



ONTARIO
OREGON
THE GATEWAY TO ADVENTURE

Ontario, Oregon Airport (ONO)

**Airport Master Plan Update
Technical Advisory Committee Meeting #3
June 27, 2022**



J-U-B ENGINEERS, INC.



**THE
LANGDON
GROUP**
a J-U-B Company



**GATEWAY
MAPPING
INC.**
a J-U-B Company

OTHER J-U-B COMPANIES

AGENDA

Quick Review of the Master Plan



Airport Facility Requirements Discussion



Review and Discuss Plan Alternatives

WHERE ARE WE IN THE PROCESS?

Working Paper 1



- ✓ Study Initiation
- ✓ Public Involvement/ Stakeholder Coordination
- ✓ Aviation Inventory and Existing Conditions
- ✓ Environmental
- ✓ Aviation Forecasts

Working Paper 2



- ✓ Facility Requirements
- **Alternatives and Development Evaluation**

Final Product



- Facilities Implementation Plan and Financial Feasibility Analysis
- Updated Airport Master Plan Narrative
- Updated Airport Layout Plans

PROJECT SCHEDULE

ONO	Completed	03/2022	04/2022	05/2022	06/2022	07/2022	08/2022	09/2022	10/2022	11/2022	12/2022
Project Creation	★										
Chapter 1 Introduction	📖										
Chapter 2 Inventory	📖										
Chapter 3 Forecasts		📖									
Chapter 4 Facility Requirements				📖							
Chapter 5 Alternatives					📖						
Chapter 6 Phased Development							📖				
Chapter 7 ALP Drawings									📖		★
FAA Reviews		➡					➡				
Consultations/Public Involvement	👥	👥			👥					👥	
Deliverables	📄					📄			📄		📄

You are here!

TAC MEMBERS



- | | |
|---------------------|-------------------------------|
| Justin Zysk | Airport Manager |
| John Kirby | City Council |
| Dan Cummings | Economic Development Director |
| John Freeburg | Committee |
| Gary Taylor | Committee President |
| Shawn Coleman | Committee Vice Chair |
| Shay Myers | Committee |
| Luke Keller | Committee |
| David Bryant | TVCC |
| Brian Rindlisbacher | BLM |
| Jessica Sherwood | BLM |
| Michael Spelman | BLM |
| Catherine Weber | FBO |
| Shawna Peterson | Eastern Oregon Border Board |

Who are we
missing?

PROJECT WEBSITE

[HOME](#)



Welcome to the Ontario, Oregon Airport Master Plan Update.

Over the coming months the Airport will evaluate the overall facilities and surrounding environment of the airport and seek input for future plans. The project is particularly focused on the land located west of the runway where the golf course used to be. The City and the Airport want to use the available space to provide benefit to the community and additional revenues for the Airport. Your input is appreciated. Information about the project, the process, and the documents created will be updated on this page as the City moves through the Master Planning effort.

Master Plan Documents

- Chapter 1 - Introduction
- Chapter 2 - Inventory
- Chapter 3 - Forecast
- Chapter 4 - Facilities Requirements
- Chapter 5 - Alternatives
- Chapter 6 - Project Implementation
- Chapter 7 - ALP

Planning Links

- Master Plan Future Use Survey
- TAC Meeting 1
- TAC Meeting 1 Notes
- TAC Meeting 2
- Public Meeting
- TAC Meeting 3

Contact Information

If you have comments, ideas, or questions concerning the future of the Ontario Airport, please contact the project representative or the airport manager

Justin Zysk - Airport Manager

Call: 541-709-7651

Email: [Click Here](#)

UPDATE ON CITY AND STAKEHOLDER OVERVIEW

- Solicited information via
 - In-person conversations
 - Survey
 - Social Media
 - Feedback from TAC members
 - Public open house



STAKEHOLDER ASSESSMENT

Main Themes

- Covered/Indoor Parking for GA and Corporate jets that park overnight
- Terminal building with 24-hour access area for hanging out and relaxing
- Restaurant on the property to give a reason to choose to fly into Ontario
- More existing hangars that are move-in ready
- Grass strip tiedown area with a shelter/fire pit area for fly-in campers (Bozeman is an example)
- Deicing area and capability
- Relocate fuel island for better access
- Development of the west side (golf course)

Facility Requirements

- Airside/Airspace Improvements
- Landside Airport Improvements
 - Future westside development

CRITICAL AIRCRAFT FOR DESIGN

Airport Design

- Airfield Design Based Upon Aircraft
- Based upon Wingspan and Approach Speed
- Also based upon Wheel Track and Wheelbase
- 500 Take-offs or Landings by 'Biggest and Fastest' Aircraft, Determine Which set of Design Standards
- Critical Aircraft

