



ORCAS ISLAND AIRPORT **MASTER PLAN**

September 19, 2018

Public Open House #3



Introductions

Port of Orcas

- Tony Simpson, Airport Manager

DOWL

- Leah Henderson, Project Manager
- Eric Strong, P.E., Aviation Engineer
- Darren Murata, P.E., 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 Draft Forecast

ORS Aircraft Operations Forecasts

	BASE YEAR 2017	SHORT TERM FORECAST 2022	INTERMEDIATE TERM FORECAST 2027	LONG TERM FORECAST 2037
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Operations

Total Aircraft Operations Forecast	42,340	45,370	48,642	56,003
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Aviation Draft 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 Draft Forecast

ORS Enplanement Forecasts				
	BASE YEAR 2017	SHORT TERM FORECAST 2022	INTERMEDIATE TERM FORECAST 2027	LONG TERM FORECAST 2037
Total Enplanements Forecast	9,180	10,539	12,100	15,948

Key Design Facility Requirements

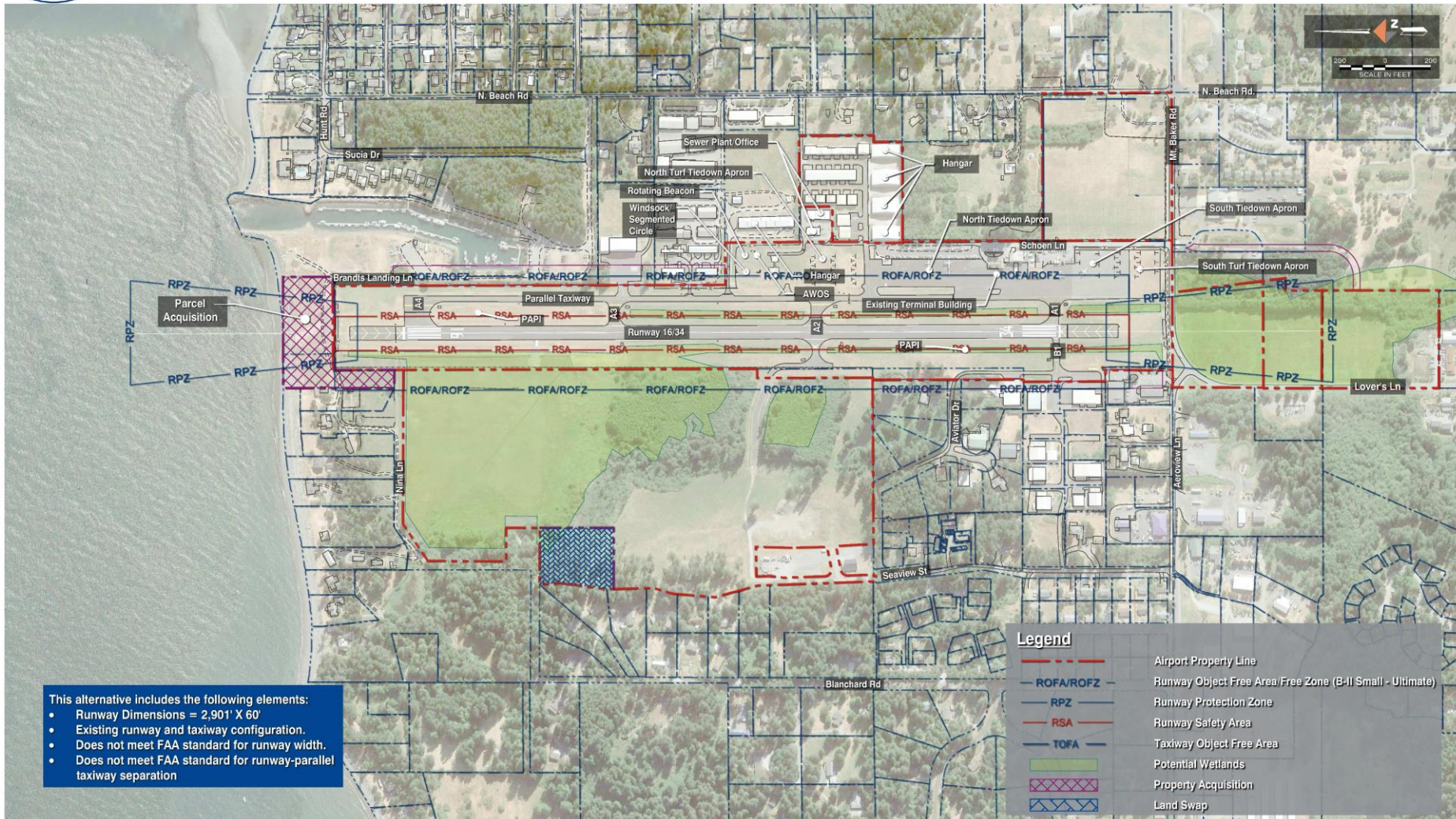
- **Runway Width**
 - Existing Condition = 60'
 - FAA Standard = 75'
- **Runway Length**
 - Existing Condition = 2,901' (3388' feet of existing pavement)
 - Possible Length (100% Fleet) = 3,400'
- **Runway-Parallel Taxiway Separation**
 - Existing Condition = 150'
 - FAA Standard = 240'
- **Runway Protection 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

