

Notice of Public Hearing

Forks City Council  
Tuesday, 28 May 2024  
7:30 p.m.  
Forks City Council Chambers  
500 East Division, Forks, Washington

***Quillayute Airport Master Plan***

Notice is hereby given that the City of Forks City Council will hold a public hearing on the above date during the course of their regularly scheduled meeting to obtain information and comment on the proposed Quillayute Airport Master Plan. The public hearing shall take place during the course of the Council's rescheduled, due to the Memorial Day holiday, meeting on Tuesday, 28 May 2024 to begin on or about 7:30 p.m. The hearing will occur in the Forks City Council Chambers located at 500 East Division Street, Forks, Washington.

A physical copy of the proposed Airport Master Plan is available for review at City Hall. It can also be available on line at:

<https://centurywest.com/quillayute-amp/quillayute-amp-chapters/>

Written comments will be accepted up to and during the hearing. Written comments can also be mailed to Forks City Council, Quillayute Airport Land Use Plan Comments, 500 East Division, Forks, WA 98331.

Individuals needing information or assistance in order to participate in the hearing can contact Mr. Fleck at 360/374-5412, ext 245.

The following is a summary of the 309-page document for the Quillayute Airport (UIL).

Chapter One provides an introduction to the purpose and need associated with the Federal Aviation Administration (FAA) funded Airport Master Plan. The project was to update the 2003 adopted Airport Layout Plan and the proposed UIL Airport Master Plan (AMP/UIL AMP). The FAA fully funded the project at \$458,726 from the FAA's Airport Improvement Program and FAA funding from the American Rescue Plan Act was used to cover what would usually be a 10% sponsor (City) match. As part of the project, an Airport GIS survey was undertaken that is required for any FAA approved instrument approach at the airport.

The project looked at the current airport properties and facilities, analyzed demand for aviation facilities, and explored means of providing access to the airport property for aviation related economic development. A twenty-year airport (UIL) Capital Improvement Program is included with a discussion of the long-term financial approaches to undertaking the proposed improvements and maintenance.

The planning process occurred from 2021 through early 2023 with review of the draft documents occurring over the course of 2023. The City Council reviewed the Airport Layout Plans, the technical drawings reaffirming not only the various safety areas associated with the airport, but also the areas set aside for airport related development and areas designated for non-aviation related development. At the City Council's 22 February 2024 meeting, the Mayor was authorized to sign and approve Airport Layout Plans.

The UIL AMP took a very realistic and practical approach to future activities at UIL. Facilities were reviewed and a straightforward approach was provided regarding the financial expectations associated with those facilities. The instrument approach and departure was studied. It was learned that a matter with Olympic Coast National Marine Sanctuary would need to be addressed through the Sanctuary's rule making process to allow that approach to be further developed. Also, runway lighting and associated equipment were identified as the main focus for the first five years of the planning process. In addition, the UIL AMP called for an assessment and evaluation of the electrical and water services that are existing and that could be needed with future development at UIL.

Chapter Two provided an overview of the location of the airport, its historic and current uses, and analyzed growth rates for the state, the county, and the West End. UIL is one of the 3,304 public use airport facilities included in the National Plan of Integrated Airport Systems (NPIAS). It is designated as a "basic" airport and is one of the only two airports in Clallam County having the NPIAS designation. This chapter also provided a summary of the FAA funding allocated and used at UIL from 2005 through 2021. UIL regional significance is highlighted and called out as an essential response hub in a major emergency associated with a maritime event, as well as large fires, windstorms, and of course earthquakes. Chapter Two includes a review of

paving conditions; an environmental initial overview and assessment, with further review provided in one of the appendixes to the AMP; facilities, administration, and FAA grant assurances.

Chapter Three focuses on the existing and forecasted aviation activities. At the outset, the chapter discusses the impacts of COVID-19 on the aviation community. The estimated 570 annual operations are associated with 100% transient aircraft. UI's unique role is noted with "the FAA Seattle Airports District Office (ADO) recognizes Quillayute Airport's functional role as an emergency response asset that is uniquely capable of supporting the western Olympic Peninsula." For the most part, the 2023 AMP utilizes the same designations and expected needed facilities as the proposed 2003 AMP. Runway 4/22 (east-west runway) is to remain open and would be used by large multi-engine turboprop aircraft with a King Air 350 being typical. Economic factors as well as historic aviation activity were reviewed as part of the forecasting analysis for the UIL AMP. It is explained why Scenario Three is the preferred alternative with its approach of pursuing modest facility improvements in relationship to the forecast modeling. Under this scenario, there would be a rise in annual flight operations from the current estimate of 570 today to 2,235 in 2041. Most of the operations would be associated with single engine piston aircraft. The airport would be expected to continue to plan for use by "large multi-engine turboprop or medium business jet."

Chapter Four addresses the needed critical facilities for aviation operations at UIL. While most critical facilities exist at the airport, additional attention on the instrument approach was called out as being a high priority. Paving condition was noted as being in "good condition overall" in spite of being 80+ years of age. One area that would need to be explored in the future is the development of aircraft hangars and support services. Development of such facilities would be a private effort utilizing long term leases from the City that meet the FAA grant assurance requirements. Runway lighting was identified as the main priority for the short term (five year) future. In addition, improvement of runway related signage and markings need to be a top improvement pursued with FAA related AIP funding.

Chapter Five addresses various approaches and alternatives with runway usage, development, and associated ground development. The improvements recommended to part of the preferred alternative include:

1. Maintaining the existing runway length for the active/open Runway 4/22 and address runway with as part of the runway lighting efforts;
2. Pursue lighting and associated equipment (rotating beacon, MIRL, PAPI, REIL) for Runway 4/22;
3. Pursue an instrument approach;

4. Update striping, markings for the taxiways while also including hold lines, adding edge reflectors, and update when possible the taxiway geometry while extending the 22 end of the runway's threshold;
5. Install the FAA-recommended signage for the runway-taxiway system;
6. Reconfigure the parking and tie-down locations on the apron for aircraft of different sizes and makes; and,
7. Renovate the existing WWII hangar for aircraft storage and develop areas for new hangar construction; and,

Chapter Six focused on approaches to implement the vision and preferred alternative with the improvements noted above. A project list provides a short term, midterm and long-term project list with focus on FAA funding for most of the projects. Local funding, predominately associated with timber sales from timber growing on the non-airport portions of the airport property, would be the source of meeting any local match requirements. Further, some projects would not be eligible for FAA AIP funding, so either local funds or other grant sources would need to be pursued and secured for those projects.

Finally, Chapter Seven contains the thirteen line drawings that comprise the Airport Layout Plan. These documents were approved by the City in the February 2024 City Council meeting referenced above. The following documents were attached to the proposed UIL AMP as appendixes.

1. Environmental Review Memos
2. Cultural Resources Survey
3. Clallam County Zoning Review
4. FAA Forecast Approval
5. Instrument Approach Development - Technical Information
6. FAA Grant Assurances
7. NRA Notification

Again, the entire UIL AMP with the ALP drawings contained in Chapter 12 and the appendixes can be reviewed in person at Forks City Hall or online at <https://centurywest.com/quillayute-amp/quillayute-amp-chapters/>