



MASTER PLAN

September 19, 2018



Introductions

Port of Orcas

- Tony Simpson, Airport Manager

DOWL

- Leah Henderson, Project Manager
- Darren Murata, Aviation Engineer
- Eric Strong, Aviation Engineer
- Sarah Nicolai, Planner
- Meg Jones, Aviation Planner

Meeting Agenda

- What is an Airport Master Plan?
- Master Plan Goals/Objectives
- Schedule
- Aviation Forecast
- Facility Requirements
- Draft Development Plan
- Next Steps
- Audience Participation
- How to submit a comment
- Contact Information

What is a Master Plan?

According to the Federal Aviation Administration (FAA), an airport master plan is...

A comprehensive study of an airport that usually describes the short-, medium-, and long-term development plans to meet future aviation demand.

A master plan's purpose is not to solve the airport's management, operations, or maintenance issues.

Products of a Master Plan

- 20-Year+ Phased Development Plan with a Capital Improvement Program
- Airport Layout Plan
- Airport Master Plan Report

Master Plan Objective and Goals

- Create a plan to achieve FAA standards
- Ensure future development does not happen that prevents the standards from being met
- Demonstrate a continued effort to achieve the plan

Master Plan Schedule/Status Update



*** Public Open House & Master Plan Advisory Committee Meeting**

Aviation Forecast

ORS Aircraft Operations Forecasts

	BASE YEAR 2017	SHORT TERM FORECAST 2022	INTERMEDIATE TERM FORECAST 2027	LONG TERM FORECAST 2037
Itinerant Operations				
Air Carrier	0	0	0	0
Air Taxi / Commuter (+2.10%)	8,790	9,753	10,820	13,320
GA (+1.50%)	18,247	19,657	21,176	24,576
Military	100	100	100	100
Local Operations				
GA (+0.85%)	15,203	15,860	16,546	18,007
Military	0	0	0	0
Total Aircraft Operations Forecast	42,340	45,370	48,642	56,003

Aviation Forecast

ORS Based Aircraft Forecasts

	BASE YEAR 2017	SHORT TERM FORECAST 2022	INTERMEDIATE TERM FORECAST 2027	LONG TERM FORECAST 2037
Single	54	57	60	66
Twin	2	2	2	2
Jet	0	0	0	0
Helicopter	0	0	0	0
Total Based Aircraft Forecast (+1.00%)	56	59	62	68

Aviation Forecast

ORS Enplanement Forecasts

	BASE YEAR 2017	SHORT TERM FORECAST 2022	INTERMEDIATE TERM FORECAST 2027	LONG TERM FORECAST 2037
Air Carrier	0	0	0	0
Commuter (+2.80%)	9,180	10,539	12,100	15,948
Total Enplanements Forecast	9,180	10,539	12,100	15,948

