



Airport improvements to meet safety requirements and minimize community impact

Wed Jul 11th, 2018 1:30am • [NEWS \(HTTP://WWW.ISLANDSSOUNDER.COM/NEWS/\)](http://www.islandssounder.com/news/)

Submitted by The Port of Orcas

The Port of Orcas is currently preparing a master plan for Orcas Island Airport that will guide the direction of projects to bring the airport into compliance with safety standards for existing airport operations and to provide for the future needs of island residents and visitors over the next 20 years.

Because public involvement is a very important aspect of this process, the Port will hold a special commission meeting on July 26 at 3:30 p.m. at the Eastsound

Fire Station to hear public comment and answer questions and concerns. To facilitate addressing these questions and concerns fully, accurately, and efficiently, please email detailed questions about the process and concerns to orcasairport@rockisland.com (<mailto:orcasairport@rockisland.com>).

The Orcas Island Airport master plan will present the short-, mid-, and long-term needs for the airport. After the plan is completed an environmental document must be prepared to comply with State and Federal environmental regulations. Based on conversations with the FAA, it is anticipated that the projects may require an Environmental Impact Statement, which is the most extensive federal regulatory process.

MATCH LINE

**PUBLIC INVOLVEMENT SUMMARY****MATCH LINE**

The intent of the master planning process is to obtain information on the desires of the community and of those most affected by the airport. The master planning process seeks to identify the present and future needs of the community for its airport and ability to meet FAA standards and to suggest reasonable methods for meeting those objectives. The FAA requires that the Airport document a plan to guide future operations.

In its present configuration, Orcas Island Airport does not meet the safety standards required to service aircraft currently using the airport such as the Cessna 208B Caravan. Cessna Caravan operations make up a large and significant share of the air traffic serving Orcas Island. Operators of regularly scheduled passenger and cargo flights to the island fly the Caravan because of its safety, dependability, and efficiency over the routes they commonly fly. In developing alternatives that will bring Orcas Island Airport into compliance with operations already being conducted there, every attempt has been made to make the best use of existing airport property and facilities while minimizing the undesirable effects it may have on its neighbors.

While several alternatives have been proposed to comply with current safety standards while meeting the needs of the community, none of those alternatives includes any expansion of the airport to serve airplanes larger than those that have already been operating there for years. No such expansion has been planned or contemplated.

Since January of this year, two open-house public meetings have been held locally to solicit input from the community regarding its desires for the airport. The comment period is being extended through August 3 to allow for additional input regarding the preferred development plan. To eliminate confusion regarding the alternative options, additional information will be provided on the project website (<http://www.portoforcas.com/master-plan/> (<http://www.portoforcas.com/master-plan/>)) and to the project contact list by July 16 to better explain FAA requirements and safety standards and to explain the alternative options.

All comments received by August 3 will be considered in the development of the preferred alternative. A public open house will be held in September for the public to review and comment on the preferred alternative.

For more information about the project, the alternative options, and the project schedule visit <http://www.portoforcas.com/master-plan/> (<http://www.portoforcas.com/master-plan/>).



Next Airport Master Plan Meeting Scheduled

Posted on July 25, 2018

Thursday, July 26, 3:30 p.m., Orcas Island Fire & Rescue

— from DOWL for Port of Orcas —

The Port of Orcas will hold a special Airport Master Plan meeting on Thursday, July 26, 2018 at 3:30 pm at the Orcas Island Fire & Rescue Station. Interested parties can attend to listen to a presentation by the Port and then ask follow up questions.

The project team has recently added documents to help the public better understand the FAA requirements for the Airport, the deficiencies at the Airport, descriptions of each alternative and the evaluation form that was presented at the June Public Open House. If you have questions regarding any of the alternatives we encourage you to email orcasmasterplan@dowl.com or call the Project Manager Leah Henderson at (425) 869-2670. We encourage you to reach out to the project team to better understand the alternatives and the project.

