adjacent industrial park.

There are approximately 30 unmarked gravel automobile parking spaces at the Airport in front of and north of the restaurant building. Hangar tenants typically park their vehicles in or near their hangars while flying.

Airport Support Facilities

Emergency Services. There are no Aircraft Rescue and Firefighting (ARFF) facilities available at the Airport. The Cave Junction Rural Fire Protection District provides emergency services. The Josephine County Sheriff's department provides law enforcement services.

Airport Maintenance. Airport maintenance is provided by the County. During winter operations, the Airport has an agreement with the Oregon Department of Transportation to clear the runway, taxiways and other airport surfaces of snow.

Airport Fencing. The Airport has partial perimeter fencing and the County is undertaking a project in 2009 to complete the perimeter fence with vehicle gates⁴. There are no vehicle gates at the Airport's two entrances and access is uncontrolled.

³ The dispatch office is leased by the Smokejumper Museum, as of 2011.

⁴ The fencing project is scheduled for completion in 2011.

Utilities. Utilities available at the Airport include electricity provided by Pacific Power and Light (PP&L), water provided by individual wells and telephone provided by local franchise companies. Septic needs are met by individual septic tanks and drain field systems.

Airport Signage. Guidance signs to the Airport are located along US 199. Signs are maintained by the Oregon Department of Transportation.

Other Support Facilities. A “shovel ready” industrial park, with access roads, utilities and rough grading, is located at the northwest corner of the airport property. A PP&L substation is located across Hwy 199 at the southeast corner; while located on airport property, it does not provide aircraft access to the Airport. At this time, there are no tenants or buildings.

AIRSPACE

The FAA is responsible for the control and use of navigable airspace within the United States. Aircraft in flight, whether approaching or departing an airport, are subject to varying degrees of FAA control depending on location and meteorological conditions. These levels of control are called airspace classes. The alphabet characters A through G distinguish classes. Each class has its own unique shape and rules that govern such things as visibility minimums and cloud clearances.

The Airport is located in Class G airspace up to 1,200 feet above ground level (AGL). At 1,200 feet AGL, Class E airspace begins. Class G airspace is considered uncontrolled, in that pilots are not required to communicate with air traffic controllers; however, regulations regarding visibility minimums and cloud clearances still apply. Class E airspace is controlled and although there are no communication requirements while operating in the airspace for VFR, there are for IFR. Air traffic control traffic advisory services are available on a workload-permitting basis for VFR but always for IFR. The Airport’s airspace is depicted on the Klamath Falls sectional chart (see **Exhibit 1E**). The Airport is located southwest of the Grants Pass Airport (28 nm) and northeast of the Jack McNamara Field in Crescent City (44 nm).

LAND USE PLANNING AND ZONING

The following land use and zoning discussion focuses on four areas:

- On-airport zoning and land use.
- Surrounding area land uses.
- Protection of airport airspace to prevent hazards and land uses that may interfere with the safety of aircraft operations.
- Ownership/control of airport runway protection zones to enhance the safety of people and property on the ground.

Federal, State, Regional, County, and City land use regulations need consideration when reviewing existing land uses for airport compatibility and when planning for future development at and around an airport.

Federal regulations are also concerned with airspace protection (14 CFR Part 77) and noise levels, particularly for areas that fall within the 65-decibel (dBA) noise contour line. 14 CFR Part 77, *Objects Affecting Navigable Airspace*, establishes obstruction standards used to identify potential adverse effects to air navigation and notice standards for proposed construction. Imaginary surfaces are the basis for protecting the airspace around runways. There are five imaginary surfaces: primary, approach, transitional, horizontal and conical. Definitions of each imaginary surface will be discussed in Chapter Four, *Airport Layout Plan*. These surfaces should be kept clear of all obstructions.

FAA guidelines state that before FAA grants can be received the airport sponsor must provide assurances that appropriate actions have been (or will be) taken, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the Airport to those that are compatible with normal airport operations.

Existing On-Airport Zoning and Land Use

The Airport is a public use airport and Josephine County is the planning and building permit authority for the Airport. The Airport's existing zoning classifications are found in the Josephine County Rural Land Development Code (RLDC). An airport overlay zone, which mirrors Federal Aviation Regulation (FAR) Part 77 imaginary surfaces, is included in the development code.