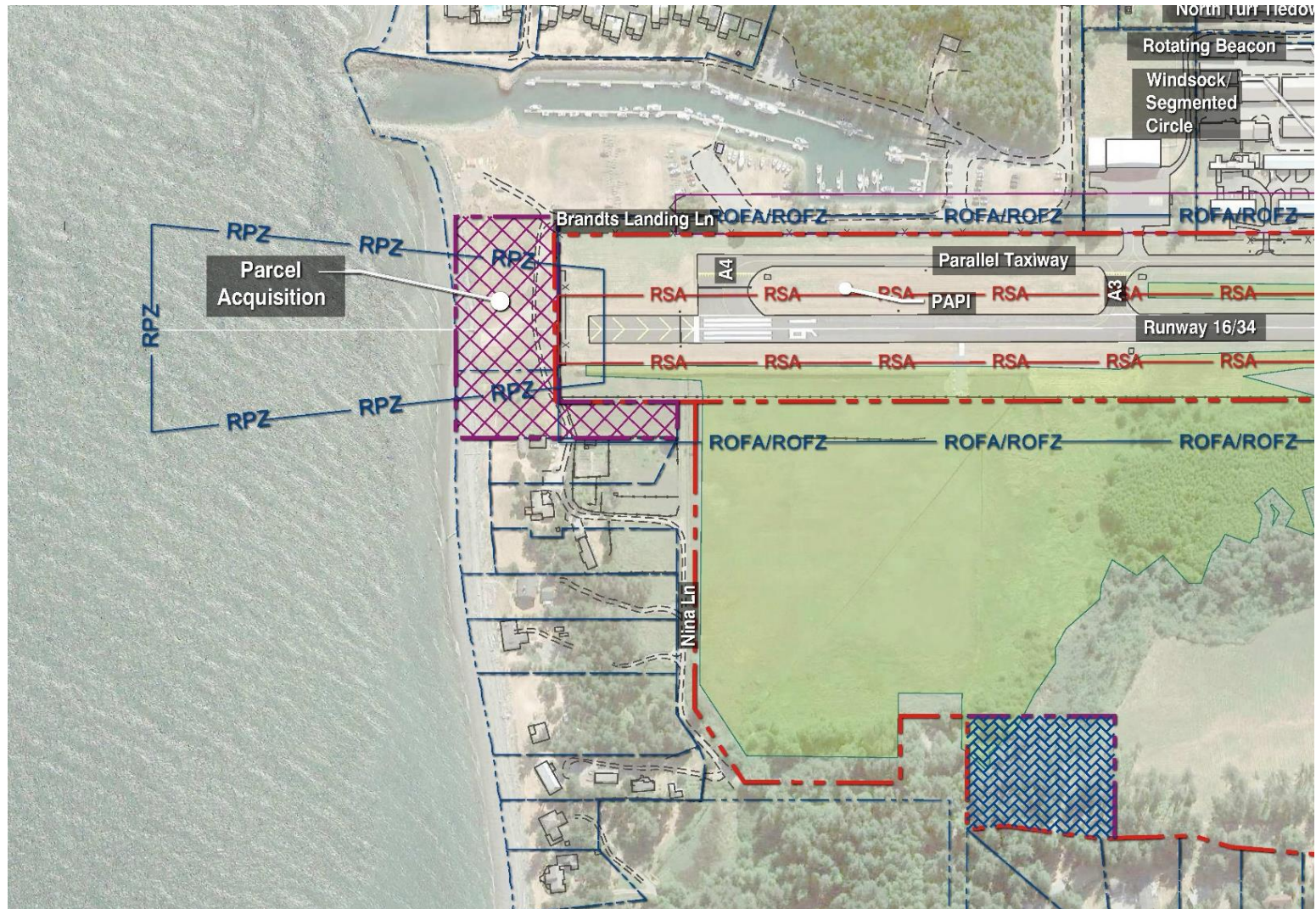
- Hangars
- Terminal
- Auto Parking
- Tie downs
- Cargo



Figure 1: Short Term Development (<8 years)