Airplane Approach Category (AAC)

Category	Approach Speed (kts)
A	Less than 91
B	91 or greater, but less than 121
C	121 or greater, but less than 141
D	141 or greater, but less than 166
E	166 or greater

Airplane Design Groups (ADG)

Group	Tail Height (ft)	Wingspan (ft)
I	<20	<49
II	20-<30	49-<79
III	30-<45	79-<118
IV	45-<60	118-<171
V	60-<66	171-<214
VI	66-<80	214-<262



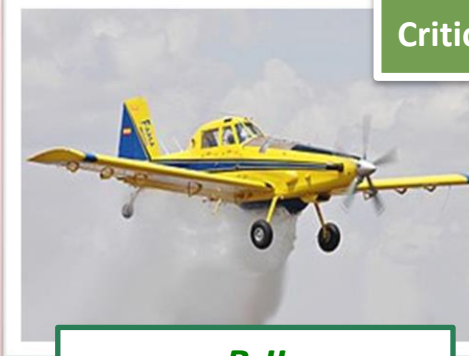
A-I
Cessna 172



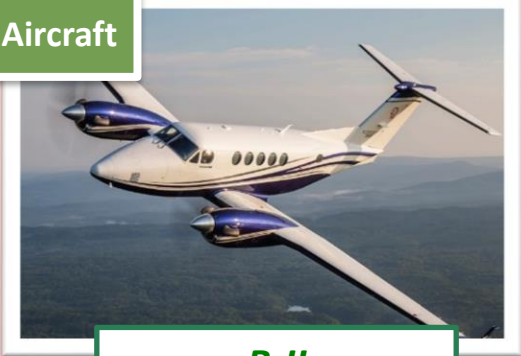
A-II
Pilatus PC-12



B-I
Cessna Citation
Mustang



B-II
Air Tractor AT-802



B-II
King Air B-200

Critical Aircraft

	Consultant	FAA
Existing Based Aircraft Count	89	59
Projected 20-Year Based Aircraft Count	105	59
2021 Annual Operations	18,062	13,138
Projected 20-Year Operations Count	22,300	15,316

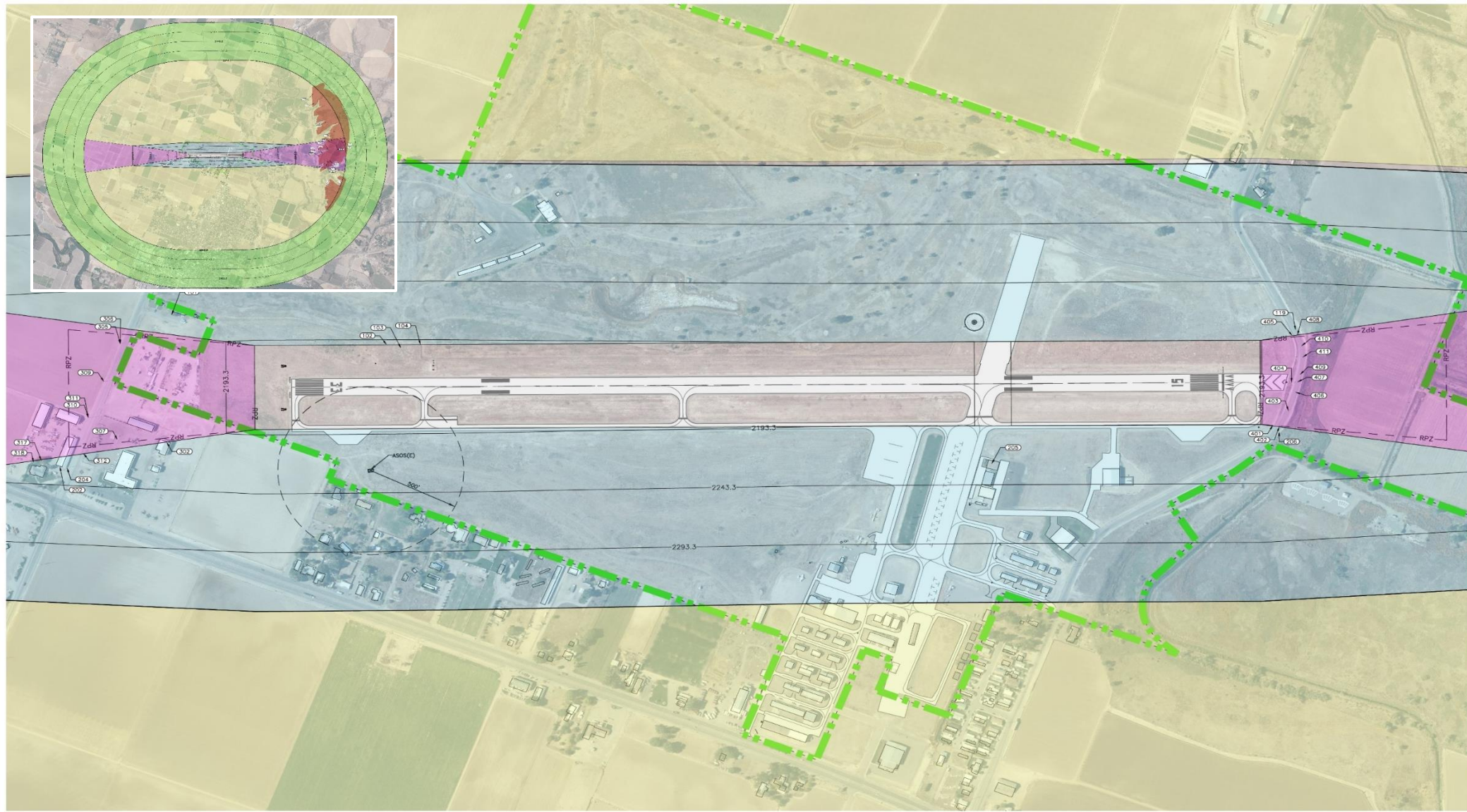
	2021	2026	2031
Projected B-II Operations	2,245	2,540	2,873

