



Appendix A

PUBLIC INVOLVEMENT SUMMARY



Schedule



* Public Open House & Master Plan Advisory Committee Meeting



Some Critical Factors Affecting ORS Forecast

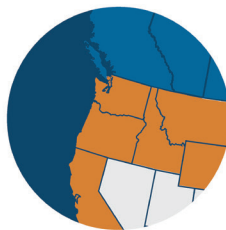
National / Regional / Local Forecast Trends



US National FAA Growth Estimates

(over next 30 year period)

- Regional Carrier Ops 2.2%
- Local Ops 0.4%
- General Aviation Ops 0.3%



Northwestern US FAA Growth Estimates

(over next 30 year period)

- Commercial Aircraft Ops 1.63%
- Passenger Enplanements 2.27%
- Itinerant Ops 1.22%
- Total Aircraft Ops 1.06%
- Based Aircraft 0.93%



20 Year Orcas Island Population Forecasts

- Population forecast models for Orcas Island reflect growth rates ranging from approximately +0.28% to +2.00%. Relative percentage population model predicts 0.88% growth

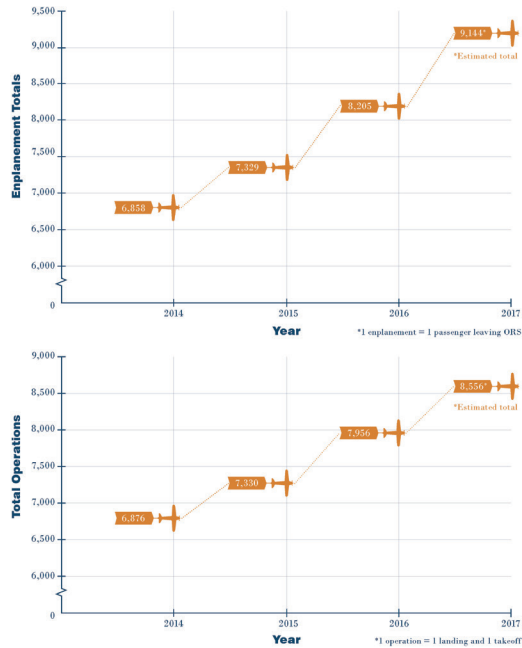
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Some Critical Data Affecting ORS Forecast

ORS Historical Trends and FAA Forecast Data



Historical Trends at ORS

(over 20 year period, when data is available)

FAA 20 year enplanements estimates	-1.47%
FAA 20 years commercial operations estimates	-0.24%
FAA 20 year total operations estimates	-0.18%
FAA based aircraft estimates	+0.86%
FAA IFR operations activity	+11.18%
Recent ORS enplanement data	+1.99% (2014-2017)
Recent ORS total ops data	+4.48% (2014-2017)
US Census established 10 year growth rate	+1.88%
Orcas Island established 20 year growth rate	+2.48

Current FAA 20 Year Forecast Estimates for ORS

Enplanements	+3.1%
Total Operations	+1.27%
Commercial Ops	+0.87%
Based Aircraft	+3.32%



Aerial of Orcas Island Airport





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How can you participate?

We would love to have your comments!

Please write your comments on the provided post-it notes and stick it to this display board. It's as simple as that! Your comments will be reviewed, discussed and included as part of the master planning process. *(Comment cards are also available below)*

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Figure 6. Open House #2 Materials - June 2018 (Facility Requirements and Alternatives)✈

Runway 16-34 Requirements			
Runway	FAA Design Standard	Existing Condition	Compliance Condition If Met +
Runway 16-34 (NPI/Visual)	B-II (small)	B-I (small)	
Runway Length	2,901'	2,901'	+
Runway Width	75'	60'	
Runway Shoulder Width	10'	10'	+
Runway Safety Area Width	150'	120'	
Runway Safety Area Length Beyond RW End	300'	240'	
Obstacle Free Zone Width and Length	250' x 200'	250' x 200'	+
Runway Object Free Area Width	500'	250'	
Runway Object Free Area Length Beyond RW End	300'	240'	
Runway Protection Zone Length	1,000'	1,000'	+
Runway Protection Zone Inner Width	250'	250'	+
Runway Protection Zone Outer Width	450'	450'	+
Runway Separation, Runway centerline to:			
Holding position	125'	125'	+
Parallel taxiway/taxilane centerline	240'	150'	
Aircraft parking area	250'	194.5'	
Building restriction line	Varies	Varies	