Short Term Draft Development Plan





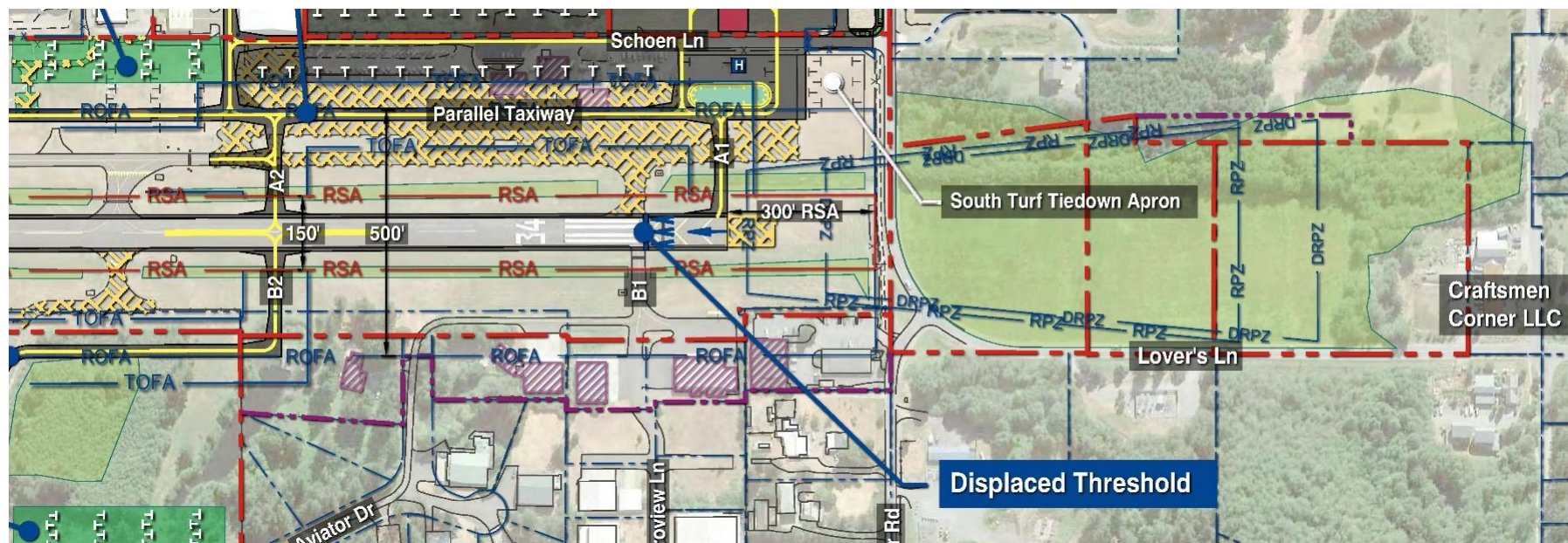
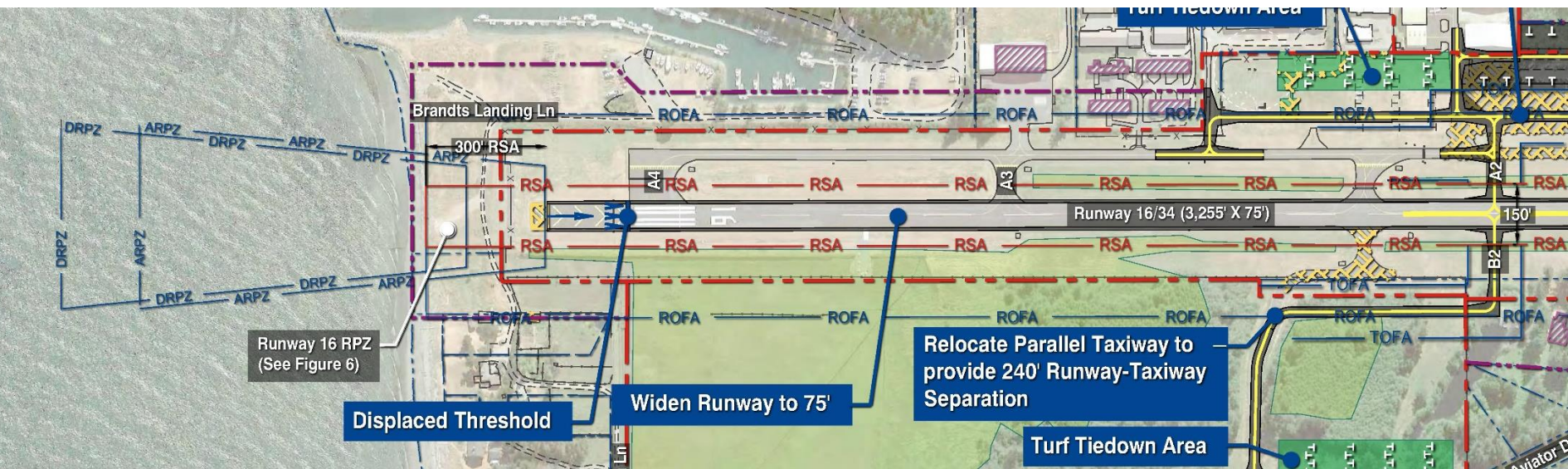


