



A Tradition of Stewardship
A Commitment to Service

Master Plan Feasibility and Alternate Site Selection Study

Angwin Airport/Parrett Field



**Airport Master Plan Feasibility and
Alternate Site Selection Study**

for

**ANGWIN AIRPORT/PARRETT FIELD
Angwin, California**

FINAL REPORT

**Prepared for
the
COUNTY OF NAPA
by
Coffman Associates, Inc.
and
CommuniQuest**

**Accepted by the
Board of Supervisors
of the County of Napa on
March 2, 2010**

“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 in accordance with appropriate public laws.”

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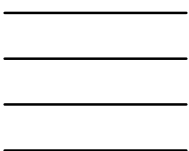
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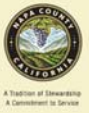
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PREFACE



Master Plan Feasibility and Alternate Site Selection Study Angwin Airport/Parrett Field

Preface

On February 7, 2006, the Napa County Board of Supervisors provided direction to County staff to:

- Pursue negotiations with Pacific Union College (PUC) to maintain the Angwin Airport as part of the County of Napa's General Aviation System where there is no impact upon the General Fund and the Napa Valley Airport Enterprise Account; and
- Pursue appropriations for the land acquisition and capital improvement plan within the Federal Aviation Administration (FAA) budget.

The County subsequently received a grant from the FAA to conduct a Master Plan Feasibility and Alternate Site Selection Study. The study was intended to help the Napa County Board of Supervisors with determining the overall feasibility of

owning and operating the existing airport (or an alternate site). The study was also intended to be used by the FAA in their evaluation of possible financial assistance to the County for potential acquisition of the airport.

On August 19, 2008, the Napa County Board of Supervisors approved a Memorandum of Understanding (MOU) between PUC and the County which created a cooperative agreement between parties in order to conduct the study in an orderly fashion. The MOU identified project funding sources: a federal grant from the Airport Improvement Program to fund 95 percent of the study, with the local match provided by PUC.

Coffman Associates was retained to conduct the study. The firm prepared the study in accordance with FAA requirements, including Advisory Circular 150/5300-13, Airport Design (as



amended), and Advisory Circular 150/5070-6B, *Airport Master Plans* (2005). The following paragraphs outline the study background, study goals, study process, coordination, and recommendations.

BACKGROUND

PUC is the owner of Angwin Airport - Parrett Field, a public use airport in the upper Napa Valley which has been open since 1961. PUC is a fully accredited four-year college affiliated with the Seventh Day Adventist Church. The airport provides support to approximately 45 based aircraft, a ground school, flight training, and the PUC's aviation program, which offers a Bachelor of Science degree in aviation. Airport services include Avgas fueling, aircraft storage (25 hangars), and aircraft maintenance.

Located one mile east of Angwin atop Howell Mountain, the airport provides excellent poor weather access to the area. The single runway (which is 3,217 feet in length by 50 feet in width) is oriented north-south, constructed of asphalt, and rated for 12,500 pounds single wheel gear loading. The runway is able to serve King Air or Citation type aircraft. A 1,500-foot overrun is located at the south end of the runway. While no instrument approach procedures are published for the airport, visual approach slope indicators (VASI) are available on each runway approach.

STUDY GOALS

The purpose of the study was to help the Napa County Board of Supervisors with determining the overall feasibility of owning and operating Angwin Airport within the County of Napa's General Aviation System. The scope of services provided for the review of additional sites for comparative evaluation with alternatives for acquisition and future development of Angwin Airport.

Specific goals of the study included:

- Define service area and market for aviation services in the upper Napa Valley.
- Determine if the existing Angwin Airport (or an alternate site) will meet long-term general aviation needs in the upper Napa Valley.
- Determine the financial feasibility of acquiring the existing Angwin Airport by comparing the benefit/cost of new site development.
- Develop implementation program for recommended action.

STUDY PROCESS

To achieve the goals described above, the *Master Plan Feasibility and Alternate Site Selection Study* was prepared in a systematic fashion following a scope of services that was coordinated with and agreed upon by Napa County and the FAA. The study included ten elements:

- I. Initiation
- II. Establish Goals and Objectives
- III. Inventory
- IV. Market Analysis and Forecasts
- V. Facility Needs Evaluation
- VI. Alternate Siting Analysis
- VII. Financial Feasibility
- VIII. Airport Plans
- IX. Environmental Review
- X. Public Coordination

COORDINATION

The study process included public participation through the formation of a Planning Advisory Committee (PAC), public workshops, and the posting of draft working papers on the internet. The PAC met four times during the study, and consisted of a dozen non-voting members. A kick-off meeting was held during the initial inventory process on September 11, 2008, with meetings following the facility needs evaluation (December 11, 2008), alternative siting analysis (March 26, 2009), and financial feasibility elements (July 16, 2009). The study process took a year to complete. Public workshops were held following PAC meetings (with the exception of the kick-off meeting). The workshops allowed the public an opportunity to review and comment directly to staff

and consultants on the study elements. Advertising for the workshops was accomplished using press releases and official public notices.

RECOMMENDATIONS

The alternate siting analysis confirmed that the existing Angwin Airport is the most viable site for meeting aviation needs in the upper Napa Valley. A publicly owned Angwin Airport appears to be feasible for further consideration. However, the County of Napa (should they decide to pursue acquisition or lease of the facility) will need to be prepared to subsidize purchase and development grants from the Federal Aviation Administration through grant matching, and to subsidize yearly operational costs. Long term, the investment should provide the capability for the airport to be self-sufficient and a strong economic benefit to the area. Essential to federal funding will be entry of the airport into the National Plan of Integrated Systems (NPIAS). As a privately owned facility, the airport is not currently eligible. However, the facility will meet eligibility criteria for NPIAS entry and federal funding if airport control is transferred to the county.