Sources: FAA AC 150/5300-13A

Taxiway and Taxilane Requirements			
Taxiway/Taxilane	Applicable FAA Standard – ADG, TDG	Existing Condition	Compliance Condition If Met +
Parallel Taxiway (A ¹)	B-II, 1A	B-I, 1A	
Width	25'	25'	+
Taxiway Safety Area	79'	49'	
Taxiway Object Free Area	131'	89'	
Taxiway A1 ¹	B-II, 1A	B-I, 1A	
Width	25'	35'	+
Taxiway Safety Area	79'	49'	
Taxiway Object Free Area	131'	89'	
Taxiway A2 ¹	B-II, 1A	B-I, 1A	
Width	25'	45'	+
Taxiway Safety Area	79'	49'	
Taxiway Object Free Area	131'	89'	
Taxiway A3 ¹	B-II, 1A	B-I, 1A	
Width	25'	35'	+
Taxiway Safety Area	79'	49'	
Taxiway Object Free Area	131'	89'	
Taxiway A4 ¹	B-II, 1A	B-I, 1A	
Width	25'	115'	+
Taxiway Safety Area	79'	49'	
Taxiway Object Free Area	131'	89'	
Taxiway B1 ¹	B-I, 1A	B-I, 1A	
Width	25'	25'	+
Taxiway Safety Area	49'	49'	+
Taxiway Object Free Area	89'	89'	+
Taxiway B2 ^{1, 2}	B-I, 1A	B-I, 1A	
Width	25'	35'	+
Taxiway Safety Area	49'	49'	+
Taxiway Object Free Area	89'	89'	+

¹ Existing taxiways are designated Taxiway A for the parallel taxiway, and Taxiways A1-A4 for the connector taxiways on the east side of the runway from south to north. Corresponding taxiways on the west side are designated as B1 and B2, aligning with connectors on the east side of the runway.

² Taxiway B2 is currently marked with a painted taxiway closure X, and is not in use.



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Design and Capacity Deficiencies

Airfield Design Standard Deficiencies

Design Standard Not Met	Corrective Action
Runway	
Runway Width	Widen Runway by 15 feet
Runway Shoulder Width	Construct 10-foot shoulders during Rwy widening
Runway Safety Area Width	Increase RSA width by 30 feet
Runway Safety Area Length Beyond RW End	Increase RSA length by 60 feet on each end of Rwy
Runway Object Free Area Width	Increase ROFA width by 250 feet
Runway Object Free Area Length Beyond RW End	Increase ROFA length by 60 feet on each end of Rwy
Runway-to-Parallel Taxiway Separation Distance	Increase separation distance by 90 feet
Runway-to-Aircraft Parking Area Separation Distance	Increase separation distance by 56 feet
Parallel Taxiway (A)	
Taxiway Safety Area	Increase TSA width by 30 feet
Taxiway Object Free Area	Increase TOFA width by 42 feet
Taxiway A1	
Taxiway Safety Area	Increase TSA width by 30 feet
Taxiway Object Free Area	Increase TOFA width by 42 feet
Taxiway A2	
Taxiway Safety Area	Increase TSA width by 30 feet
Taxiway Object Free Area	Increase TOFA width by 42 feet
Taxiway A3	
Taxiway Safety Area	Increase TSA width by 30 feet
Taxiway Object Free Area	Increase TOFA width by 42 feet
Taxiway A4	
Taxiway Safety Area	Increase TSA width by 30 feet
Taxiway Object Free Area	Increase TOFA width by 42 feet