Figure 4: Westside Development

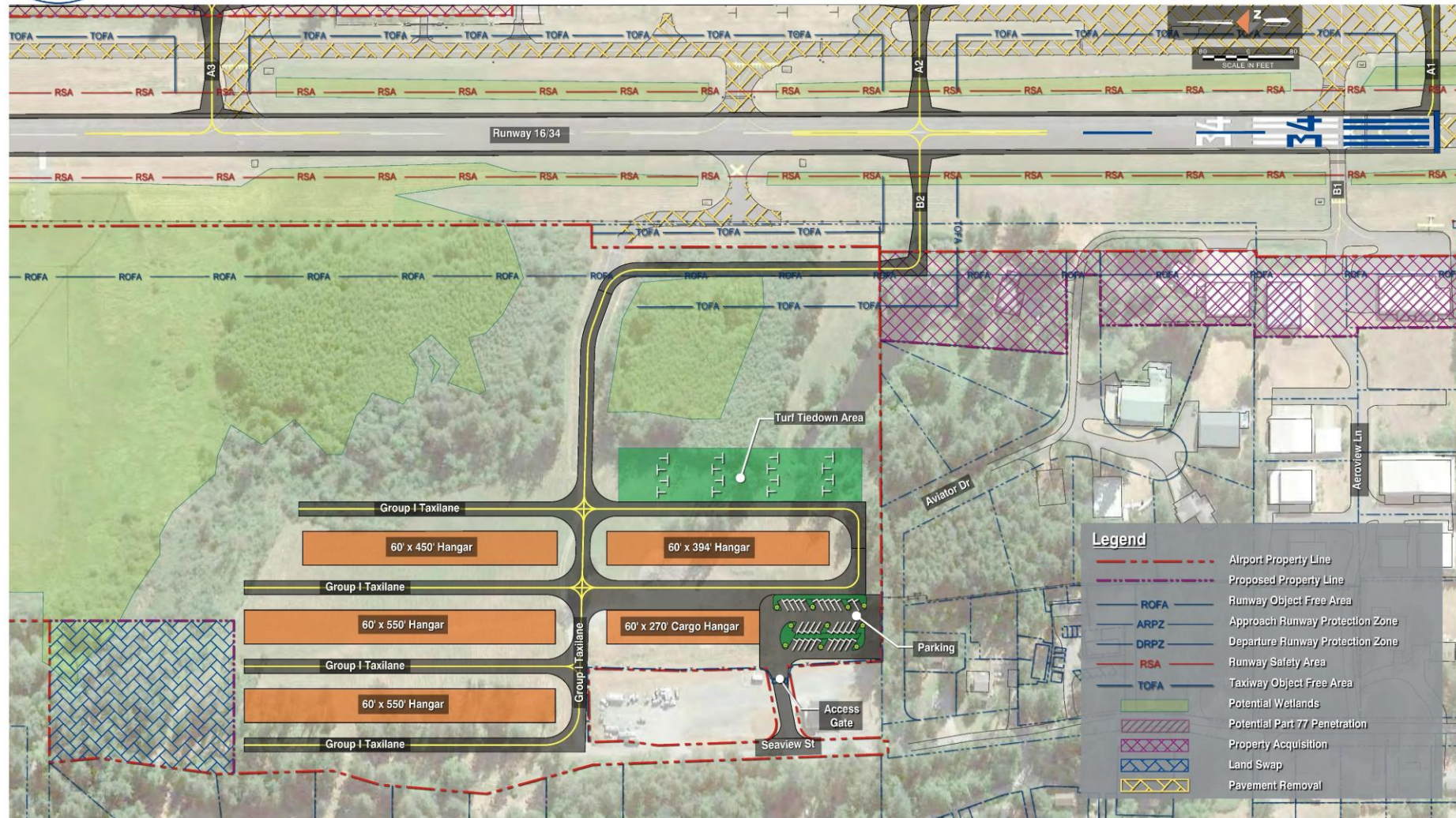


Figure 5: SE Development

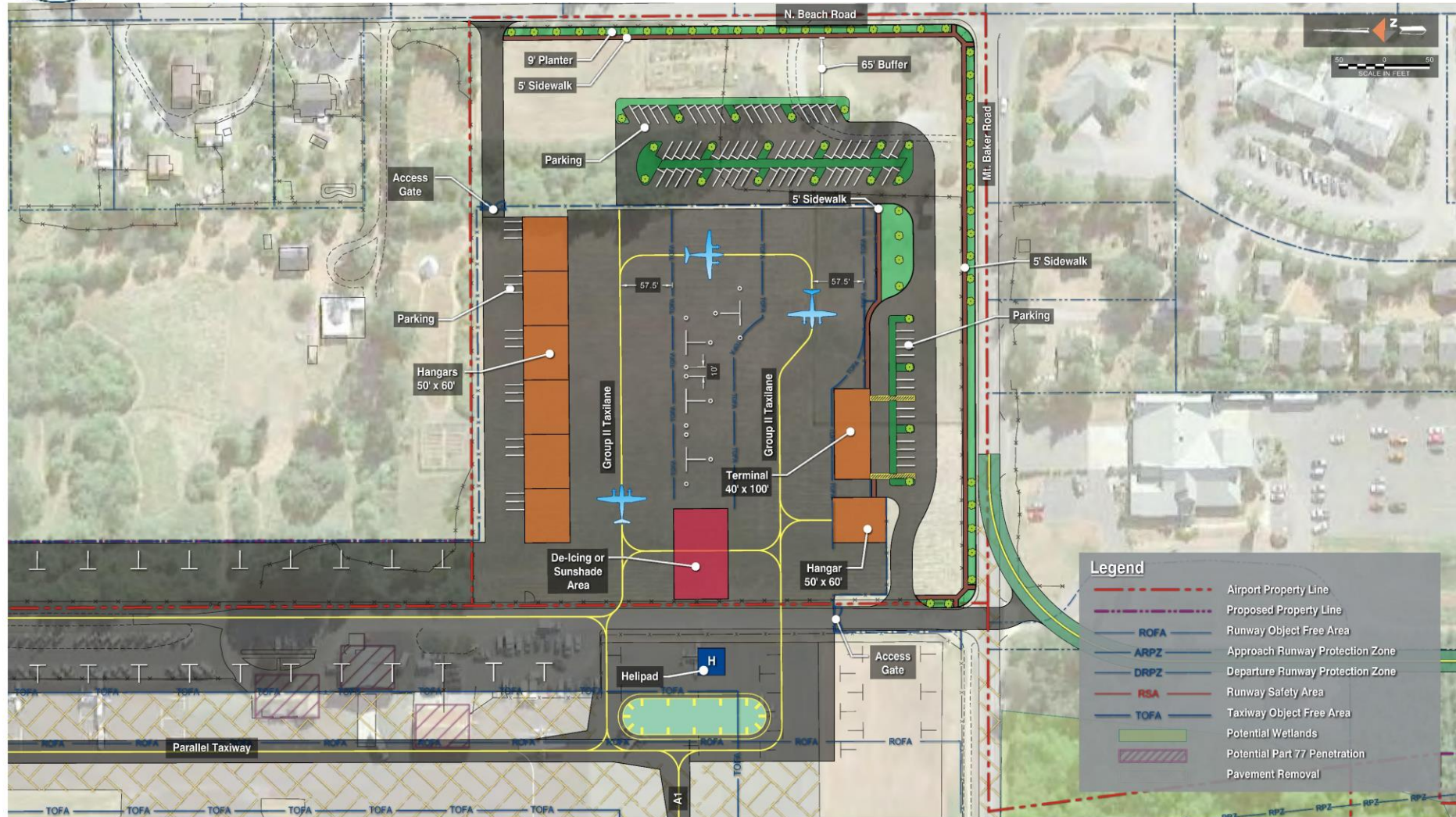


Figure 3: Ultimate Development (20+ years)