Key Design Facility Requirements

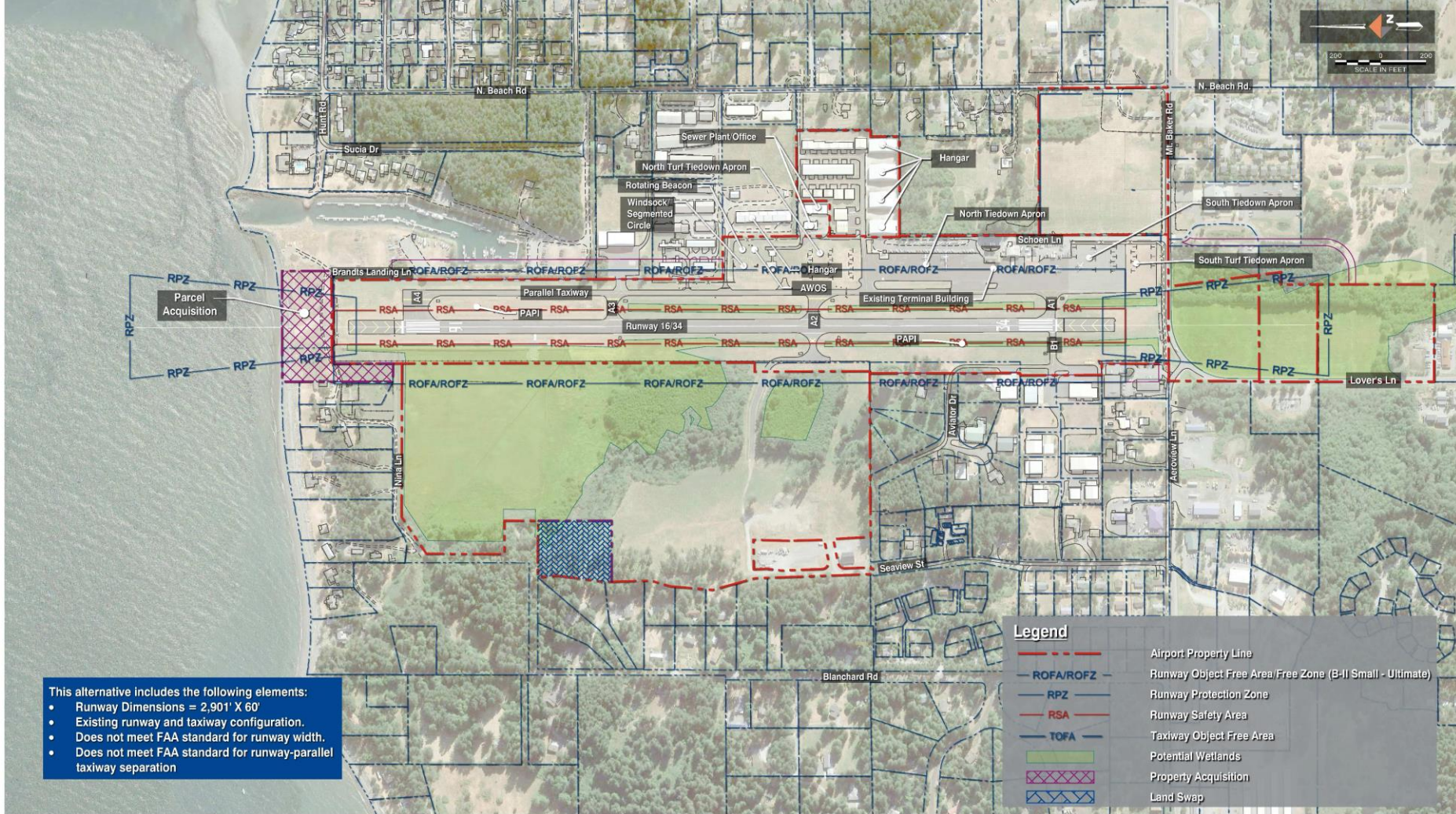
- **Runway Width**
 - Existing Condition = 60'
 - FAA Standard = 75'
- **Runway Length**
 - Existing Condition = 2,901
 - Possible Length (100% Fleet) = 3,400'
- **Runway-Parallel Taxiway Separation**
 - Existing Condition = 150'
 - FAA Standard = 240'
- **Runway Protection Zone (North)**
 - Existing Condition = Not fully owned by Port, Nina Lane crosses RPZ
 - FAA Standard = full ownership, no structures or roadways
- **Runway Protection Zone (South)**
 - Existing Condition = Mt Baker Road crosses RPZ
 - FAA Standard = full ownership, no structures or roadways