Airport Capacity Deficiencies

Capacity Issue	Corrective Action
Existing hangars	Conduct hangar siting study and prepare layout
Cargo facilities	Construct single cargo facility for UPS and FedEx package processing
Auto parking	Expand transient auto parking
Terminal building	Construct new terminal
Airport equipment storage	Construct equipment storage facility



Orcas Alternatives Evaluation

Alternative Description	Meets Design Standard	Wetland Impact	Land Use Impact	Cost (\$ - \$\$\$\$)	Recommend	Do Not Recommend
Runway						
Runway Alternative 1	No change	No	None	None		
Runway Alternative 2	Widen to 75' to meet FAA standard	Yes	None anticipated	Property acquisition recommended for RPZ; no change in RPZ dimensions	\$\$	
Runway Alternative 3	Widen to 75' to meet FAA standard; displace thresholds for more useable runway length	Yes	None anticipated	Property acquisition recommended for RPZ; change in RPZ dimensions	\$\$\$	
Runway Alternative 4	Widen to 75' to meet FAA standard; displace thresholds for more useable runway length; rotate runway 0.82 degrees to west	Yes	Minor impacts to wetlands west of existing runway	Property acquisition recommended for RPZ; change in RPZ dimensions	\$\$\$\$	
Parallel Taxiway						
Taxiway Alternative 1	No change	No, modification to standard required	None	None		
Taxiway Alternative 2	Relocate taxiway east 150' from runway centerline	No, modification to standard required	None anticipated	Property acquisition required	\$\$	
Taxiway Alternative 3	Relocate taxiway east 240' from runway centerline	Yes	None anticipated	Property acquisition required; Marina reconfiguration required	\$\$\$	
Taxiway Alternative 4	Relocate taxiway east 240' from runway centerline (based on realigned runway)	Yes	None anticipated	Property acquisition required; Marina reconfiguration required	\$\$\$\$	
SE Development						
SE Development Alternative 1	Hangars/Terminal/Tie Downs with auto parking along N. Beach Road	Yes	None	None	\$\$\$	
SE Development Alternative 2	Hangars/Terminal/Tie Downs with auto parking along Mt. Baker Road	Yes	None anticipated	Zoning change required to parcel along N. Beach Road	\$\$\$	
Westside Development						
Westside Development Alternative 1	No change	NA	None	None		
Westside Development Alternative 2	Hangars and potential de-icing hangar	Yes	Potential impacts to wetlands west of existing runway	Property acquisition may be required; potential for land swap as shown	\$\$	
Runway 16 RPZ						
16 RPZ Alternative 1	No change	No	None	None		
16 RPZ Alternative 2	Displace threshold	Yes	None anticipated	Property acquisition required; closure of Nina Lane	\$\$	
Runway 34 RPZ						
34 RPZ Alternative 1	No change	No	None	None		
34 RPZ Alternative 2	Realign Mt. Baker road to the south outside of approach RPZ	Possibly	Potential impacts to wetlands south of existing runway	None	\$\$\$	
34 RPZ Alternative 3	Realign Mt. Baker road down to Enchanted Forest	Yes	Potential impacts to wetlands south of existing runway	None	\$\$\$	

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Figure 7. Open House #3 Materials - September 2018 (Recommended Alternative)