Zoning at the Airport consists of Rural Industrial (RI). This zone, along with surrounding zones, is depicted on **Exhibit 1F**. The definition of the RI designation, as defined in the RLDC is to provide areas for the development of small-scale industrial uses that are essential to a balanced economic base in the county and do not require full urban services.

Surrounding Area Land Use

The Airport is surrounded primarily by rural industrial, rural residential, agricultural and forest land uses. These uses are shown on Exhibit 1F. To the north of the Airport, most areas are zoned RI and Serpentine (S). To the east, the uses are RI and Rural Residential 5 acre (RR5). Forest Commercial (FC) dominates zoning to the south. Zoning to the west is Woodlot Resource (WR) and Farm Resource (FR).

Table 1A provides definitions for the on-Airport and surrounding area zoning designations.

Protection of Airport Airspace

Josephine County has established an Airport Overlay Zone to protect the Airport and its airspace from hazards to air navigation, such as tall structures and other non-compatible land uses. An overlay zone can restrict the height of buildings and other structures or trees. Airport overlay zones also can restrict any land use that would create such hazards as electrical interference with airport radio communications, cause glare, impair visibility near the Airport or would attract wildlife.

Table 1A. Zoning Designation Definitions

Designation	Definition
Rural Industrial (RI)	Provides areas for the development of small-scale industrial uses which are essential to a balanced economic base in the county and do not require full urban services.
Serpentine (S)	A designation for lands underlain by serpentinite or peridotite geologic units. This zone is designed to provide for the beneficial use of such lands as distinguished from other land types in the County. Residential uses are allowed in this zone.
Rural Residential 5 Acre (RR5)	Provides a classification for lands already committed to residential development or for lands, which have been excepted from the statewide planning goals on agriculture and forest lands. The minimum lot size is five acres.
Forest Commercial (FC) and Woodlot Resources (WR) - both referred to as "Forest Zones" Farm Resource (FR)	These designations are intended to implement the Goals and Policies of the Josephine County Comprehensive Plan by conserving and protecting lands for forest use. The purpose is to conserve agricultural land most appropriate for farm use and provide uses for lands not capable of farming without creating conflicts with suburban expansion.

Ownership/Control of Runway Protection Zones

Runway Protection Zones (RPZs) are designated areas off runway approaches that enhance the protection of people and property on the ground and are trapezoidal in shape. RPZ dimensions are determined by the aircraft approach speed and runway approach visibility minimums. The FAA strongly encourages airport sponsors to either own or exercise land use control within the RPZs. If an airport does not own the RPZs in fee, control of obstructions to airspace can be achieved through avigation easements. The County does not control the property within the Airport’s RPZs. Small portions of each RPZ are controlled by avigation easements; however, the majority of land has no easement.

ENVIRONMENTAL INVENTORY

The purpose of this section is to summarize the environmental setting of the Airport and identify any potential environmental constraints.

Environmental constraints for airports typically fall into two general categories: human environment and natural environment. Human factors that can constrain airports include existing settlements and incompatible noise, land use, social or socioeconomic conditions, historic and cultural resources, recreational resources, light and glare, and the general controversial nature of airports. Natural environmental elements include various aspects of air quality, water resources, fish and wildlife, hazardous materials, energy and other resource issues. **Exhibit 1G** portrays the Airport’s environmental designations.

Human Factors

Noise. The Airport currently supports about 2,900 aircraft operations (2008 FAA Terminal Area Forecast), mostly single engine aircraft. The typical threshold of concern is when the 65 DNL contour extends over noise sensitive land uses. Another threshold of significance is 90,000 annual adjusted propeller operations. The current usage of the Airport is well below this. The Airport Director reported that about 10 years ago, there were a large number of complaints regarding noise caused by ultralights; however, as the use of these aircraft has declined, the complaints have diminished substantially.

Land Use. The majority of the area surrounding the Airport is rural industrial. Land along Highway 199 is zoned industrial, as is the land at the northern end of the Airport, including a County-owned industrial park. The south end of the Airport abuts the Rough and Ready Creek Botanical Wayside, managed by Oregon State Parks. The Airport and the land to the east, across the highway is zoned Rural Industrial. Land to the west of the Airport is Wooded Resource, which allows very low-density homes. North of the Airport, property is zoned Serpentine, which allows residences, with special provisions associated with the soil conditions. The land to the west of the Airport is owned and managed by the US Bureau of Land Management for the botanical resources on the land.