REMINDER all public comments regarding the alternatives for the Orcas Island Airport Master Plan are due on August 3, 2018. Comments received by this date will be considered in development of the Preferred Alternative.

The next open house is scheduled for Wednesday, September 19, 2018 at 1:00 – 2:00 pm and 5:00 – 6:30 pm.

More information is available at the plan website at www.portoforcas.com.

Airport Master Plan public open house

Wed Sep 5th, 2018 10:32am • [NEWS \(HTTP://WWW.ISLANDSSOUNDER.COM/NEWS/\)](http://www.islandssounder.com/news/)



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MATCH LINE



Appendix A

PUBLIC INVOLVEMENT SUMMARY

MATCH LINE

The preferred alternative will be presented at the September Public Open House scheduled for Wednesday Sept. 19, from 1-2 p.m. at the Eastsound Fire Station, or from 5-8:30 p.m. at Orcas Center. Formal presentation are for 30 minutes at 5:30 p.m. and 7:30 p.m. The two presentations will be identical and there will be 30 minutes for questions immediately following the presentation.

All open house materials, including the slides, are available at the port's website. Public comments will be accepted on the preferred alternative from Sept. 5 to Oct. 5. Public Comments must be formally submitted by sending an email to orcasmasterplan@dowl.com (<mailto:orcasmasterplan@dowl.com>) or by calling Project Manager Leah Henderson at 425-869-2670.

For more information about the project, the preferred alternative and the project schedule, visit <http://www.portoforcas.com/master-plan/> (<http://www.portoforcas.com/master-plan/>).



Advisory Committee

A Master Plan Advisory Committee with aviation and non-aviation advisors was formed and called upon to comment on the master plan process and findings. This committee was made up of aviation interests, community council members, and other stakeholder representatives, and advised the Master Plan team at key stages of the project. This committee met three times throughout the project. Though

not a part of the committee, the FAA Seattle Airport District Office was invited to all Advisory Committee Meetings.

The project team let all participants know that the Advisory Committee meetings were a working dialogue and if participants wished to submit a formal comment, they should do so in writing at the end of each Advisory Committee meeting.

Table 1. Advisory Committee Members



Full Name	Organization	Position
Rick Hughes	San Juan County	County Councilman (District 2)
Jackie Hamilton	Island Air, Inc.	Owner, President, and Director of Operations
Marc Franklin	Aero Services, Inc.	Vice President
Phil Peterson	FedEx	Station Manager
Robert Stansus	AirMed	Chief Pilot
Jason Douglas	San Juan Airlines	Owner
Jennifer Kandel	FAA	Airport Planner
Paul Kamin	EPRC	Co-Chair
Eric Johnson	WSDOT	Construction and Grants Program Manager
Malcolm Goodfellow	General Aviation	Self-Representative
Michael Parnell	General Aviation	Self-Representative
Greg Kokorowski	Kenmore Air	Customer Service Manager
Charles Toxey	Kangaroo House B&B	Owner
Dan Parish	Empire Airlines	Chief



Appendix A

PUBLIC INVOLVEMENT SUMMARY

Public Open House

The project team hosted three public open house meetings open to all interested community members. The purpose of these meetings was to inform the public of project progress, to solicit input, and gather information for alternatives development and, later, refinement. Meetings were advertised through the project email distribution list via Constant Contact, on the project website, and Orcas Issues. Open house #1 and #2 were informal open houses where interested parties could stop in as desired to view boards and meet with project team members. Project team members were on hand to answer questions and provide information. Open house #3 featured an informal open house and two formal presentations to review the preferred alternative by Project Manager Leah Whitfield

and Project Engineer Eric Strong. Questions were accepted from the audience and responded to by the project team. Comment cards and project fact sheets were available at all open houses.

Each public open house focused on informing the public of specific tasks being focused on by the project team. Meeting sign in sheets and copies of boards or presentations are included for review.

NOTE: Boards for open house #1 were reused for each public open house meeting.

