Chapter One
INVENTORY

The purpose of the Grants Pass Airport (Airport) Master 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 produces aviation demand forecasts that are reasonable and aids in identifying future facility development needs.

BACKGROUND DATA

Airport Location & Access

The Airport is located approximately five miles northwest of the City of Grants Pass in Southwestern Oregon. The Airport is within the boundaries of Josephine County (County) and is

approximately 200 straight-line miles south of the Portland Metropolitan area. The majority of the County is rural and has abundant recreational opportunities. Monument Drive and Brookside Boulevard provide access to the Airport and connect to Interstate 5 via Merlin Road. **Exhibit 1A** shows a map of the region and Airport vicinity.

Area Topography

The area is surrounded by the rolling terrain of the Siskiyou Range foothills and is abundant in both farmland and forests. The majority of Josephine County is rural, and includes numerous rivers and watersheds.

The Airport is situated on a small plateau and is 1126 feet above Mean Sea Level (MSL). Land immediately surrounding the Airport lay approximately 50 to 100 feet lower than the Airport. Louse Creek is adjacent to the Airport to the south-southwest with Harris Creek to the north-northeast. Further out from the Airport terrain begins to rise and within a 10-mile radius elevations increase to 4,000 feet MSL.

Climate

The Grants Pass area experiences moderate weather, with four distinct seasons. Winter temperatures generally range from 35 to 55 degrees Fahrenheit, and summer temperatures generally range from 60 to 90 degrees Fahrenheit. Annual rainfall averages 30.5 inches, with the majority occurring from November through February. The mean maximum temperature in the hottest month (July) is 90.1 degrees.

Community and Airport History

Josephine County is named after Josephine Rollins, who was the first white woman to settle in Southern Oregon. The County is mountainous with two predominant valleys (Rogue and Illinois Valleys). Three scenic rivers, the Rogue, Applegate and Illinois, flow through the County and provide many 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 British Columbia. Today, the County's principal industries are lumber, tourism and agriculture.

The first Grants Pass Airport was constructed in 1928, with voter support. The original site was located approximately one mile from the city of Grants Pass, where the Inland Helipad is currently located. In 1958, construction began at the current airport site and was completed in 1959. Improvements and additional land purchases continued in the 1960s, 1970s and 1980s.

Josephine County owns and operates the Airport, along with the Illinois Valley Airport in Cave Junction. 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, 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, most pavements at the Airport consist of a seal coat, on top of two inches of asphalt, on top of five inches of a crushed aggregate base. **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 12-30. The total pavement length is 4,001 feet. The runway is 75 feet wide. The runway pavement surface is asphalt and in the fall of 2005 was given a PCI rating of 70-85, which is considered very good. The pavement strength of the runway is rated for 19,000-pound Single Wheel Gear (SWG)[1] aircraft.

Taxiways and Taxilanes. Taxiways are constructed primarily to facilitate aircraft movements to and from the runway environment. Some taxiways are necessary to provide access between the aprons and the runways, whereas other taxiways become necessary to provide safe and efficient use of the airfield as airport activity increases. The taxiways do not have letter designations.

Runway 12-30 has a full-length parallel taxiway and five connector taxiways to support operations at the Airport. These connectors link the runway and parallel taxiway together. The parallel taxiway was relocated away from the runway, by an additional 40 feet, to meet the FAA design standards for an airport reference code (ARC) B-II in 2007.

From the parallel taxiway, there is access to the main tiedown area that is adjacent to the 1000-foot aiming markers of Runway 12. Multiple taxilanes lead to the hangar areas, located between hangar buildings. Taxiways and taxilanes are constructed of asphalt and have PCI ratings between 55 and 100, which is representative of pavements in good to excellent condition.

[1] Single Wheel Gear is the term used to describe aircraft with one wheel 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.

Aprons and Aircraft Parking. There is one main asphalt aircraft apron, which contains 28 tiedown positions and is located on the west side of the runway. Tiedowns are also located between the parallel taxiway and the eastern side of the hangar rows. In total, there are 41 tiedown positions at the Airport.

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 medium intensity system for the runway, which is on continuously. This medium intensity runway lighting (MIRL) system was installed by direct bury. There is no edge lighting or reflectors for the taxiways or taxilanes.

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. The Runway 30 end has a two-box Visual Approach Slope Indicator (VASI). 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. Both ends of the runway have Runway End Identifier Lights (REILs). REILs are high intensity white strobe lights placed at the end of the runway to mark the threshold. Their purpose is to provide pilots with a means of identifying the approach end of the runway during periods of reduced visibility.

