Westover Field
Amador County Airport

Airport Master Plan Update

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Master Plan Time Line

• September 26, 2000 accepted grant offer from the FAA to update the Master Plan.

• December 5, 2000 contract signed with consultant, Cortright & Seibold (C&S).

• November 29, 2001 Working Paper #1 Delivered from C&S.

• August 27, 2002 Working Paper #2 Delivered from C&S.
  – Numerous meetings were held with the Consultant and the Airport Advisory Committee to discuss the changes to the Airport Layout Plan.

• June 25, 2004 Working Paper #3 Delivered from C&S.
  – Discovered the FAA now required an environmental review (this was not included in the original grant description with the FAA).

• December 23, 2005 Final Draft Delivered from C&S.
  – The final draft of the Master Plan and Airport Layout Plan was delivered to County Staff for review and comment. Planning determined CEQA environmental documentation was required prior to submitting the final Master Plan and Airport Layout Plan to the Board of Supervisors for approval. Those Documents were presented and approved earlier this year.
Current Inventory

• 96 Tie-Downs
• 48 Small Portable Hangars
• 24 “T” Hangars
• 17 Box Hangars
• 6 Commercial Hangars
• 35 Transient Tie-Downs

225 Total Spaces
Current Based Aircraft

- 115 Single Engine Airplanes
- 3 Twin Engine Airplanes
- 3 Helicopters
- 3 Ultra light Aircraft

124 Total Based Aircraft
What Has Not Changed?

• Maximum allowed based aircraft remains at 235.

• Noise contours remain the same.
What Has Changed?

• Adjusted the forecast to reflect actual numbers and reasonable projections:
  - 2005 130-135 Based Aircraft
  - 2010 140-150 Based Aircraft
  - 2015 150-165 Based Aircraft
  - 2020 165-180 Based Aircraft
  - 2025 180-195 Based Aircraft

• It is unlikely the maximum based aircraft number of 235 would be reached until sometime after 2030.
What Has Changed?

- Redesigned the proposed taxiway on the West side of the field to reduce the construction labor, materials and expense.

- Replaced 30 tie-downs with 30 hangars.

- Relocated prospective designated auto parking to allow for additional commercial hangars.
Approving the Master Plan

- The Airport Layout Plan (ALP) is the official document of the Master Plan for the FAA.

- The Chairman’s signature on the ALP constitutes the Board approving the Master Plan.

- Approving the ALP is imperative to securing future project grant funding.
Airport Layout Plan (ALP)