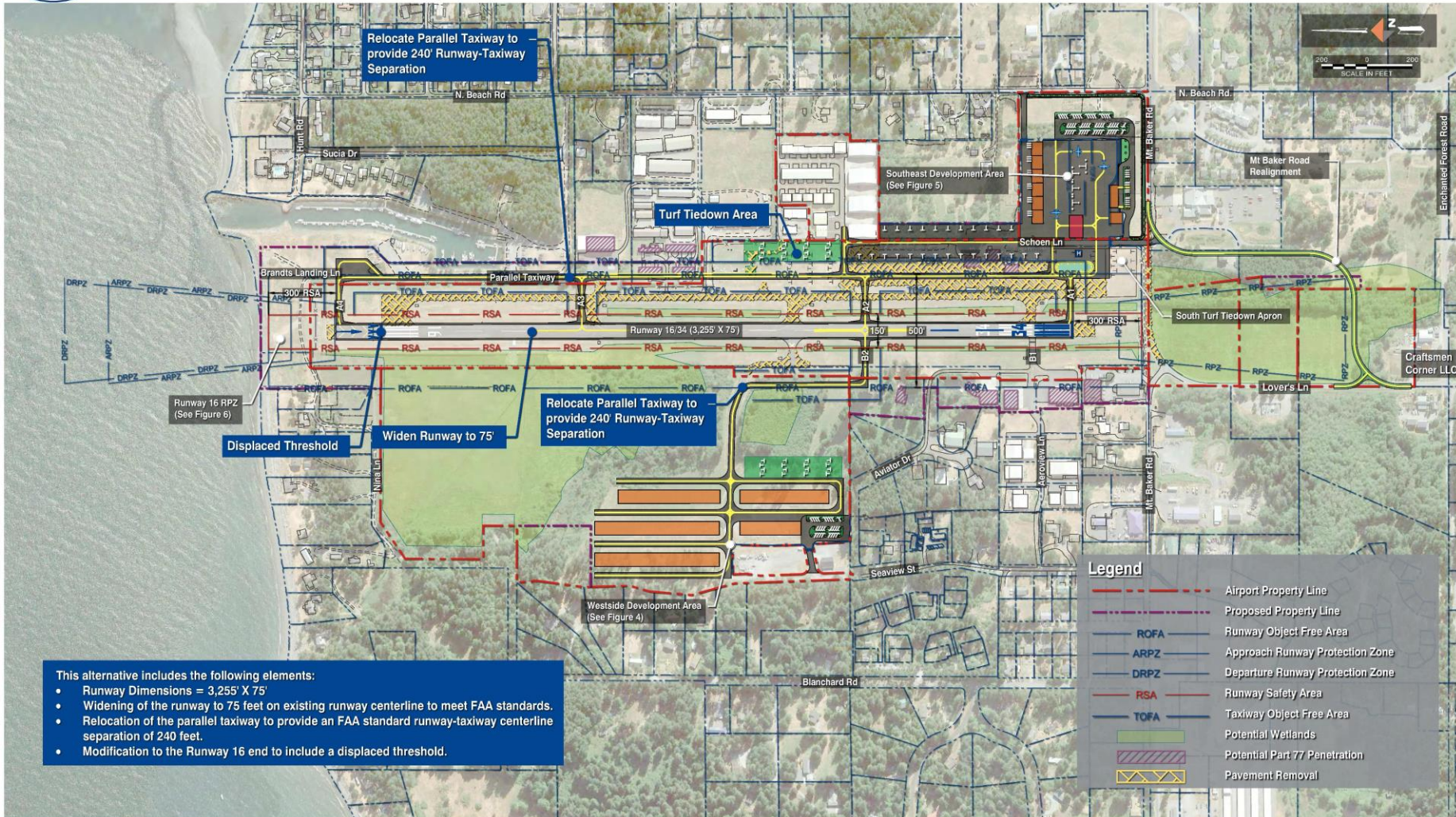
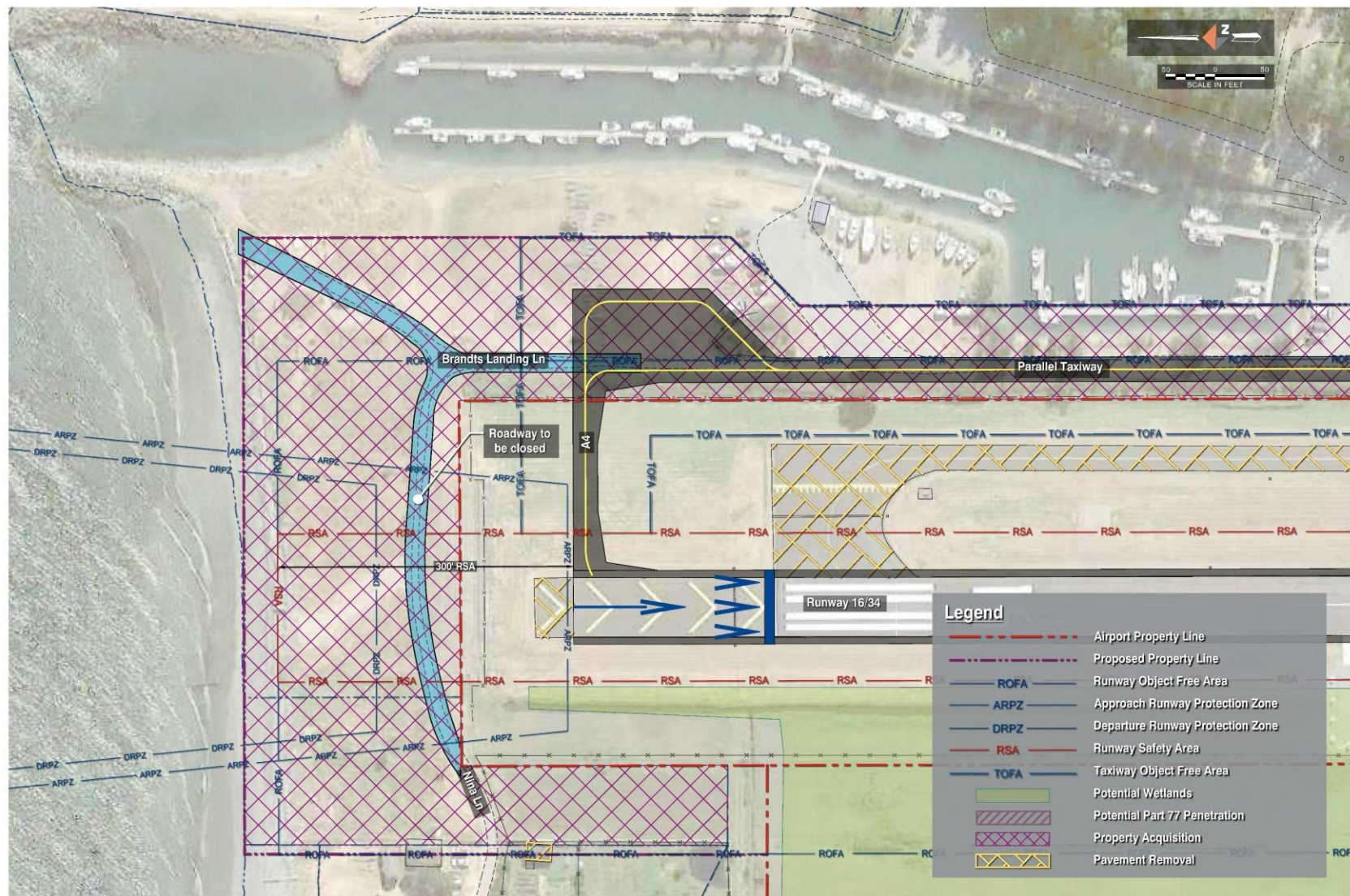