Instrument Approach Aids. The Airport has a GPS-A instrument approach, which can be used when the visibility and cloud ceiling are below minimums for Visual Flight Rules (VFR) conditions. The lowest visibility minimum for the approach is 1¼ mile and a ceiling of 1,500 feet. The GPS-Alpha is a non-precision approach, which gives pilots guidance to land on either Runway 12 or 30.

Other NAVAIDS. There is a lighted wind cone and segmented circle located on the east side of Runway 12-30 at approximately the midfield point. An unlighted wind cone is also near the Runway 30 end. A rotating beacon is 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 collocated on the Airport's beacon tower. The information transmitted from the Super-AWOS is available through the Internet and phoneline, and only to pilots flying within radio range, as the data does not currently transmit to the FAA.

Landside Facilities

Hangars. There are 126 hangar buildings at the Airport – 92 T-hangars and 34 conventional box hangars. All hangars are located on County-owned property. Some of the hangars are privately-owned and managed, while the County maintains ownership of all T-hangars and some box hangars. One T-hangar is open-faced. The T-hangars, constructed of wood frame, are 29 to 49 years old and many are nearing the end of their useful life. With few exceptions, the private hangars are newer and in good condition.

Additionally, there are eight commercial tenants at the Airport with numerous buildings.

It is not possible to label each hangar unit on Exhibit 1B, due to scaling. However, an inventory of each hangar is listed below in **Table 1A**, with the hangar's square footage, age and ownership shown. The hangar number referenced correlates with the Airport's records.

Table 1A. Hangar Inventory

Hangar Number	Square Footage	Aircraft Capacity	Age (years)	County Owned?	Hangar Number	Square Footage	Aircraft Capacity	Age (years)	County Owned?
11	2000	1	18	No	112	1314	1	16	No
12	2000	1	18	No	113	1273	1	16	No
13	2000	1	18	No	114	1336	1	16	No
14	2400	1	5	No	115	2400	1	8	No
15	2400	1	15	No	116	2400	1	8	No
16	2400	1	16	No	117	2520	1	14	No
17	2676	1	15	No	118	2400	1	16	No
18	2090	1	25	No	119	2400	1	16	No
19	1045	1	25	No	120	2400	1	5	No
20	1045	1	25	No	121	2400	1	5	No
21	1000	1	25	No	122	2400	1	5	No
22	1045	1	25	No	123	2400	1	5	No
23	1045	1	25	No	124	2400	1	5	No
77	1400	1	18	No	125	1500	1	5	No
78	1055	1	19	No	126	1500	1	5	No
79	2460	1	20	No	127	1500	1	5	No
81	1096	1	20	No	128	1500	1	5	No
82	2520	1	18	No	129	1500	1	5	No
83	2520	1	18	No	130	1500	1	5	No
84	1932	1	18	No	131	1500	1	5	No
85	1512	1	15	No	132	1500	1	5	No
86	1833	1	19	No	133	1500	1	5	No
87	1833	1	19	No	134	1500	1	5	No
88	1833	1	19	No	135	1500	1	5	No
89	1833	1	20	No	136	1500	1	5	No
91	1071	1	15	No	137	1500	1	5	No
92	1071	1	15	No	138	1500	1	5	No
93	1071	1	15	No	139	2000	1	5	No
94	1091	1	15	No	140	2500	1	5	Yes
95	1071	1	15	No	141	2500	1	5	Yes
96	1614	1	15	No	142	3500	1	5	Yes
97	1071	1	15	No	143	3500	1	5	Yes
98	1071	1	15	No	A1- A6	6000	6	49	Yes
99	1071	1	15	No	B1 - B6	6000	6	49	Yes
100	1071	1	15	No	C1 - C6	6000	6	49	Yes
101	640	1	15	No	D1 - D6	6000	6	39	Yes
102	1071	1	15	No	E1 - E6	6000	6	39	Yes
103	2122	1	16	No	F1 - F6	6000	6	39	Yes
104	1364	1	16	No	G1 - G6	6000	6	29	Yes
105	1364	1	16	No	H1 - H6	6000	6	29	Yes
106	1426	1	16	No					
107	1364	1	16	No	Total Aircraft Capacity:		126		
108	2122	1	16	No					
109	1620	1	16	No					
110	1336	1	16	No					
111	1296	1	16	No					

Other Buildings. Along the Brookside Boulevard, several buildings contain administrative, training and light industrial activity. To the east of the runway is the US Forest Service Interagency Fire Center. At the northwest section of the Airport property is the Southern Oregon Adolescent Study and Treatment Center (SOASTC) facility for young adults and the Josephine County Animal Control.