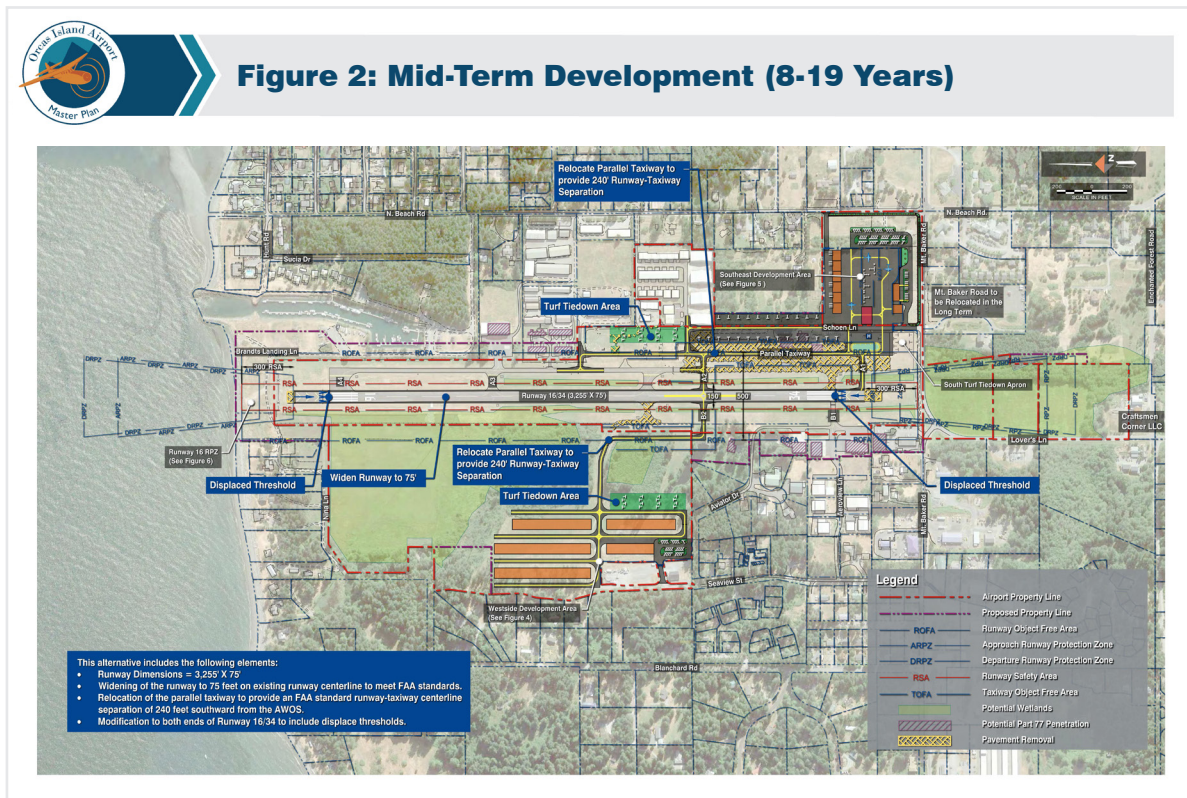
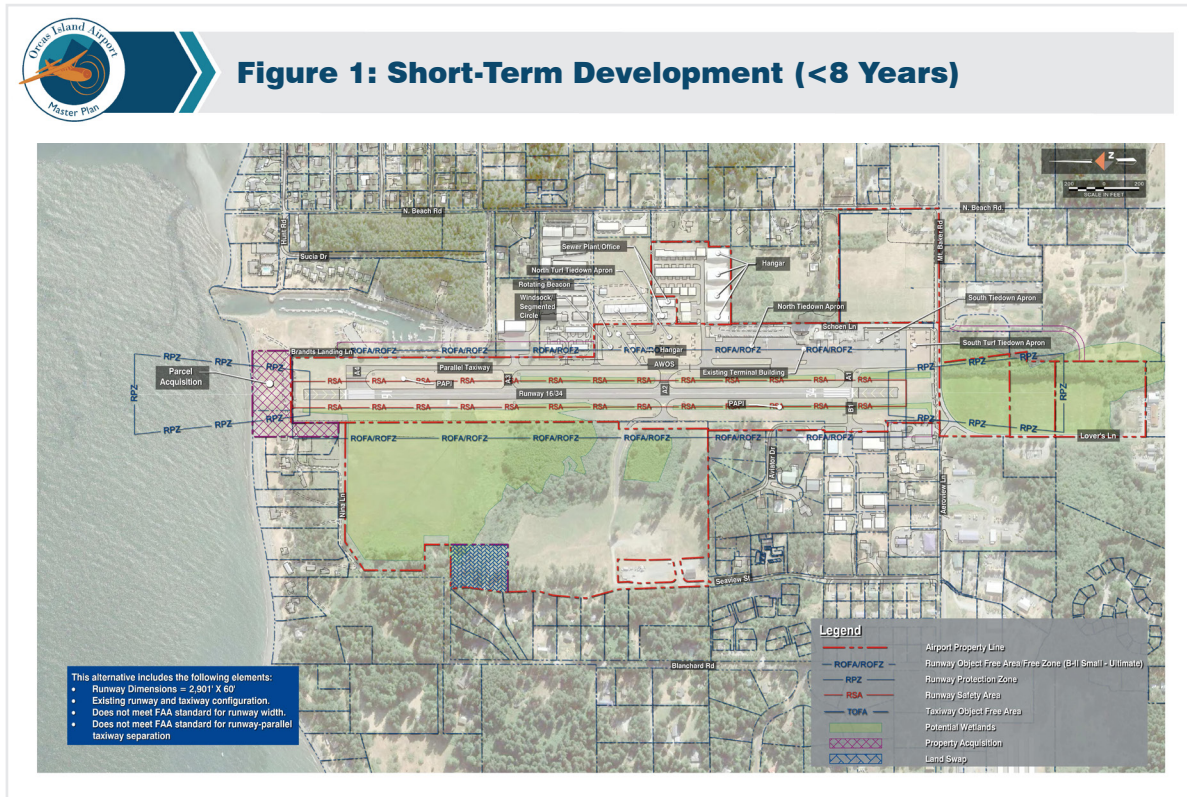