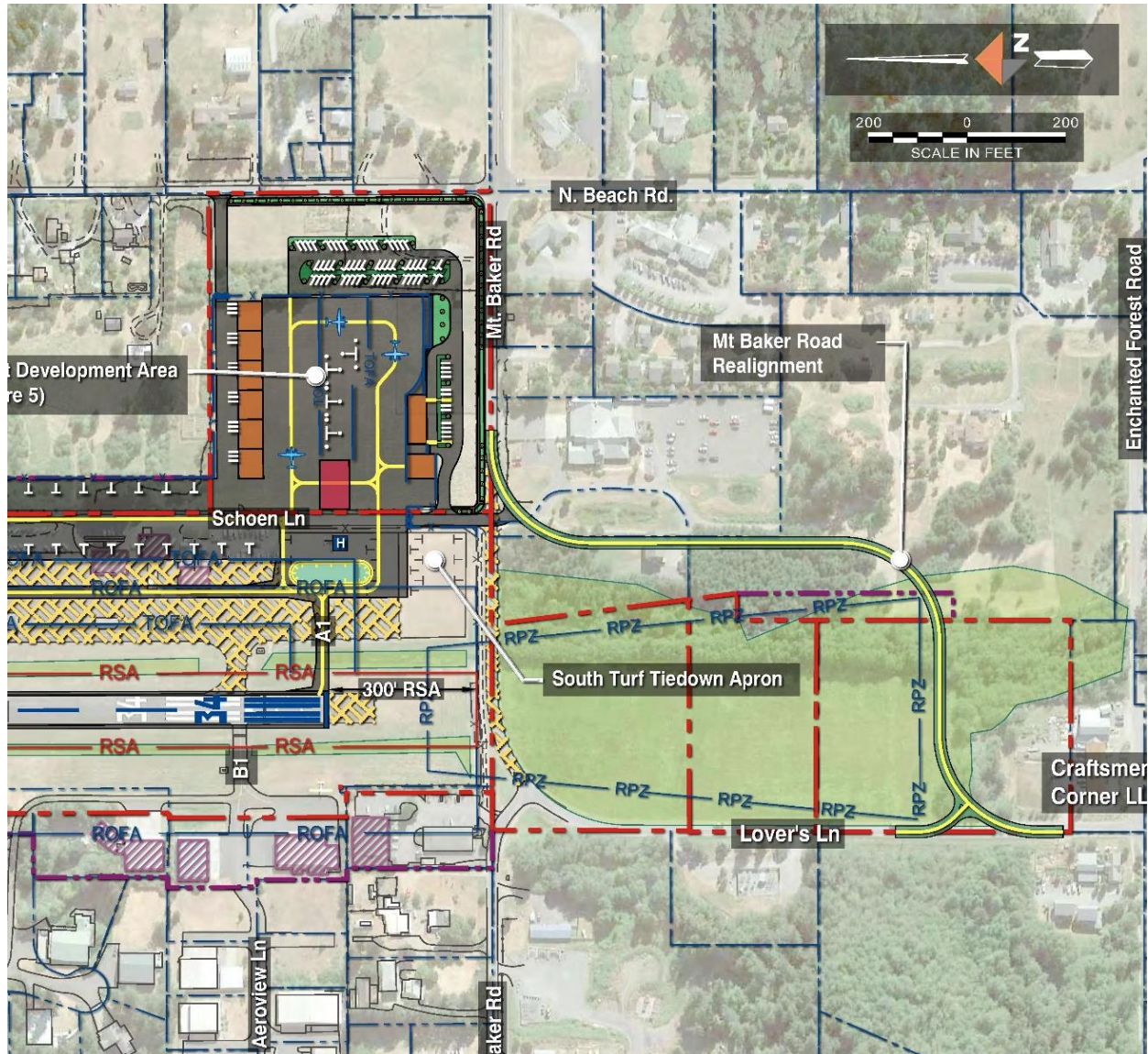


