Master Planning Process

The master plan process was guided by FAA standards and design guidelines that are used nationwide. The process includes nine steps:

1. Introduction: This section introduces the Master Planning process, as well as setting the issues and goals to be addressed within the subsequent document as guided by the PAC. An Airport Role Analysis is also included.
2. Inventory: An inventory of existing facilities on the airport is prepared.
3. Forecast: A look 20 years into the future to forecast what level of activity may occur is prepared—how many and what types of aircraft is forecast, which helps guide future needs. This forecast is formally approved by the FAA.
4. Facilities Requirements: Based upon what currently exists and the kind of activity forecast for the future, this step evaluates the types of facilities that might be needed in the future.
5. Alternatives Development and Evaluation: With an understanding of facility requirements, this step evaluates how those requirements might be met, and which of the alternatives best meet the planning goals. This includes a review of environmental considerations.
6. Compliance Review: Potential violations and airport "non-compliance" issues are reviewed and evaluated based on a proactive and preventative planning effort to ensure the airport is in compliance with FAA Grant Assurances.
7. Recycling and Solid Waste Management Plan: This step evaluates the airport's current recycling and solid waste management practices and provides recommendations for improvement.
8. Airport Layout Plan (ALP): A series of technical drawings that summarize and illustrate the features of the plan are prepared to FAA standards for their approval.
9. Implementation Plan: An implementation plan is prepared that outlines the sequence of potential improvements and the estimated cost.

Starduster Café

For more information:

Please visit the project website at: https://independence-airport-master-plan.com/

Oregon Department of Aviation

Please visit our website at: https://www.oregon.gov/AVIATION/Pages/index.aspx

Independence State Airport
Master Plan Update
Executive Summary

Airport Background

The Independence Airport originally was developed from a request by the news media and eastern pilots to have a place to land aircraft and report on the arrival of the "On to Oregon Cavalcade" from Independence, Missouri to Oregon's Centennial Celebration of Statehood, established in 1859. Under the leadership of John Pfaff, Chair for the arrival celebration committee and realtor Al Noble, Edwin Totten, a local farmer, allowed the aircraft to land on one of this grass seed fields which was later purchased by the **City of Independence**, with help from local donors and Polk County in the Early 1960s. [History of Independence State Airport (7S5)] The first Airport Layout Plan was prepared in 1964.

The airport is a Category IV: Local General Aviation Airport within the ***Oregon Aviation Plan***. Category IV airports support primarily single-engine general aviation aircraft but are capable of accommodating smaller twin-engine aviation activities. Runway 16-34 is asphalt-paved with the dimensions of 3,002 feet by 60 feet. Airport lighting includes a beacon, medium intensity runway lights, and precision approach path indicator lights. Airport services include 100LL fuel, tiedowns, and restaurant.

Independence Airport is home to **Experimental Aircraft Association Chapter 292** and hosts many projects such as the *Noon Patrol*, youth programs, and events including the *Wings Over the Willamette Fly-in and STOL Expo*.

Independence State Airport Master Plan Update

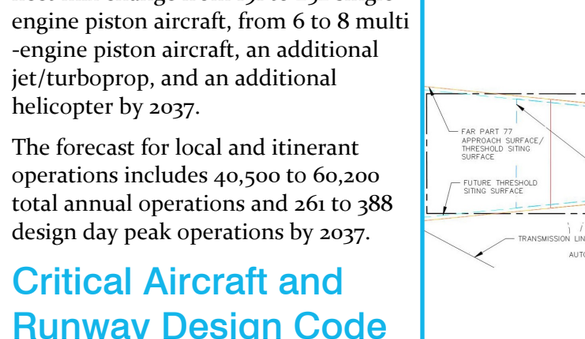
Aviation Forecasts

The 20-year forecast for Independence State Airport includes a based aircraft fleet mix change from 191 to 252 single-engine piston aircraft, from 6 to 8 multi-engine piston aircraft, an additional jet/turboprop, and an additional helicopter by 2037.