✈ Figure 5. Open House #1 Materials - January 2018 (Issues, Inventory, and Forecasts)





Airport Master Plan

Master Plan Goals:

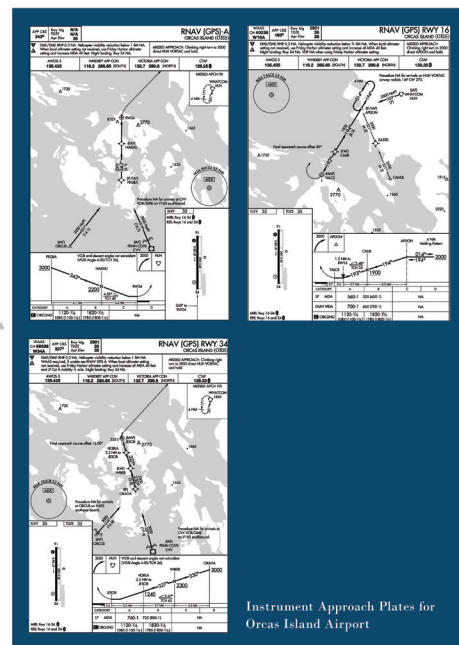
- Provide a graphic representation of existing airport features, future airport development and anticipated land use.
- Establish a realistic schedule for implementation of the proposed development.
- Identify a realistic financial plan to support the development.
- Validate the plan technically and procedurally through investigation of concepts and alternatives on technical, economic and environmental grounds.
- Prepare a plan to the public that adequately addresses all relevant issues and satisfies local, state and federal regulations.
- Establish a framework for a continuous planning process.

What are the steps?

- 🔍 **Pre-planning** – The pre-planning process usually includes an Initial Needs Determination, Request for Proposal and Consultant Selection, Development of Study Design, Negotiation of Consultant Contract, and Application for Study Funding.
- 🗣️ **Public Involvement** – Once the project starts, a public involvement program is begun to identify and document the key issues for various stakeholders and solicit input.
- 📖 **Environmental Considerations** – A clear understanding of the environmental requirements needed to move forward with proposed projects in the recommendations.
- 📁 **Existing Conditions** – An inventory of all pertinent airport data.
- 📊 **Aviation Forecasts** – Forecasts of aeronautical demand for short-, medium-, and long-term time frames.
- 📋 **Facility Requirements** – Assess the ability of the existing airport infrastructure, both airside and landside, to support the forecast demand. Identify the demand levels that will trigger the need for facility additions or improvements, and estimate the extent of new facilities that may be required to meet that demand.
- 🔄 **Alternatives Development and Evaluation** – Identify options to meet projected facility requirements and alternative configurations. Assess the expected performance of each alternative against a wide range of evaluation criteria, including its operational, environmental, and financial impacts. A recommended development alternative will emerge from this process and will be further refined in subsequent tasks. This will also aid in developing the purpose and need for subsequent environmental documents.
- 📐 **Airport Layout Plans** – One of the key products of a master plan is a set of drawings that provides a graphic representation of the long-term development plan for an airport. The primary drawing in this set is the "Airport Layout Plan". Other drawings are usually included as well, depending on the size and complexity of the individual airport.
- 🏗️ **Facilities Implementation Plan** – Provides a summary description of the recommended improvements and associated costs. The schedule of improvements depends, in large part, on the levels of demand that trigger the need for expansion of existing facilities.
- 💰 **Financial Feasibility Analysis** – Identifies a financial plan for the airport, describes how the sponsor will finance the projects recommended in the master plan, and demonstrate the financial feasibility of the program.