Figure 6: Runway 16 RPZ



Mt Baker Road Relocation



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

Public Meeting # 3 Q & A

1. **Lisa Myers:** Why put Aeronautical Services and FedEx on the west side where traffic is an issue?

Answer: We did look at Seaview Street, it is 100-400 cars per day. Aeronautical Services we expect 100-200 cars per day. We are aware of the neighborhood concerns of the increase in use. The road could be improved however, with the increase in traffic, that could drive a road improvement project.

2. **Unknown audience participant (did not give name):** If Mt Baker Road was relocated, where would access begin?

Answer: Realignment of Mt Baker Road would relocate outside of the Runway Protection Zone (RPZ) and in coordination with the County. Road design would look at the alignment and the location after NEPA and SEPA review it during the environmental plan.

3. **Matthew Gilbert:** Follow up question on the previous cargo question. I'm surprised the comment regarding routing traffic through Seaview Road. How come those comments were not weighted?

Answer: We heard feedback on the use of Seaview Lane. An important thing to note is Aeronautical Services has outgrown their cargo facility and they are searching for a new location.

4. **Evelyn Fuchser:** Seaview Street confuse me, it is a dead-end road. How would you develop on a dead-end road?

Answer: NEPA would need to look at that during the environmental plan.

5. **Jill Johnson:** A tremendous amount of work has gone into this and some may not agree, but I want to thank DOWL for all the work you have done. My question, the FAA has allowed the Cessna Caravan to fly into Orcas, it's the tail wagging the dog here. I am concerned with the fact that the public wanted no change, but the FAA asks for a continuum from maintenance to development and these all assume development. My question is why are we not pushing back on the FAA, we are not obligated to develop or move our runway.

Answer: If we tell the FAA "No Build", the Port is liable to pay back AIP money they have already accepted. The land was purchased with FAA money, the Port would need to pay back the FAA for the land at Fair Market Value, not the price it was purchased for many years ago.

6. **Mike Stolmeier:** The Caravan 208B was pictured and listed as an A class, not as a B class on the boards in the lobby. How does that make the runway a B-II?

Answer: A-II and B-II standards are the same standards. The A is the approach speed which is 91 knots or less. While the numeral II is the tail height and wingspan. The Cessna Caravan's

approach speed is 95 knots in icing conditions which pushes it to a B-II category aircraft. The Runway/Parallel Taxiway separation for an A-II airport is the same as for a B-II airport, 240 feet. In fact, the safety area dimensions are identical.

7. **Bob Gambell:** Are you looking at increasing the weight capacity of the runway with this development?

Answer: No, the weight bearing capacity is 12,500 pounds and is planned to stay that way.

8. **Fred Klein:** Would you be willing to reconsider the location of the cargo area up to the NE corner adjacent to Mt Baker Road and North Beach Rd? It would keep the commercial activity together. It seems the location you have currently for cargo will be difficult to achieve.

Answer: We will consider that location, thank you.

9. **Tina Whitman:** On the schedule slide, when will the FAA review the ALP? Will the FAA approve the plan before public comment?

