



Agenda Date: 2/7/2006  
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Set Time: 10:45 AM  
Estimated Report Time: 45 Minutes

## NAPA COUNTY BOARD OF SUPERVISORS Board Agenda Letter

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**TO:** Board of Supervisors  
**FROM:** Michael Stoltz for Robert Peterson - Director  
Airport  
**REPORT BY:** Wanda Kennedy, Airport Manager , 253-4665  
**SUBJECT:** Preservation of Angwin Airport

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### **RECOMMENDATION**

Director of Public Works/Aviation requests discussion regarding preservation of the Angwin Airport through transfer to the County of Napa with potential Board direction to:

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

### **EXECUTIVE SUMMARY**

On March 16, 2004 The Napa County Board of Supervisors and Pacific Union College (PUC) Board of Directors signed a Memorandum of Understanding (MOU) agreeing to study options for the long range preservation and continued operation of Angwin Airport. PUC contracted with Mead & Hunt, Airport Consultants to prepare an initial analysis of the physical feasibility of converting Angwin airport from private ownership/operation to public ownership/operation. This analysis concluded that Angwin Airport can reasonably be configured to accommodate an approximate runway length of 3,500 feet with the addition of a full length parallel taxiway. This would be consistent with a publicly owned public use general aviation facility classified as ARC B-1/Small. Staff completed a preliminary five year financial forecast which indicates a negative fund balance for the first two years of operation with a positive cash flow thereafter. Staff believes, that through further discussions with the PUC, a solution can be found to mitigate this negative cash flow in the early years. The Airport Advisory Commission has met on this issue and recommends the County should move forward to attempt to make Angwin Airport part of the County of Napa's General Aviation System as long as it can be self-sustaining.

**FISCAL IMPACT**

Is there a Fiscal Impact?                      No

**ENVIRONMENTAL IMPACT**

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State CEQA Guidelines) and therefore CEQA is not applicable.

**BACKGROUND AND DISCUSSION**

On March 16, 2004 The County of Napa Board of Supervisors and PUC Finance Committee and Board of Directors signed a MOU agreeing to study options for the long range preservation and continued operation of Angwin Airport.

PUC is the owner of Angwin Airport (Parrett Field), a community airport located in Napa County. The Airport occupies approximately 87 acres in the north area of the County in Angwin, California. Angwin Airport has provided public air access for aviation up valley since 1959 and is the only other public use Airport in Napa County. Angwin Airport provides flight training, aircraft maintenance, and aviation fuel. Angwin is commonly used as an alternate airport for the north county area in poor weather conditions and for emergencies because it is uniquely situated on a ridge top at an elevation of 1,848 feet.

**FAA Grant Application for Angwin Airport Master Plan Feasibility Study**

The MOU authorized Napa County's Airport Staff to prepare a grant application to the Federal Aviation Administration (FAA) for an "Airport Master Plan Feasibility Study of Angwin Airport - Parrett Field" estimated cost of \$150,000, which was submitted April 2, 2004. The purpose of the study was to provide information to Napa County and PUC to help determine the overall economic and physical feasibility of Napa County operating the Angwin Airport. On July 16, 2004 the FAA notified the County the grant application would not be funded for technical reasons having to do with sponsor eligibility. Subsequently PUC funded an "initial feasibility analysis" to provide much of the preliminary information and documentation.

**Conversion Feasibility Analysis**

Pacific Union College contracted with Mead & Hunt, Airport Consultants to prepare an initial analysis of the physical feasibility of converting Angwin airport from private ownership/operation to public ownership/operation. The analysis included:

- | Aerial photography, photogram metric services, and digital mapping of the Airport and its immediate environs.
- | Basic "fatal flaw" evaluation to determine if there are any irresolvable physical/facility issues that would prevent the Airport from becoming a public-owned, public use, small general aviation facility.
- | Preparation of a draft Airport Capital Improvement Program (ACIP) listing with associated project diagram.

This analysis concluded that Angwin Airport can reasonably be configured to accommodate an approximate runway length of 3,500 feet with the addition of a full length parallel taxiway. This runway length would accommodate small, single engine airplanes through light to medium size twin-engine turboprop airplanes such as the Raytheon/Beech King Air B200 and be consistent with a public-owned/public use general aviation facility

classified as ARC B-1/Small.

### **Angwin Airport Preliminary 5 Year Financial Forecast**

The Mead Hunt analysis identified the issue of a modest aviation revenue generation potential due to the site constraints and potential tenant base of single engine, flight training aircraft and small business aircraft. The study concluded that over time the aviation revenue financial picture should improve and the Airport would probably be self-sufficient.

Staff completed a 5 year financial forecast for Angwin Airport which identifies anticipated revenues and expenditures for County operation based on the following assumptions:

- | Angwin Airport will be self-sufficient with no use of Napa County General Fund or Napa County Airport Enterprise funds subsidizing the Angwin Airport.
- | Angwin Airport would be designated a remote site for purposes of providing assistance under Government Code 31000.
- | A limited county staff presence of one fulltime Senior Airport Attendant position with associated expenses; vehicle, communications, and office expenses.
- | Non-aviation land lease revenue providing two-thirds of the anticipated revenue stream.

The preliminary financial forecast indicates a negative fund balance for the first two years of operation with a positive cash flow thereafter. Staff believes, that through further discussions with the PUC, a solution can be found to mitigate this negative cash flow in the early years.

The Airport Advisory Commission has met on this issue and recommends the County should move forward to attempt to make Angwin Airport part of the County of Napa's General Aviation System as long as it can be self-sustaining.

### **SUPPORTING DOCUMENTS**

None

CEO Recommendation: Approve

Reviewed By: Andrew Carey