Social Impact and Induced Socioeconomic Issues. Social impacts are typically related to relocation of businesses, residences or the alteration of established patterns of life (e.g. roadway changes, new facilities that divide a community, et cetera.) Any property acquisition associated with the current master planning process is not likely to result in relocation of residences or businesses.

Socioeconomic issues include the potential for the Airport to provide an economic attraction to the community, including on-airport jobs, off-airport jobs that are supported by the Airport, or some attraction that provides incentive to use the Airport. In the past, there has been a restaurant located at the Airport. The County is seeking a new operator for the restaurant⁵. The industrial park was developed to attract businesses and provide revenue to support the Airport. The County is hopeful that as economic conditions change, tenants will develop this property. The Airport also has existing and proposed hangar space that provides rental income to the County. There appears to be additional land along the highway and adjacent to the industrial park that could be developed as hangar space.

Environmental Justice is a specific aspect of socioeconomic impact that addresses whether a facility places a disproportionate burden on a population that is otherwise subject to perceived discrimination or other burden, for example a low-income or ethnic minority community. There do appear to be populations meeting this definition within the immediate airport vicinity.

Historic Properties, Cultural Resources (Section 106 Resources). The site has been in Airport use since 1940. It is not apparent that any historic or cultural resource studies have been performed on the site.

⁵ As of 2011, the Smokejumper Museum is leasing this facility.

The airport buildings include remnants of a former smokejumper base. Eight of these structures are listed on the National Register of Historic Places because of their age and regional significance. More research would need to be done before any alterations or removal of the buildings is proposed.

Recreational Lands (Section 4(f)) Resources. Rough and Ready Flats is managed by BLM for listed plant species unique to serpentine soils. The area includes property adjacent to the west and south airport fences. The botanical site consists of a 19 acre Oregon State Park (Rough and Ready Creek Botanical Wayside), an 1,164 acre BLM Area of Critical Environmental Concern and a 1,560 acre U.S. Forest Service Botanical Area. A rocky trail originates at the parking area, traverses the state park and leads to Rough and Ready Creek on BLM land. The majority of the area lacks designated trails and can only be explored by foot. Additional background information regarding the Rough and Ready Forest State Park is included in Appendix C.

The Illinois Valley area is a popular recreation destination. The West Fork Illinois River, popular with recreational users, is approximately one mile southeast of the Airport. The Oregon Caves National Monument is approximately 14 miles to the east. The Kalmiopsis Wilderness boundary is roughly 10 miles west of the Airport. The northern boundary of the Siskiyou Wilderness is roughly 15 miles southeast. Red Buttes Wilderness western boundary is about 20 miles east.

Airport activity currently has some level of noise impact on users of these recreational areas. With the exception of possibly the Botanical Wayside, the DNL 65 contour does not encroach on these areas.

Wild and Scenic Rivers. The Illinois River, from the boundary of the Siskiyou National Forest (approximately 8 miles north of the Airport), downstream to its confluence with the Rogue River, is part of the Wild and Scenic River system. The Chetco River is designated Wild and Scenic, from its headwaters (over 15 miles northwest of the Airport) to the Rogue River-Siskiyou National Forest boundary. All of these rivers are a substantial distance from the Airport.

Farmland Preservation. There does not appear to be any active farming near the Airport. Federal and state laws require the review of any airport action that would remove farmland, as defined by soil classification or actual use, from active or potential agricultural use. Any property acquisition that would result in a loss of farmland would need to be evaluated using the procedures outlined by the Natural Resource Conservation Service.

Light and Glare. On-airport lighting is focused for visibility to aviators, without creating a disturbance or distraction. Any additional facilities will need to consider the impact of light or glare, including the use of windows or roofing material, on aviation. Similarly, residences and other sensitive receptors are located some distance from the Airport. Any additional lighting or structures will need to be focused such that light or glare is not projected into the community.

Natural Factors

Air Quality. According to the Oregon Department of Environmental Quality, the Airport is outside of any designated air quality area. Any construction impacts will need to consider the impact of particulate material on the local environment, including water quality and other resources. Currently, the Airport does not generate a significant amount of surface traffic, and that is anticipated to continue in the future. There are no “air quality hot spots” for surface transportation facilities in the airport vicinity.