Instrument Flight Operations In and Out of Orcas Island Airport





Appendix A PUBLIC INVOLVEMENT SUMMARY



Runway Design Codes

Example Aircraft		A-I Cessna 182*
		A-II Cessna 208*
		B-I Cessna 340*
		B-II Beechcraft King Air 90*
		B-II Cessna Citation Ultra
		C-II Bombardier Challenger 600
		C-III Gulfstream V
		D-III Gulfstream G650

*intended for aircraft weighing 12,500lbs or less

Aircraft Design Classifications

Aircraft Approach Category		Airplane Design Group	
A	Approach speed less than 91 knots.	#	Tail Height [ft.(m)] Wingspan [ft.(m)]
B	Approach speed 91 knots but less than 121 knots.	I	<20' (<6m) <49' (<15m)
C	Approach speed 121 knots but less than 141 knots.	II	20' - <30' (6m - <9m) 49' - <79' (15m - <24m)
D	Approach speed 141 knots but less than 166 knots.	III	30' - <45' (9m - <13.5m) 79' - <118' (24m - <36m)
E	Approach speed 166 knots or more.	IV	45' - <60' (13.5m - <18.5m) 118' - <171' (36m - <52m)
		V	60' - <66' (18.5m - <20m) 171' - <214' (52m - <65m)
		VI	66' - <80' (20m - <24.5m) 214' - <262' (65m - <80m)

General Aviation Airport Category

Group (Number of Airports)	Description	Functions (Varies among individual airports)
 National (84)	Serves national-global markets Very high levels of activity with many jets and multiengine propeller aircraft averaging about 200 total based aircraft, including 30 jets	 Emergency Preparedness/Response  Critical Community Access  Other Aviation Specific Functions  Commercial, Industrial, and Economic Activities  Destination and Special Functions
 Regional (467)	Serves regional-national markets High levels of activity with some jets and multiengine propeller aircraft averaging about 90 total based aircraft, including 3 jets	
 Local (1,236)	Serves local-regional markets Moderate levels of activity with many jets and multiengine propeller aircraft averaging about 33 total based aircraft and no jets	
 Basic (668)	Often serving critical aeronautical functions within local/regional markets Moderate to low levels of activity averaging about 10 propeller-driven aircraft and no jets	



Airport Design

Existing Runway Conditions

Runway 16-34	
Design Group:	
Aircraft Approach Category:	Category B Approach speed 91 knots but less than 121 knots.
Airplane Design Group:	Group I Tail height <20' (<6m), wingspan <49' (<15m)
Orientation	N-S
Length	2,901 feet
Width	60 feet
Surface Type	Asphalt
Weight Capacity	Small - 12,500 lbs
Lighting	Medium Intensity Runway Lighting (MIRL)
Pavement Markings	Non-Precision



B-I Cessna 340



Appendix A

PUBLIC INVOLVEMENT SUMMARY



B-II Design Standards



Future Design Criteria

Runway	
Length	Variable
Runway Width	75'
Crosswind Component	13
Runway center to Taxiway center	240'
Runway Safety Area (RSA)	
Length Beyond Departure End	300'
Length Prior to Threshold	300
Width	150
Runway Object Free Area (ROFA)	
Length Beyond Runway End	300
Length Prior to Threshold	300
Width	500
Primary Surface	
Width	500'
Length	RWY+400'
Approach Slope	
Widths	1,000' to 4,000'
Length	Appxs. 10,000'
Slope	>34:1
Runway Protection Zone	
Length	1,000
Inner Width	500
Outer Width	700
Total acres	13.77

Instrument Approach no lower than 3/4 mile visibility



Representative Design Aircraft

ORS Fleet Mix



Sample Aircraft Influencing Design Standards at ORS

- Cessna 207 Stationaire
- Cessna 208 Caravan
- Cessna Citation
- Beechcraft King Air



Expected Critical Aircraft Design Standards – B-II Small

- Approach Speeds of less than 121 knots
- Wingspans of less than 79 feet
- Maximum weights less than 12,500 lbs



Typical ORS aircraft fleet mix includes:

- Cessna, Beech, Mooney, Piper and other light prop aircraft
- Cessna 208, Pilatus PC-12, Beech King Air and similar prop jets
- Cessna Citation and similar light turboprop jets
- De Havilland Beaver, Otter and similar
- Assorted helicopters