Aviation Services. A fixed based operator (FBO) is an individual or a business that offers aviation-related services such as flight instruction, aircraft rental, aircraft maintenance, hangar/tiedown storage and aircraft fueling to Airport users. Along Brookside Boulevard, at the Airport's main entrance is a FBO, Pacific Aviation Northwest. This building has a classroom, an area for flight planning, and restrooms. The Airport Director's office is located in this building. Self-serve fuel, both AvGas and Jet A, is available for purchase near the FBO building.

Airport Access and Vehicle Parking. Access to the Airport is via Exit 61, Merlin-Galice Road, from Interstate 5. Merlin-Galice Road accesses Brookside Boulevard, which borders the Airport's western perimeter.

Near the FBO, there are 20 marked automobile parking spaces. Hangar tenants typically park their vehicles in their hangars while flying. Onsite businesses provide employee and customer parking, with direct access from Brookside Boulevard.

Airport Support Facilities

Emergency Services. There are currently no Aircraft Rescue and Firefighting (ARFF) facilities available at the Airport; however, there are plans to purchase a fire truck. At this time, emergency services are provided by the Rural Metro Fire Protection District for structural and aircraft fires, and the Oregon Department of Forestry for vegetation fires. The Josephine County Sherriff's department provides law enforcement services.

Airport Maintenance. The County provides airport maintenance. During winter operations, snow removal equipment is used to clear the runway, taxiway and other airport surfaces. Some maintenance equipment is stored onsite in the open-faced T-hangar.

Airport Fencing. The Airport has perimeter fencing. Near buildings, fencing is chainlink, and other areas are barbed wire. There is one automated, chain link vehicle gate controlled by a punch type combination lock. Two open pedestrian access points are located near the FBO building.

Utilities. Utilities available at the Airport include electricity provided by Pacific Power and Light, natural gas provided by Avista Utilities, water provided by individual wells, and telephone provided by local franchise companies. A storm water detention pond is located on the north side of the airport property. Septic needs are met by individual septic tanks and drain field systems. However, there are plans to bring a sewer line to the Airport in the very near future, through an agreement with the Paradise Ranch Resort. Avista Utilities has a natural gas line along Brookside Boulevard.

Airport Signage. Guidance signs to the Airport are located at the Interstate 5 exit and along Merlin-Galice Road. The Oregon Department of Transportation maintains the signs.

Other Support Facilities. Car rental is available at the Airport, through Enterprise Rental. Numerous lodging and dining establishments are available in the City of Grants Pass.

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 700 feet above ground level (AGL). At 700 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 northwest of the Rogue Valley International-Medford Airport (24 nm) and south of the Roseburg Regional Airport (44 nm). Several private airports are also in the surrounding area.

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 and zoning.
- 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 Plans*. 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 is outside of the Grants Pass Urban Growth Boundary (UGB). Management of lands outside of the UGB fall within Josephine County's jurisdiction, which 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) and are subject to change. An airport overlay zone, which mirrors 14 CFR Part 77 imaginary surfaces, is included in the development code.

Zoning at the Airport consists of mostly Community Light Industrial (CLI), with some Community Residential 5 Acre (CR5), Forest Commercial (FC) and Woodlot Resources (WR). These zones are depicted on **Exhibit 1F.**

Currently Josephine County, through the Rogue Valley Council of Governments, is proposing to expand the CLI zoning to include all the airport parcels currently zoned CR5 within the Merlin/North Valley Rural Community boundary[2]. The two parcels at the north end of the Airport zoned CR5 and WR will be zoned Rural Industrial (RI). A parcel farther north, zoned FC, is not under consideration for a zone change at this time. Definitions of these designations are shown in **Table 1A**, as defined in the RLDC.

Surrounding Area Land Use and Zoning

The Airport is surrounded primarily by light 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 Forest Zones, CR5 or Farm Resource (FR); however, much of that land is part of a master planned golf course community, Paradise Ranch. To the east, zoning is mostly FR, CR5 and WR. Residential properties dominate the west side the Airport, with higher density zoning on land fronting Merlin-Galice Road. On the south side of the Airport uses vary from Community Residential 2 Acre (CR2), CR5, RR2.5 and Community Commercial (CC).