Water Quality. At this time, no water quality permit is required. Any additions to impervious surfaces or changes in drainage plans for the Airport must be evaluated.

The Airport averages approximately 80 inches of rainfall per year. The soil is relatively well drained. Rainwater and snowmelt typically run off the paved surfaces and infiltrate into the soil.

Plants and Animals, Including Endangered and Threatened Species and Essential Fish Habitat (MSA resources). The Airport is adjacent to the Rough and Ready Creek Botanical Wayside. This area is preserved because of the unique vegetation. Nearly 50 species of wildflowers and other plants occur on this site. Nearly one quarter of those have either a state or federal designation for rare, threatened, sensitive or endangered. In addition, it is believed that some form of threatened or unique plant species were identified by the BLM on the Airport, near the cross-airport ditch. Further research will be needed before additional ground-disturbances occur outside of the existing maintained area.

Rough and Ready Creek and the Illinois River are recreational fishing rivers. ODFW’s Fish Finder shows cutthroat trout, winter steelhead and rainbow trout present in the river.

Much of the Airport area is maintained by brushing. This continued disturbance may limit the likelihood of any endangered plants being on the Airport. Because of the adjacent botanical area, a detailed plant survey is recommended at the time a project is identified and undergoing a National Environmental Policy Act review.

Wetlands and Floodplains. There do not appear to be any wetlands on the Airport property. An informal pedestrian survey was conducted, which is not a formal wetland delineation. Generally, the area is well drained and not suitable for wetlands.

On-line FEMA floodplain mapping was not available for this area. Parts of the Airport may be within the floodplain of Rough and Ready Creek.

Energy Supply and Natural Resources. This category focuses on the impact of airport actions on energy and natural resources used in construction materials. In general, construction materials are not in short supply. Fuel for construction equipment is available nearby. At one time, the Airport had a fueling station. The decommissioning of this fuel source causes based aircraft to fly elsewhere to acquire fuel, resulting in some inefficiency in fuel use. The site has adequate electrical supply to provide power to navigation aids and security lighting on the Airport.

Solid Waste. In general, general aviation airports do not generate significant amounts of solid waste. Often materials include food and beverage containers, or packaging for aircraft maintenance products. Food containers may create a bird and rodent attractant.

During construction, pavement materials are often recycled into the new pavement, reducing the need for disposal.

Plans for future activity at the Airport should consider the manner in which waste is collected and removed.

Hazardous Materials. The former fueling station for the US Forest Service (USFS) was decommissioned and the underground tank removed. The Airport also has a USFS explosives bunker, which is anticipated to be decommissioned in or around 2010. Any liability for contamination would lie with the USFS.

There is potential for additional contamination anywhere maintenance or fueling takes place, because of accidental spills. No exploration of this has occurred on the Airport. The old Parachute Loft building, currently used by airport tenants, may have potential for contamination based on historical use and unknown history of tenants.

Any areas where construction is proposed would need to undergo some level of due diligence, such as a “Phase One Environmental Site Assessment” to identify any history of possible contamination.

Construction Impacts. Construction impacts typically include temporary noise, dust or traffic impacts, as well as the potential for erosion and water quality impacts associated with material spills, associated with construction. Once construction activities are identified, construction timing, phasing and mitigation measures need to be considered.

Controversy. Controversy is typically associated with off-airport impacts. During the history of the Airport, noise has been the only substantive off-airport issue, and noise complaints stopped when ultralight activity declined a few years ago.

There has been local controversy over the Airport’s reference code (ARC) designation. The ARC will be discussed in later chapters and the report will recommend the existing and ultimate ARC at the Airport.

Other Issues. A water-rights canal crosses Airport property. It branches west of the runway with one branch flowing north and one flowing east, under the runway, to provide water to the mill across the highway. The mill uses the water for its log ponds and process water. The mill provides minor maintenance of the ditch and keeps culverts clear when needed.

There do not appear to be significant environmental issues associated with this Airport. Additional research on endangered plants and animals, as well as cultural resources will be needed at the time a project is defined.

AVIATION ACTIVITY DATA

There are two primary measures of aviation activity at a general aviation airport: based aircraft and aircraft operations. Each activity type is discussed below.