Answer: The FAA will review the ALP during the Implementation Phase, between October and March 2019. The public has until October 5th to comment on the Draft Alternative.

10. **Penny Sharp Sky:** I feel like the reason the airport has been so acceptable for many years is because it's been tucked away; we don't want it to be a showcase, we want it to be a sweet terminal that is hardly a hut. My question is the location of the terminal, was there ever a consideration to just move the terminal over a little bit instead of on the opposite side of the runway? We don't want to move the trees which are our noise barrier.

Answer: The consideration for location of the terminal is public access. Keeping the terminal along Mt Baker Road and not increasing traffic on N Beach Rd was a key consideration. Also, the terminal was built in the 1970s and doesn't meet current building codes, ADA requirements, or the needs of the users. The parking near it is inadequate. A new terminal building east of the current one would eliminate what little parking there is available today.

11. **Greg Oaksen:** I would like to see a lot more clarification on what drives the B-II requirements and what are the assumptions. I would like to know more about what would be owed to the FAA, what was purchased, when and what were those assumptions of those purchases?

Answer: The Port has accepted approximately \$9 million in the past 20 years. We don't have a lot of detail as to what the cost is as we haven't been asked to analyze that. The B-II requirements are part of the Design Advisory Circular the FAA publishes. If an airport agrees to accept a federal grant, the FAA requires that the projects funded by the grant be completed in accordance with FAA requirements.

12. **Paul Kamin:** Can you explain how parcels are acquired and what the steps are to acquire properties?

Answer: If a parcel came available for sale, the Port would look at purchasing it. The Port will not be knocking on parcel owner's doors asking to buy their property. So over time, the Port would slowly work with those owners to help purchase that land.

13. **Susan Malins:** You said if this happened then we may have to pay back AIP money. Now you are saying we would have to pay back the money from the FAA. Second, the descriptions talk about deficiencies, can you tell us what the deficiency criteria is to come up with these descriptions?

Answer: It is possible that the FAA would make the Port pay back AIP money on existing grants. Deficiency criteria can be found in the FAA Design Advisory Circular. The FAA has also stated that the Port must make strides to meet all standards and it must be documented that the Port is doing so in the master plan.

14. **Sadie Bailey:** I have a question about Citation jets. If we are in the class B category now, if we go to a potential 79 ft wing span and since we are a public facility and cannot refuse larger size aircraft, what are we potentially getting into now?

Answer: Only a few Citations come in a year. They use up all the runway to land and takeoff. We are looking at the Cessna Caravan currently. It's the activity that generates the 500 operations a year. We aren't just looking at wingspan, we are also looking at approach speed. When we determine a design aircraft, we look at what aircraft is using the airport most frequently. Jets do not use the airport frequently and do not plan to in the future.

15. **Susan Kavanaugh:** We are part time residents here and I didn't know about any of this until June. Is there a plan to provide communication with all the affected land owners from here on out?

Answer: We did send out a postcard to everyone on the island when the Master Plan kicked off. We also put the Open Houses in the newspaper. Anyone that is directly affected by a land acquisition will be contacted by the Port.

16. **Michelle Nebit:** Is a tunnel under Mt Baker Rd a real recommendation or not?

Answer: It was determined that a tunnel would be a large expense, we do know that Mt Baker road relocation will be looked at more in depth with the NEPA process. It is on the 20-year outlook as it will be a fairly high cost. NEPA will look at alternatives and at that point maybe a tunnel or a crossing guard light will be a better alternative.

17. **Katie Wilkins:** Is there any consideration for what the sea level rise will look like in the master plan or are there any exemptions the FAA is granting?

Answer: We are not aware of any exemptions from the FAA due to sea level rise. We do have an environmental overview in our environmental chapter of the Master Plan as we know it is a concern. This will really be handled more at a higher level with the NEPA and SEPA document. The Master Plan Study looks at it as if there were no environmental concerns, what would the state of the airport look like.

18. **Unknown audience participant (did not give name):** Why wasn't Mt Baker Road taken down to Enchanted Forest Road?

Answer: That was an option back in June, but the community was not for it whatsoever. Mt Baker road was a preferred option over rerouting the road thru Enchanted Forest Rd.

19. **Clark Cundy:** The plan is based on the 208B. I've heard the 208Bs only require 2,000ft for takeoff and landing. Why can't we shorten the runway to clear the road in the RPZ?

Answer: In order to get the runway out of the RPZ we would have to shorten the runway to more than 400 ft less than what it is currently. If we shorten the runway, we would make it less safe to the general aviation public flying into Orcas. FAA is aware Mt Baker Road is in the RPZ, the FAA just wants the Port to make an effort to achieve safety standards.

20. **Margaret Doyle:** The increased traffic along Seaview Street is divided between residential and commercial. When is your consulting done? And who is responsible for identifying and serving on the Advisory Committee?

Answer: Our work on this particular project will be completed by March 2019. We were hired by the Port to prepare the Airport Master Plan. The Port gave us a list of people we should reach out to participate on the Advisory Committee.

21. **Katie Wilkinson:** I heard the Advisory Committee is finished with its duties, is that correct?

Answer: Yes, the last Advisory Committee meeting was today.

22. **John Kelly:** I work for Kenmore and I am in favor of a modification to the terminal, how long until this would take place?

Answer: One key importance about the terminal is when we move the taxiway we have to move the terminal. Right now, it is in the mid-term development (8+ years).