



## CHAPTER ONE INTRODUCTION

*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.*

### Introduction

The Port of Shelton is preparing an Airport Master Plan Update for Sanderson Field (SHN). Funding for the project is provided through an FAA Airport Improvement Program (AIP) grant (95%) with a local match (5%) provided by the Port of Shelton and WSDOT Aviation Division. The AIP is a dedicated fund administered by FAA with the specific purpose of maintaining and improving the nation's public use airports. The AIP is funded exclusively through fees paid by users of general aviation and commercial aviation.

The purpose of the master plan project is to define the current, short-term and long-term needs of the airport through a comprehensive evaluation of conditions and Federal Aviation Administration (FAA) airport planning and design standards. The master plan will provide specific guidance in making the improvements necessary to maintain a safe and efficient airport that is economically, environmentally, and socially sustainable. The master plan will:

- *Provide an updated assessment of existing facilities and activity;*
- *Forecast airport activity measures (based aircraft, aircraft operations, etc.) for the current 20-year planning period.*
- *Examine previous master plan recommendations as appropriate, to meet the current and projected airport facility needs, consistent with FAA airport design standards;*



- *Determine current and future facility requirements for both demand-driven development and conformance with FAA design standards.*
- *Update/prepare the airport layout plan, airspace plan, land-use plan and supporting drawings for the airport to reflect updated planning; and*
- *Develop an Airport Capital Improvement Program (ACIP) that will prioritize improvements and estimate project development costs and funding eligibility for the 20-year planning period.*

The most recent FAA-approved airport master plan and Airport Layout Plan (ALP) for Sanderson Field Airport was completed in 1997. The 1997 Master Plan, ALP, project design drawings, and aerial photography flown specifically for this project will be used as primary information sources for preparing the master plan update.

## **National Airport System**

Sanderson Field Airport is included in the National Plan of Integrated Airport Systems (NPIAS). Participation in the NPIAS is limited to public use airports that meet specific FAA activity criteria. NPIAS airports are eligible for federal funding of improvements through FAA programs such as the current Airport Improvement Program (AIP). Currently, there are more than 3,300 NPIAS airports, of which more than 75 percent are general aviation airports similar to Sanderson Field. There are no other NPIAS airports located in Mason County.

The FAA has recognized NPIAS airports as being vital to serving the public needs of air transportation. In doing so, the FAA recognizes that access to the nation's air transportation system is not limited to commercial air service. The FAA requires that all NPIAS airports periodically update their airport plans to maintain effective long-term planning. This project will enable the City to meet the FAA's requirement to maintain an up-to-date plan.

## **State Airport System**

Sanderson Field Airport is identified as a public-use "General Aviation" airport in the Washington Aviation System Plan. Sanderson Field is one of 18 general aviation airports in Washington with a proposed "Regional Service" designation in the 2007 Washington State Long Term Air Transportation System (LATS) study.<sup>1</sup> The LATS provides the following description: "*Regional*

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<sup>1</sup> LATS Study Phase I Technical Report, September 30, 2006



*Service airports serve a large to medium market area, or remote communities such as the San Juan Islands. They may include air cargo service and reliever airports. They are capable of accommodating all general aviation aircraft, facilities and services, including business jets. Airports preliminarily assigned to the Regional Service classification can accommodate high aviation activity levels, can accommodate nearly all types of general aviation aircraft, and are capable of supporting business jets and charter flights. Regional Service Airports were determined by the following threshold criteria:*

- *Accommodate aircraft in inclement weather.*
- *Have at least 40 based aircraft and a runway at least 4,000 feet long.*
- *Have a 90-minute (driving time) service area coverage.”*

## **Public Involvement**

The public involvement element of the planning process will provide opportunities for all interested individuals, organizations, or groups to participate in the project. A planning advisory committee has been formed for the project, which will perform a local review function and provide input into the planning process. The advisory committee will review and comment on draft work products and provide local knowledge and expertise to the planning process. Advisory committee meetings will be held at key points during the study in conjunction with public informational meetings.

At the beginning of the project, kickoff meetings will be held to provide information to interested citizens and allow the Sanderson Field Advisory Committee, Port, Consultant, FAA and WSDOT to meet and discuss key project issues. Subsequent meetings will be held at key project milestones.

## **Summary of Preliminary Findings**

1. Sanderson Field is owned and operated by the Port of Shelton in Shelton, Washington.
2. The Airport is located approximately 3 mile northwest of Shelton on the west side of US Highway 101. The Airport consists of approximately 1004 acres, including the runway-taxiway system, landside facilities (fixed-base operator, fuel storage, hangars, aircraft parking apron, etc., and large areas of non-aviation uses, including the Mason County Fairgrounds, and Airport Industrial Park..
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 “General Aviation” service level designation in the Washington State Aviation System Plan and has recently been included in the Regional Service category of general aviation airports.
5. The Airport has one active runway that is oriented in a northeast-southwest direction. The runway (05/23) is paved and lighted (published dimension: 5,005 feet by 100 feet). Runway 5/23 is served by a full-length parallel taxiway on the north side, with two connecting taxiways serving adjacent landside areas. Runway 17/35 was deactivated several years ago and a section of the runway’s north end is currently used for drag racing. Parachute operations occur at the airport, north of the active runway.
6. The published runway weight bearing capacity listed in the current Airport/Facility Directory (A/FD) is 30,000 pounds for aircraft equipped with single wheel (SW) landing gear, 50,000 pounds for dual wheel (DW) gear, and 90,000 pounds for dual tandem (DT) gear. It is noted that the pavement ratings listed on the current FAA Airport Record Form 5010 -1 are different (55,000 SW; 72,000 DW; 130,000 DT). The FAA indicates that the 5010 data should be used and the A/FD data should be updated.
7. Airfield lighting currently includes solar-powered medium-intensity runway edge lighting (MIRL) and threshold lights (operating from dusk until dawn); Runway 23 is equipped with a 4-light precision approach path indicator (PAPI) and runway end identifier lights (REIL); the airport has a rotating beacon located adjacent to the fixed-base operator (FBO) and T-hangars.
8. All landside facilities (aircraft parking, hangars, etc.) at the airport are located north of Runway 23. Two access taxiways extending from the runway-parallel taxiway connect to the south end of the large aircraft apron. The paved aircraft apron accommodates aircraft parking, access to the fuel area, FBO and other hangars.
9. The Airport currently has instrument approach capabilities with three published non-precision instrument approach procedures (IAP). Special Take-off Minimums apply due to numerous trees located beyond both ends of the runway.
10. Aviation fuel (AVGAS, Jet Fuel) is available at the Airport. Olympic Air is the fixed base operator (FBO), providing aviation fuel, aircraft charters, aircraft maintenance, pilot supplies, etc.
11. The most recent air traffic data listed in the WSDOT database is for 2002: 43,500 operations and 89 based aircraft, including 4 ultralights and 3 helicopters. The FAA Airport Record



Form (5010-1) lists 102 based aircraft (including 3 ultralights and 2 rotor counts) and 44,209 annual operations for 2005. The FAA Terminal Area Forecast (TAF) lists 47 based aircraft and 43,564 annual operations for 2005.

## Summary of Recommendations

*<To be added at conclusion of project>*

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