Key Capacity Facility Requirements

- Hangars
- Terminal
- Auto Parking
- Tie downs
- Cargo



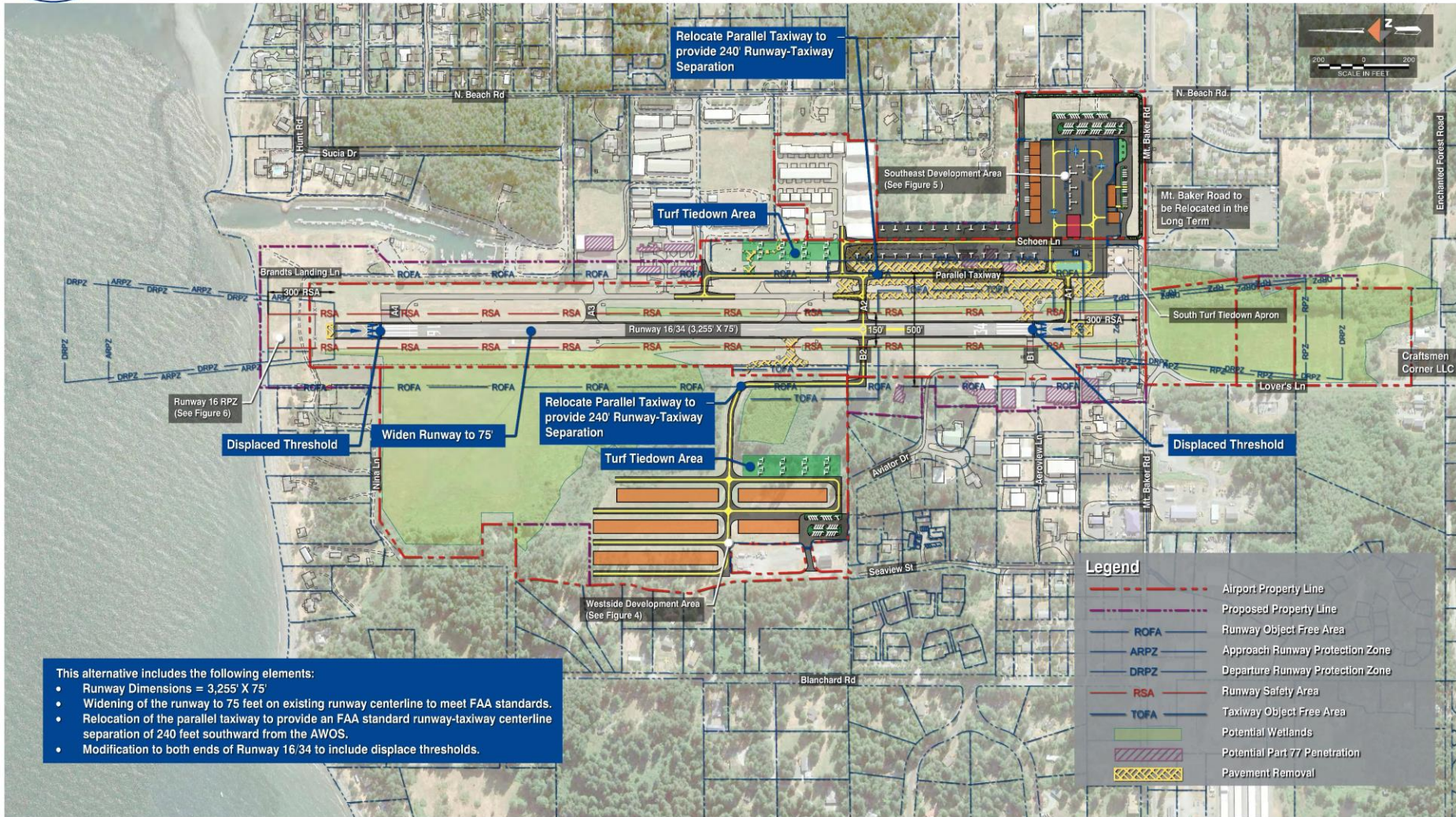
Figure 1: Short Term Development (<8 years)



This alternative includes the following elements:

- Runway Dimensions = 2,901' X 60'
- Existing runway and taxiway configuration.
- Does not meet FAA standard for runway width.
- Does not meet FAA standard for runway-parallel taxiway separation

Figure 2: Mid Term Development (8-19 years)