Based Aircraft

Based aircraft are the number of aircraft that are stored at an airport, either in a hangar or tied down on either a paved apron surface or a grassy area designated for such a use. The FAA's Terminal Area Forecast (2008) indicates there are 10 based aircraft at the Airport, while the FAA's Master Record (2006) reports five. Discussions with airport management, tenants and attendees at the first public meeting identified 16 aircraft currently based at the Airport.

According to airport management, aircraft based at the Airport are all single engine, piston-powered Cessna and light sport category aircraft.

Aircraft Operations

Annual operations are the total number of aircraft takeoffs and landings occurring at the Airport in a year. A touch-and-go, which occurs during pilot training, counts as two operations. Touch-and-go operations are categorized as local, along with other operations that remain within 20 miles of an airport. Operations not categorized as local are categorized as itinerant. Below is the most recent information regarding aircraft operations at the Airport. The year 2006 is the most recent FAA Master Record and 2007 is the most recent year with published data for the Terminal Area Forecast:

	FAA Airport Master Record (Form 5010)	FAA Terminal Area Forecast
Air Taxi	0	0
General Aviation Local	3,500	1,376
General Aviation Itinerant	2,500	7,790
Military	0	0
Total	<hr/> 6,000	<hr/> 9,166

AIRPORT FINANCIAL DATA

The following subsections provide a brief summary of historical financial information for the Airport.

Airport Operating Revenues & Expenses

Table 1B shows the Airport's recent revenues and expenses. Operating expenses have consistently exceeded revenues. Discussions with the County have indicated that the Airport has

never been financially self-sufficient without some form of subsidy (see interfund subsidy line item of operating revenues).

Table 1B. Airport Revenues and Expenses

	2005-06 (actual)	2006-07 (actual)	2007-08 (actual)	2008-09 * (actual)
Operating Revenues				
Grants	\$ 5,443	\$ 68,350	\$ 611	\$ 63,318
Charges for Services	\$ 25,255	\$ 22,395	\$ 23,359	\$ 16,653
Interfund Subsidies	\$ 37,000	\$ 37,000	\$ 37,000	\$ 37,000
Interest Earned	\$ -	\$ -	\$ -	\$ 1,552
Equity Transfer In	\$ -	\$ -	\$ -	\$ -
Miscellaneous	\$ (21)	\$ 1,457	\$ -	\$ 3,095
Beginning Fund Balance	\$ 35,225	\$ -	\$ -	\$ 24,000
<i>Total Operating Revenues</i>	<i>\$ 102,902</i>	<i>\$ 129,202</i>	<i>\$ 60,970</i>	<i>\$ 145,618</i>
Operating Expenses				
Salaries and Wages	\$ (16,138)	\$ (16,590)	\$ (17,334)	\$ (23,801)
Taxes and Benefits	\$ (7,154)	\$ (6,438)	\$ (5,853)	\$ (8,242)
Materials and Services	\$ (64,230)	\$ (18,856)	\$ (18,480)	\$ (28,776)
Interfund Charges and Transfer	\$ -	\$ -	\$ -	\$ (4,000)
Capital Outlay	\$ (441)	\$ (70,124)	\$ (1,422)	\$ (68,383)
Contingency	\$ -	\$ -	\$ -	\$ -
<i>Total Operating Expenses</i>	<i>\$ (87,963)</i>	<i>\$ (112,008)</i>	<i>\$ (43,090)</i>	<i>\$ (133,202)</i>
Operating Income	\$ 14,939	\$ 17,194	\$ 17,880	\$ 12,416

Source: Josephine County, February 2009. * Data for 2008-09 provided January 2011.

Rates & Charges

The County has the authority to update the rates and fees annually, as outlined in the Josephine County Airports Rates and Charges Policy. The current rates, as of September 2007, are shown in **Table 1C**.

Table 1C. Rates and Charges

Description	Daily	Monthly	Annually
County Hangars & Tie Downs			
Tie Down	\$2.00	\$15.00	
Long Term Auto Parking		\$10.00	
Private Hangar Site Leases			
Development Rate			\$0.25 / sq ft
Prevailing Rate			\$0.383 / sq ft
Commercial / Business Site Leases			
Development Rate			\$0.25 / sq ft
Prevailing Rate			\$0.415 / sq ft
Exclusive Use Ground Rate			\$0.13 / sq ft
Commercial Fuel Flow		\$0.05 / gal	