CLI, CR5, Forest Zones, RR5 and RI zoning designations were discussed in the previous section. RR1, FR, CR2 and CC zoning are shown in **Table 1B.**

[2] The Merlin/North Valley Unincorporated Community (MNVC) is a Rural Community as described and authorized by Oregon Administrative Rules, Chapter 660, Division 22. The purpose of the MNVC plan is to establish an unincorporated community boundary for a rural community around the Merlin/North Valley area consistent with the desires of the affected residents and the requirements of Oregon Administrative Rules, Chapter 660, Division 22.

Table 1B. Zoning Designation Definitions

Designation	Definition
Community Light Industrial (CLI)	Is intended to allow for a broad range of uses that involve the research, design and development of products or components, and the light manufacturing fabrication and assembly of such products or components.
Community Residential 5 Acre (CR5)	Is defined for the Merlin/North Valley Unincorporated Rural Community and replaces the RR5 zoning for that area. The purpose of this zone is to authorize residential uses that are consistent with the development requirements for unincorporated and rural community planning.
Forest Commercial (FC) and Woodlot Resources (WR) - both referred to as "Forest Zones"	These designations are intended to implement the Goals and Policies of the Josephine County Comprehensive Plan by conserving and protecting lands for forest use. As mentioned previously, the County is currently proceeding with removing the WR designation and replacing it with RI. However, as the FC zoning will remain in the most northerly portion of airport property, it will be important for the Airport to be given the authority to protect the airspace from obstacles created by any tree growth.
Rural Residential 2.5 Acre (RR2.5)	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 2.5 acres.
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.
Community Industrial (CI)	Allows for a broad range of intensive institutional and industrial uses that are more likely to involve significant land use impacts.
Farm Resource (FR)	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.
Community Residential 2 Acre (CR2)	Allows for one single-family dwelling on a two-acre (minimum) parcel of land.
Community Commercial (CC)	Is intended to allow a broad range of professional, commercial and institutional uses to meet the general needs of residents within or near the Merlin/North Valley Community.

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. The overlay protects surfaces based on the existing runway length and configuration. An overlay zone may restrict the height of buildings and other structures or trees. Airport overlay zones also may 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.

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 owns all property within the Airport's two RPZs.

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 land use, noise, social or socioeconomic conditions, 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 24,905 annual operations (2007 FAA Terminal Area Forecast) of mostly single engine aircraft. The previous Airport Master Plan (1993) forecast 33,940 annual operations, with the majority of these being single engine or light twin 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.

Land Use. The Airport and area immediately adjacent to it is mostly zoned community light industrial. See above for a more detailed discussion of the area's land use.

Social Impact and Induced Socioeconomic Issues. Social impacts are related to the relocation of businesses, relocation of residences or the alteration of established patterns of life, such as roadway changes or new facilities that divide a community. Future land acquisition may include relocation of homes or businesses; however, no off-site alterations are anticipated at this time.

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. The Airport provides some positive economic benefit to the community, flight lessons, aircraft repair and other services. The Airport also has existing and proposed hangar space that could provide rental income to the County.

There are plans for additional tenants on the east side of the Airport. Paradise Ranch is using the Airport in its marketing and plans to develop a hangar on the east side of the Airport, adjacent to the development, for use by resort guests.

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 not appear to be populations meeting the definition within the immediate airport vicinity.

Historic Properties, Cultural Resources (Section 106 Resources). The site has been used as an airport since 1959. Cultural resource studies and tribal consultation were performed for the parallel taxiway relocation in 2007. No resources were identified and the local tribe concurred that the property is not of interest. Any projects proposed in areas considered undisturbed will most likely require a cultural resource study.

Recreational Lands (Section 4(f)) Resources. The area around Merlin prides itself on recreational resources. Merlin is home to many Rogue River-based rafting and guiding services. The river is outside of any noise or other impact area related to the Airport. There do not appear to be any public recreation areas in the immediate vicinity of the Airport.

Wild and Scenic Rivers. The Rogue River, from the confluence of the Applegate River downstream 84.5 miles, is designated under the Wild and Scenic Rivers program. The River is approximately a half mile south of the Airport. The Airport and the river have co-existed since the river was designated. Operating aircraft may at times be visible from the river and their noise may be audible.

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.

Natural Factors

Air Quality. According to the Oregon Department of Environmental Quality, the Airport is outside of the Grants Pass Air Quality Maintenance Area. Any construction impacts will need to consider the impact of particulate material on the local environment, including water quality and other resources. The Airport does not currently 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.