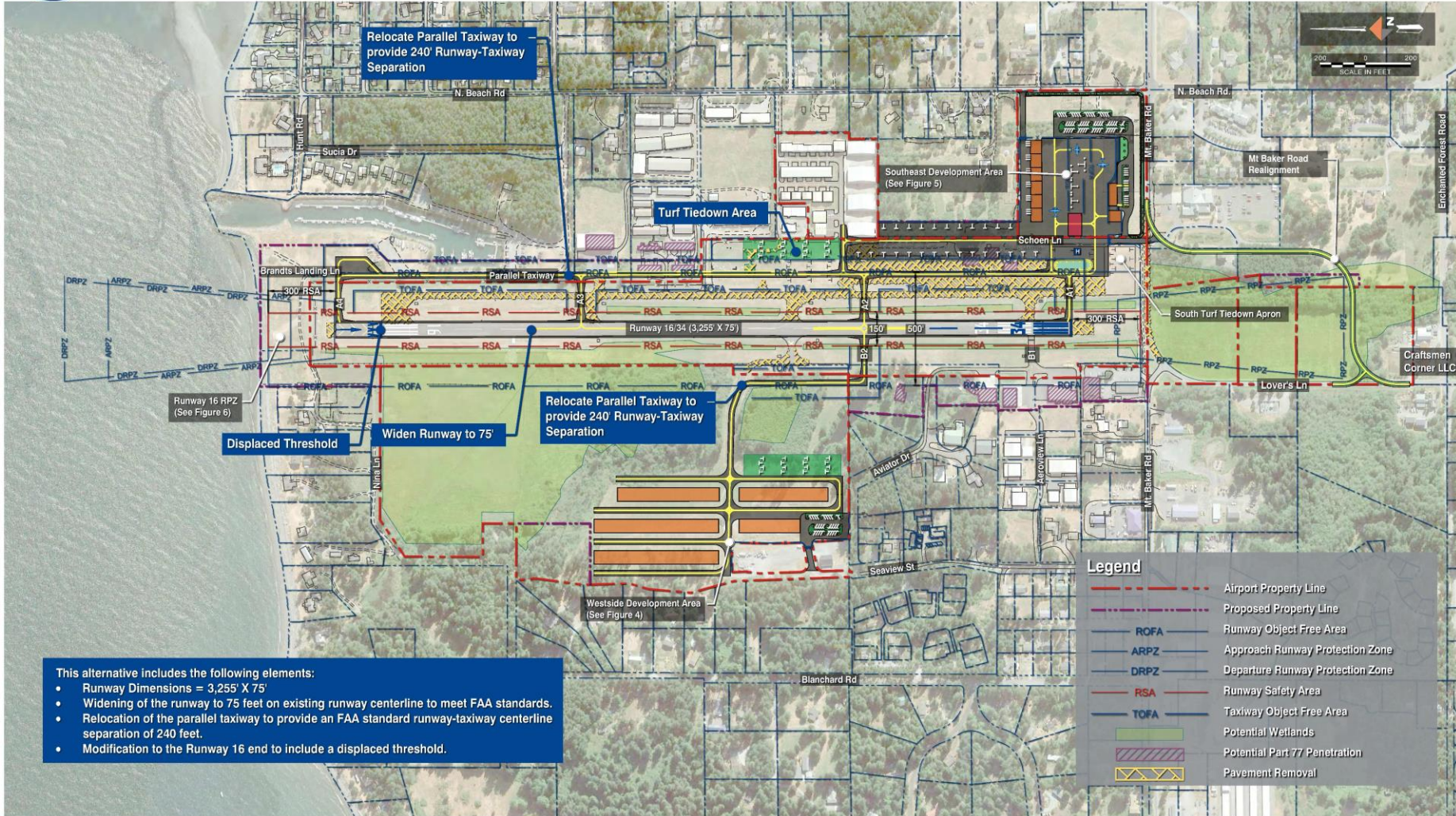


This alternative includes the following elements:

- Runway Dimensions = 3,255' X 75'
- Widening of the runway to 75 feet on existing runway centerline to meet FAA standards.
- Relocation of the parallel taxiway to provide an FAA standard runway-taxiway centerline separation of 240 feet southward from the AWOS.
- Modification to both ends of Runway 16/34 to include displaced thresholds.

Legend	
	Airport Property Line
	Proposed Property Line
	ROFA
	ARPZ
	DRPZ
	RSA
	TOFA
	Potential Wetlands
	Potential Part 77 Penetration
	Pavement Removal

Figure 3: Ultimate Development (20+ years)



This alternative includes the following elements:

- Runway Dimensions = 3,255' X 75'
- Widening of the runway to 75 feet on existing runway centerline to meet FAA standards.
- Relocation of the parallel taxiway to provide an FAA standard runway-taxiway centerline separation of 240 feet.
- Modification to the Runway 16 end to include a displaced threshold.

