

Airport projects, historical narrative September 2021

The airport committee was formed by the city in 2003, in part to bring together interested and knowledgeable people who could help the city determine whether and how to make use of the (then) \$86,000 per year grant funds that were available to the city through the National Plan of Integrated Airport Systems. At the same time a hangar developer was proposing to build a hangar building on airport land leased from the city. Ironically, the city was at the same time making plans to convert part of the aircraft parking ramp into an RV sewage dump station. The committee facilitated positive outcomes to all of this resulting in an FAA-funded project to upgrade the windsock, ramp and taxiways, a privately funded 5-bay hangar building, and thankfully no dump station.

In 2006 the FAA funded a project to develop a Airport Layout Plan for the airport. Before this we had a master plan which was simply a plan for the airport written out with options and timelines for future development. But for small airports such as ours, an ALP became the standard, which is basically a large format drawing showing current and anticipated improvements, that is expected to be updated every 7 years or less as part of Capital Improvement Program eligibility.

In 2009-2010 another FAA project brought us a new beacon tower, fencing and the new parking lot. The Committee recommended the parking lot relocation in part to make more room for future hangars. The Helicopter parking circle was created then at the suggestion of either FAA or the engineers at W&H Pacific.

The 2010 project included a drainage system study which found collapsed drainage pipes throughout the system, precipitating the 2012 project to replace most of the pipes and create a new outfall. When the outfall went in, contractors discovered that the drainage channel along the east edge of the property was significantly silted up, so the project was expanded to include dredging that out. Repairs were also made to the parking apron, and aviation easements were purchased on property north of the airport to provide for removal of trees obstructing the approach and departure corridor.

The biggest project to date was in 2015, when we got the new runway lighting to replace the old system which was on its last legs. The electrical shed was put in to house the Pilot Controlled Lighting system, and when the weather cameras were later installed, the support equipment was also placed there. The project included more obstruction removal, mostly trees east and north of the runway. While that project was being defined the FAA was pushing for security fencing along the eastern edge of the Four Winds mobile home park. The committee and the city successfully persuaded the FAA to allow for a lower, more aesthetically pleasing four foot fence rather than the prison style one that the FAA wanted. The fencing was also relocated 20 feet east of the airport property line so as not to be right up against homes' front doors. Weather and other delays spread that project over the better part of two years.



Local contractors replacing failed drainage pipes, fall 2011.

In 2016, the FAA reclassified the airports in the NPIAS program and we wound up “unclassified” which means we’re still in the program, but are not eligible for the regular yearly allocations. We can access PMP funding which comes through the state, and potentially apply for projects critical to safety. But until we get to that magical 10 based aircraft, we’re out of the regular funding pool which would now be somewhere around \$150,000 / yr for airports like ours, with a 5% local or state match.

Last but definitely not least, in 2021 the city built a beautiful new bike shed / pilot lounge as an addition to the electrical shed. No federal money there, just city funds and donations.

Seaside Municipal Airport Improvement Projects

| A. I. P. Number | Year | Description | Cost |
|--------------------|------|--|--------------|
| 3-41-0014-16 | 2004 | Wind Cones, Segmented Circle, Pavement Rehabilitation | \$154,300.00 |
| 3-41-4100-020 | 2006 | Consulting Services Airport Layout Update and Apron Development Review | \$85,400.00 |
| | 2006 | Airport Hangars | |
| | 2009 | PMP Pavement Preservation | \$42,242.00 |
| 3-41-0057-01 | 2009 | Construction of Parking Lot, Fencing, Gates | \$149,819.00 |
| Connect Oregon III | 2010 | Airport Security Fencing, Helicopter Parking, Drainage Study, Exhibit A Property Map | \$274,090.00 |
| 3-41-0057-04 | 2012 | Drainage Improvements, Apron Repairs, Obstruction Clearing | \$136,199.00 |
| 3-41-0057-05 | 2015 | Runway Lighting, LED Holding position Signs, Electricval Building, Fencing | \$525,740.00 |
| 3-41-4100-032 | 2016 | PMP Pavement Preservation | \$85,982.00 |
| | 2018 | PMP Pavement Preservation | \$19,643.00 |
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