Plants and Animals, Including Endangered and Threatened Species and Essential Fish Habitat (MSA resources). The Rogue River has a reputation as a recreational fishing river. Oregon Department of Fish and Wildlife's Fish Finder shows Chinook Salmon (Fall and Spring), Coho Salmon, Cutthroat Trout, Rainbow Trout, Shad and Steelhead (Summer and Winter) present in the river. Chinook is a federally listed Threatened species. Any activity on the Airport would need to consider impacts to Chinook under the Endangered Species Act as well as habitat impacts under the Magnuson-Stevens Act (MSA).

Wetlands and Floodplains. A brief review of the Airport shows that some of the on-airport the drainage ways have developed wetland characteristics, as has the septic drain field area (see Exhibit 1G). Because these are likely man-made wetlands in upland areas, they will likely not be considered jurisdictional. At the time of any development action affecting the infield area or drainage ways, a formal delineation will be prepared.

The Airport is outside of any known floodplain.

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. 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 attract birds and rodents.

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 Airport has a fueling site, including some above and one below ground tank. This tank is tested daily for leaks; there currently is no evidence of leakage.

An area at the southeast end of the airfield was formerly the site of several glue settling ponds, used by local plywood mills. These ponds were decommissioned and remediation took place. Monitoring wells were in place and tested, and the site received an official record of completion in the mid-1990s. The monitoring wells were subsequently capped.

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. Any such 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. There does not appear to be any controversy associated with the Airport.

Other Issues. The area north of the runway includes a large amount of fill (see exhibit 1G). The fill is made up of clean soil and chunks of concrete. The air spaces created when the fill was placed attracted ground squirrels. The area is undermined with squirrel tunnels and dens, as well as areas where the fill has collapsed around a den.

Conclusion. There do not appear to be any significant environmental issues on the Airport or in the Airport vicinity. Additional study regarding wetlands, threatened and endangered species, cultural resources and possibly hazardous materials should be conducted once 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 or a grassy area designated for such a use. The FAA's Terminal Area Forecast (2008) indicates there are 173 based aircraft at the Airport, while the FAA's Master Record (2006) reports 104. Airport management reports 120 based 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	400	300
General Aviation Local	6,500	9,868
General Aviation Itinerant	18,000	14,637
Military	100	100
Total	21,300	24,905

AIRPORT FINANCIAL DATA

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

Airport Operating Revenues and Expenses

Table 1C shows the Airport's revenues and expenses for recent years. Operating revenues have usually exceeded costs. The Airport Manager reports no County general funds have been expended at the Airport.

Table 1C. Airport Revenues and Expenses

	2005-06 (actual)	2006-07 (actual)	2007-08 (actual)	2008-09 * (actual)
Operating Revenues				
Grants	$ 64,099	$ 120,250	$ 1,062,363	$ 4,754
Charges for Services	$ 116,143	$ 76,769	$ 71,960	$ 56,072
Sale of Materials	$ 254,239	$ 302,254	$ 297,923	$ 268,063
Rental Charges	$ -	$ 44,265	$ 49,419	$ 29,971
Interfund Subsidies	$ 20,000	$ -	$ -	$ -
Interest	$ 4,909	$ 6,009	$ 8,110	$ 1,174
Miscellaneous	$ 9,571	$ 2,969	$ 8,170	$ 8,440
Beginning Fund Balance	$ 166,955	$ -	$ -	$ 65,105
Total Operating Revenues	*$ 635,916*	*$ 552,517*	*$ 1,497,944*	*$ 433,580*
Operating Expenses				
Salaries and Wages	$ (37,656)	$ (38,710)	$ (40,447)	$ (20,663)
Taxes and Benefits	$ (16,726)	$ (17,774)	$ (22,130)	$ (8,403)
Materials and Services	$ (432,614)	$ (326,949)	$ (348,083)	$ (231,822)
Interfund Charges and Transfer	$ -	$ -	$ -	$ (103,971)
Capital Outlay	$ (33,710)	$ (142,926)	$ (1,133,276)	$ -
Contingency	$ -	$ -	$ -	$ -
Total Operating Expenses	*$ (520,705)*	*$ (526,359)*	*$ (1,543,935)*	*$ (364,859)*
Operating Income	**$ 115,211**	**$ 26,158**	**$ (45,990)**	**$ 68,721**

Source: Josephine County, March 2009.

** Partial data for 2008-09 (1/1/2008 through 1/31/2009)*

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 1D**.

Table 1D. Rates and Charges

Description	Daily	Monthly	Annually
County Hangars & Tiedowns			
Tie Down	$3.00	$30.00	
Open Hangar		$73.50	
Closed Hangar		$93.50	
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	