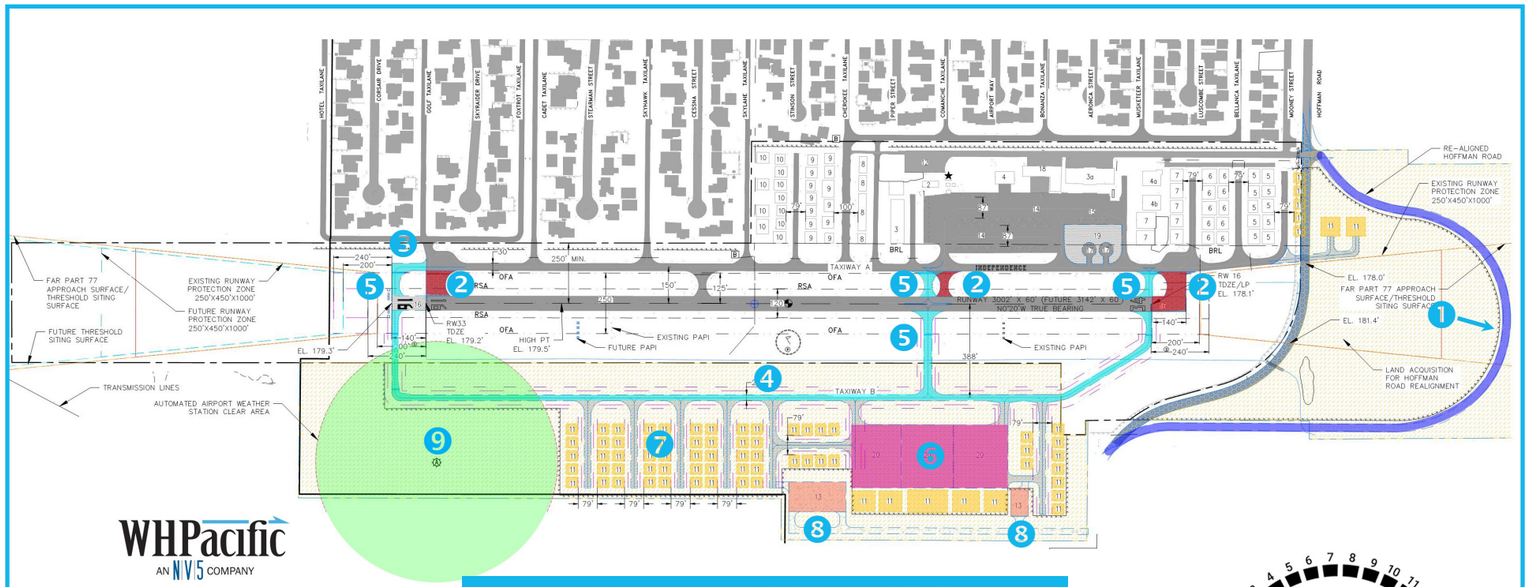
The forecast for local and itinerant operations includes 40,500 to 60,200 total annual operations and 261 to 388 design day peak operations by 2037.

Critical Aircraft and Runway Design Code

The Critical Aircraft is the most demanding type aircraft type, or grouping of aircraft with similar characteristics, that make regular use of the airport. The critical aircraft selected for Independence State Airport is the **Beechcraft Baron 68**, a light, twin-engine, piston airplane. The characteristics of the Beech Baron determine the Runway Design Code as **B-I (small)**. This code establishes the design requirements for the airport to serve aircraft with approach speeds up to 120 knots, and wingspans up to 78 feet. The "small" designation refers to aircraft weighing less than 12,500 pounds.



Critical Aircraft Beechcraft Baron



Independence State Airport Layout Plan

Independence State Airport is identified as B-I (small) serving general aviation for the 20-year forecast. Proposed improvements support B-I (small) airport general aviation and implement the Oregon Aviation Plan for Category IV airports.

Improvements

The Oregon Department of Aviation and City of Independence formed a Planning Advisory Committee (PAC) to guide Airport Master Planning. The PAC identified a series of facility requirements to provide for improved safety, efficient operations, and enhanced services. The following is a summary of the major improvements described in the Master Plan Update.

❶ Hoffman Road Realignment

Land south of the airport will be acquired to enable Hoffman Road to be realigned.

❷ Non-allowed Taxiway Removal

Non-allowed taxiways at the northern and southern ends of Runway 15-34 will be removed.

❸ Taxiway A Extension

Taxiway A will be extended to accommodate new taxiway connectors.

❹ Taxiway B Extension

Taxiway B will be constructed to provide Runway access from the west side.

❺ Taxiway Connector Construction

New taxiway connectors will be built to provide improved runway access from east and west sides.

❻ West Side Apron Construction

A new apron will be built to serve the west side.

❼ West Side Land Acquisition and Hangars

Additional property will be acquired on the west side for new airport development.

❽ West Side Vehicle Access and Parking

Vehicle access and parking will be constructed to serve west side airport development.

❾ Automated Airport Weather Station

AAWS to be sited on west-side. Additional improvements are described in the Airport Master Plan Update.

Experimental Aircraft Association 292