Figure 3: Ultimate Development (20+ Years)

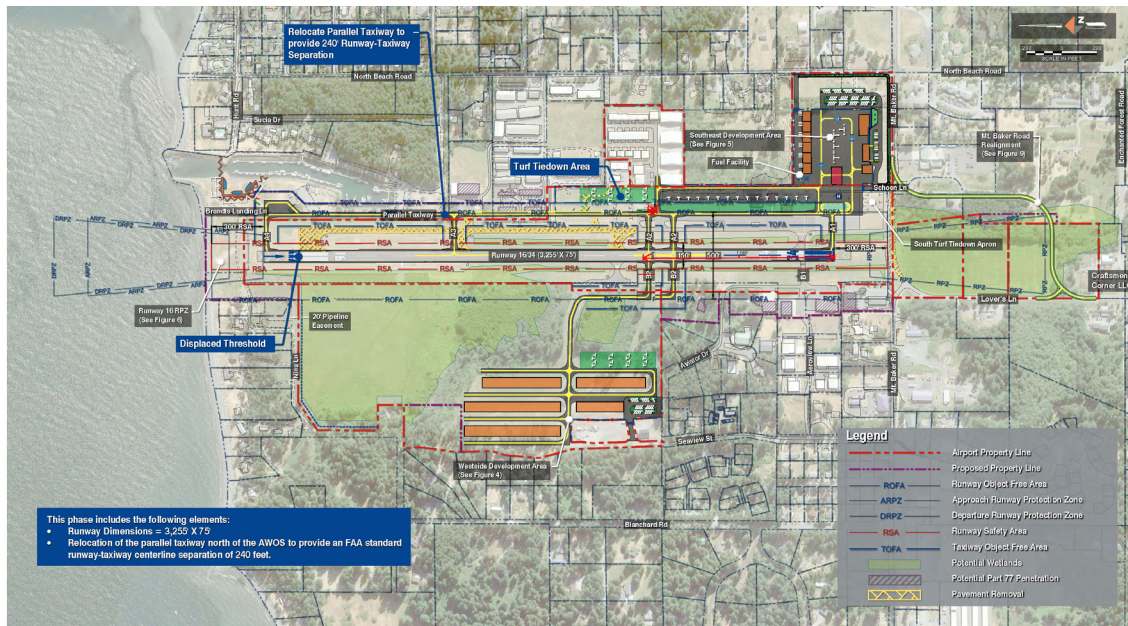


Figure 4: Westside Development