Legend	
	Airport Property Line
	Proposed Property Line
	Runway Object Free Area
	Approach Runway Protection Zone
	Departure Runway Protection Zone
	Runway Safety Area
	Taxiway Object Free Area
	Potential Wetlands
	Potential Part 77 Penetration
	Pavement Removal



Figure 4: Westside Development

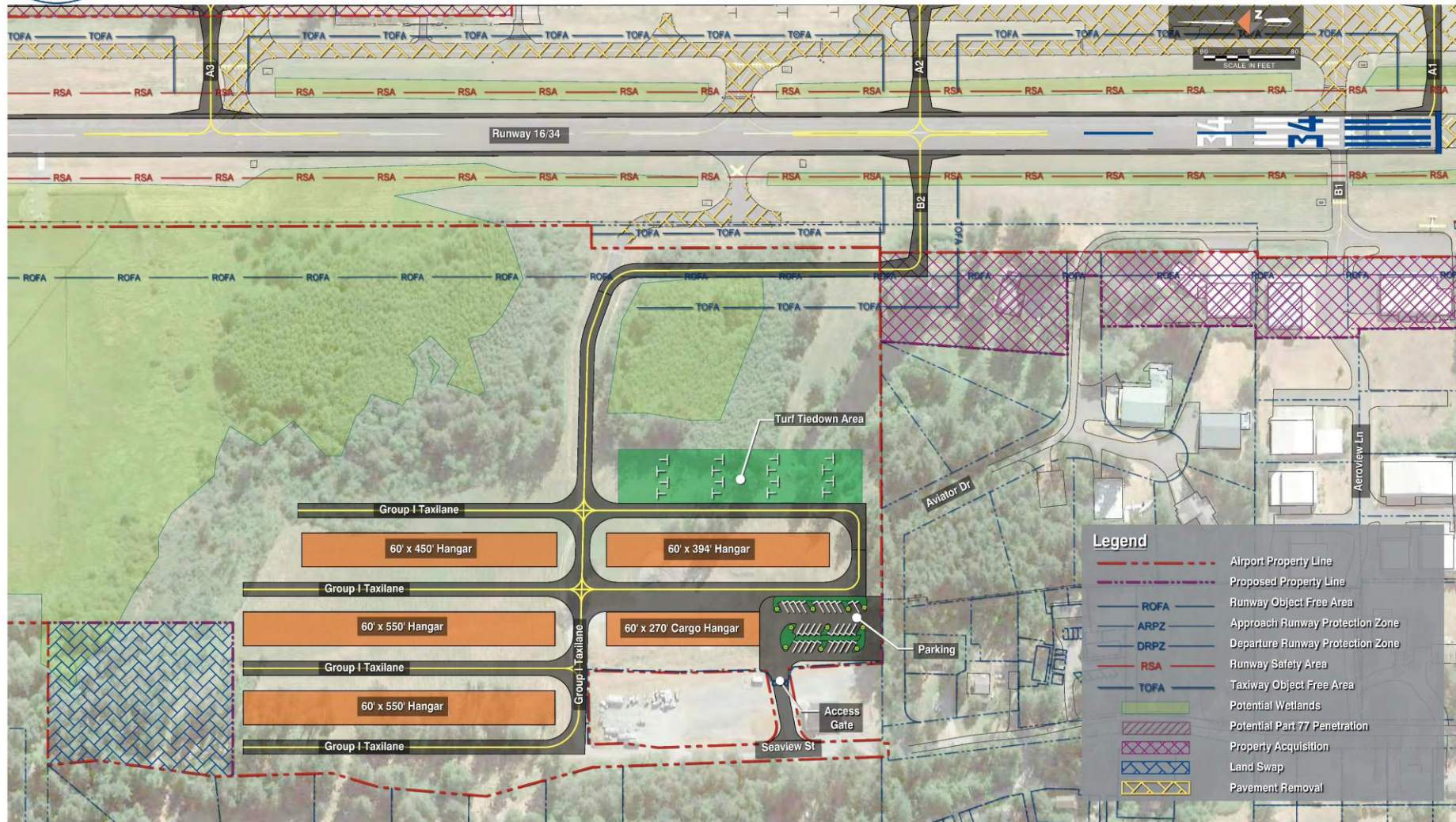


Figure 5: SE Development

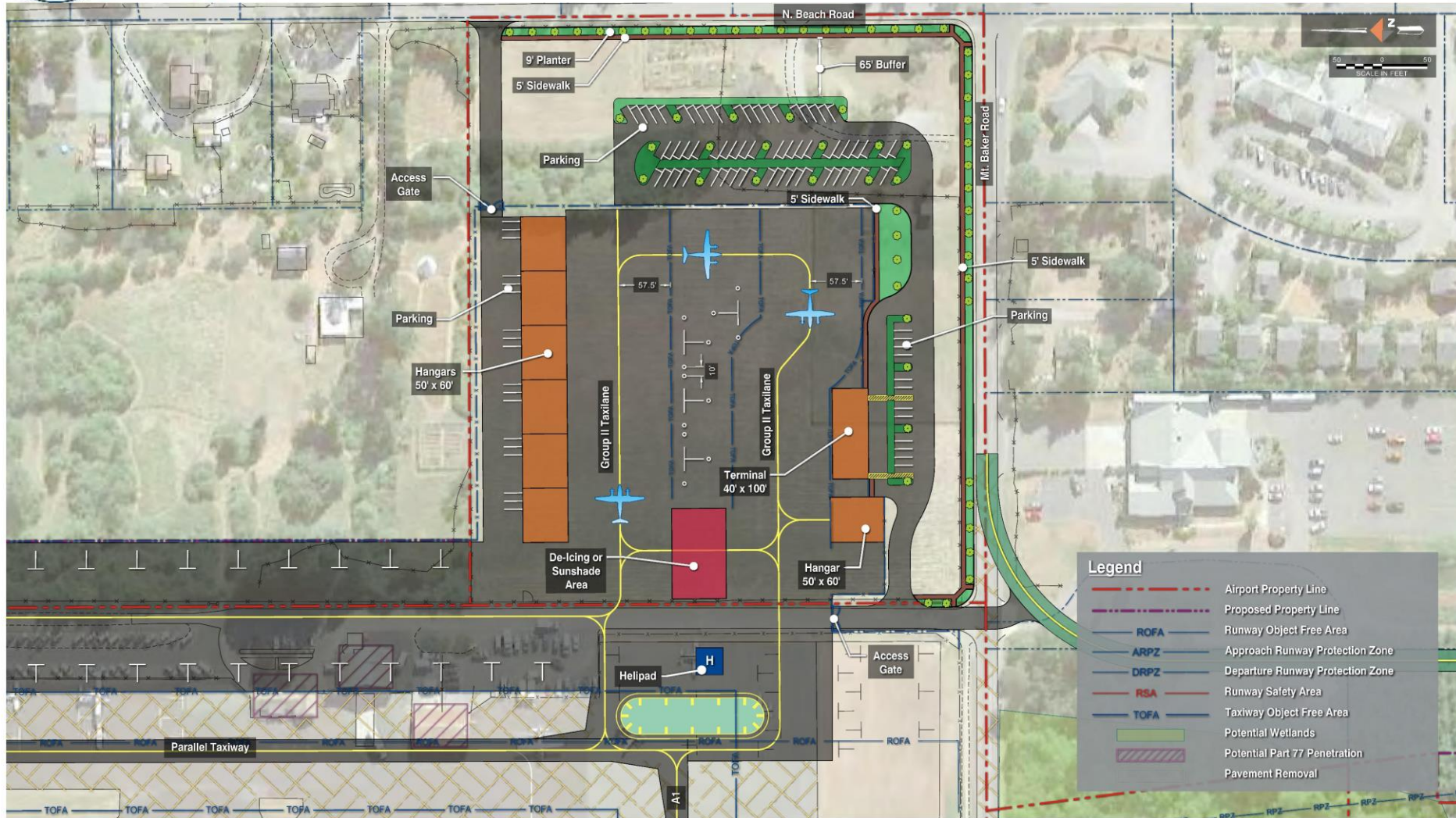
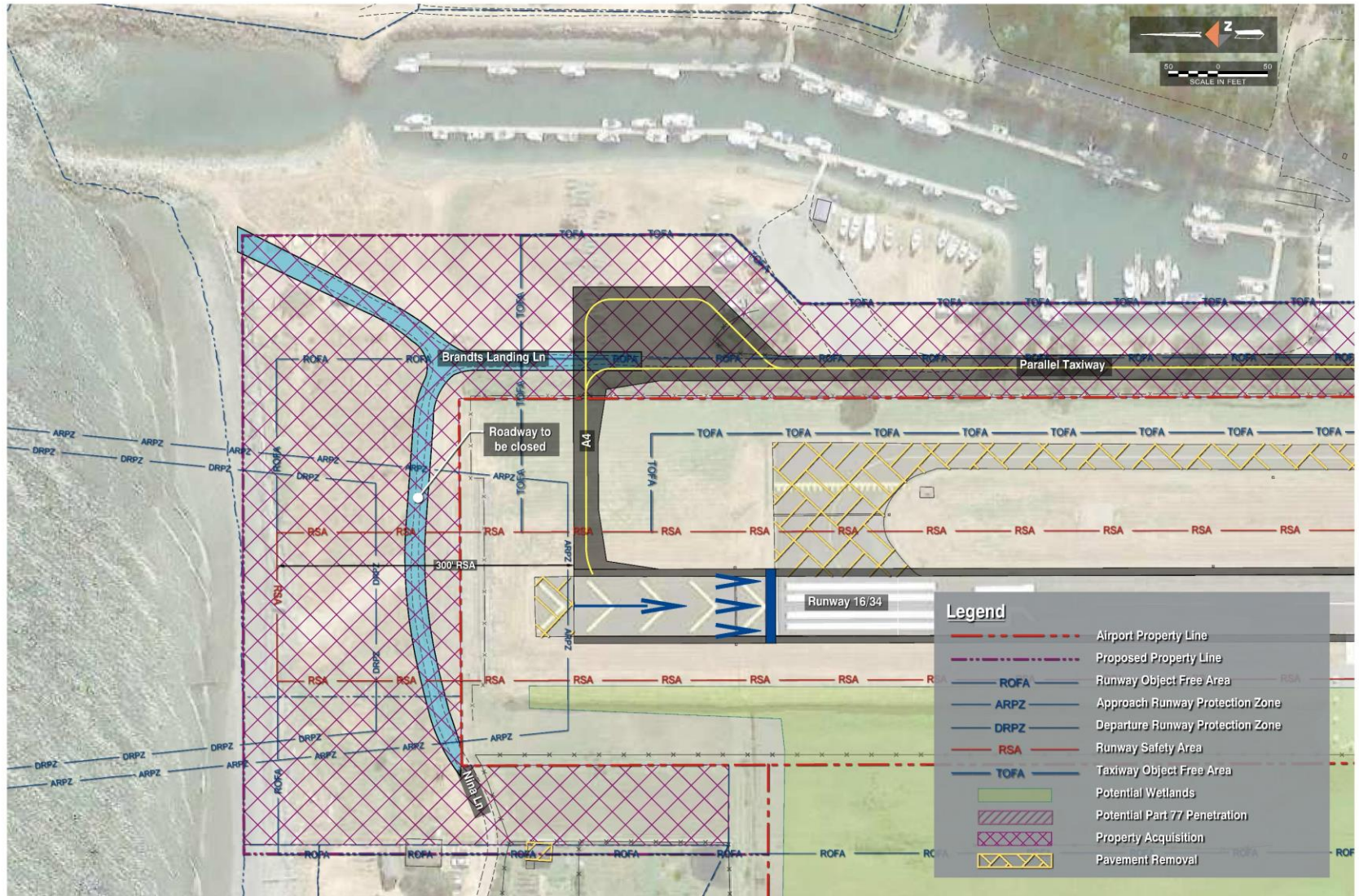


Figure 6: Runway 16 RPZ



Next Steps

- Accept Public Comment through October 5
- Finalize Development Plan
- Develop phasing plan and capital improvement program
- Develop Airport Layout Plan and submit for FAA approval
- Draft Master Plan Report
- Final Master Plan Report

Audience Participation

- 30 minute Question and Answer
- Limited to 1 question per participant
- Be respectful of the speaking participant (no interruptions)
- All comments should be submitted via comment card or email orcasmasterplan@dowl.com

Public Comments

Public comments will be accepted on the preferred alternative from September 5 to October 5, 2018.

Public comments must be formally submitted by sending an email to orcasmasterplan@dowl.com

Thank You for Participating!

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For more information about
the Master Plan visit:

www.portoforcas.com