Short-term Airport Design Codes	ADG B-II / TDG-2: Beechcraft King Air 200, Air Tractor AT-802		
Ultimate Airport Design Codes	ADG B-II / TDG-2: Beechcraft King Air 200, Air Tractor AT-802		

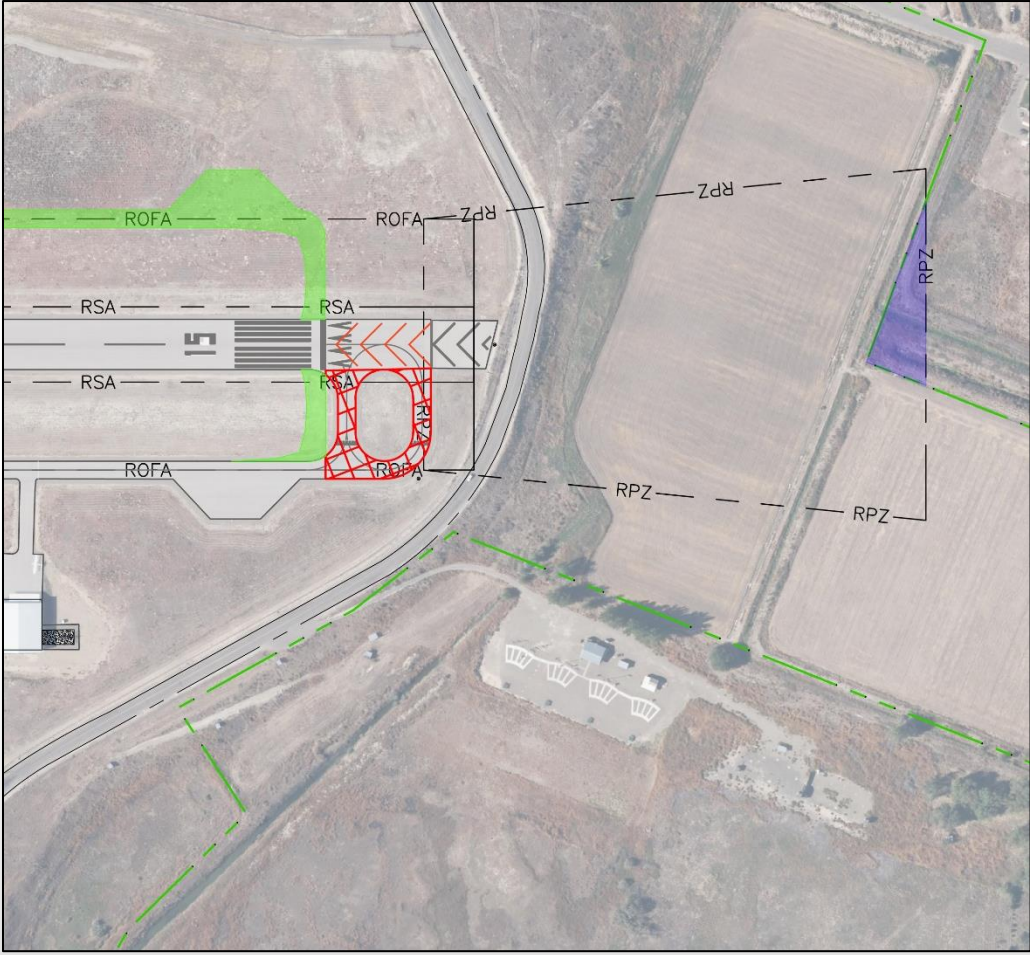
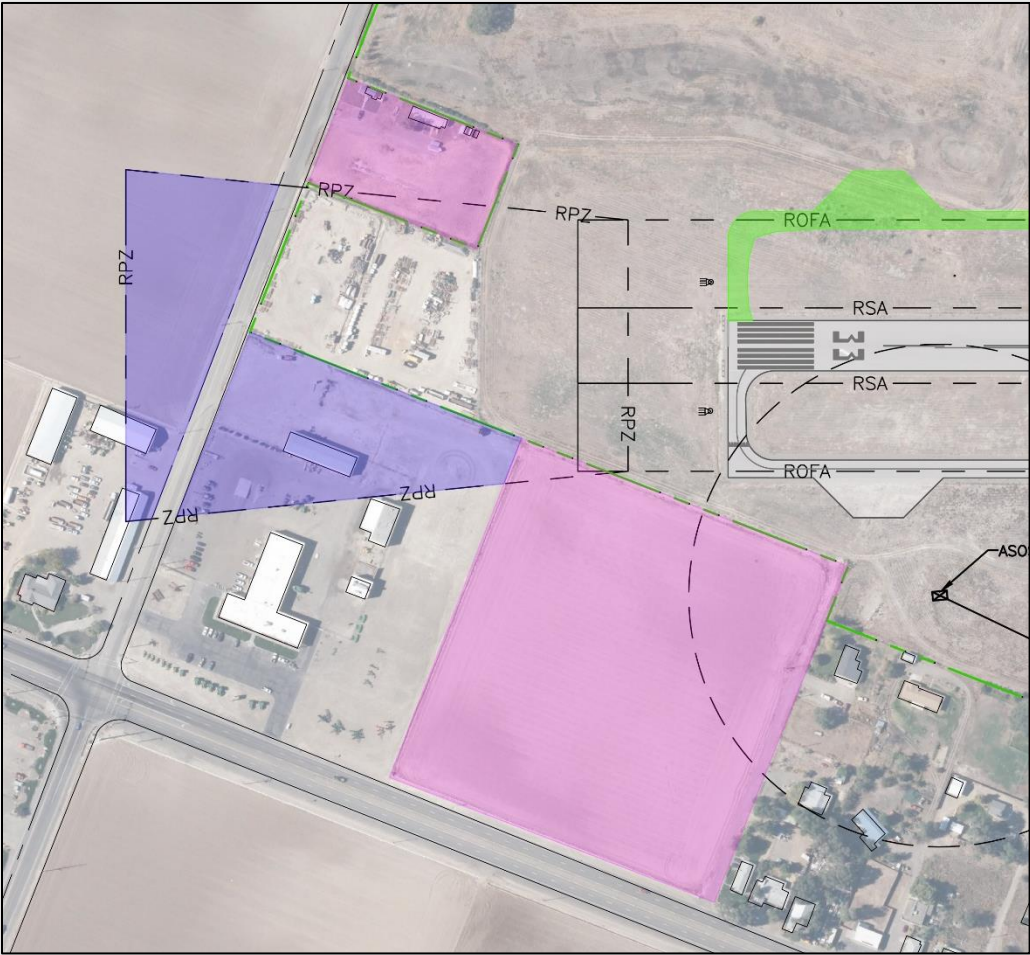
AIRSIDE FACILITY REQUIREMENTS

Standard/Specification	Standard	Existing
Runway Design Code (Runway 15/33)	B-II, NP, Large	B-II, NP, Large
Critical Aircraft	Beechcraft King Air 200	Beechcraft King Air 200/Air Tractor AT-802
Runway Length/Width	4,000 x 75 Feet	5,006 x 100 Feet
Runway Safety Area Width/Beyond End	150'/300'	150'/300'
Runway Object Free Area Width/Beyond End	500'/300'	500'/300'
Runway Obstacle Free Zone Width/Beyond End	400'/200'	400'/200'
Runway Protection Zones	500'x700'x1,000' (15 End) 1,000'x1,510'x1,700' (33 End)	500'x700'x1,000' (15 End) 1,000'x1,510'x1,700' (33 End)
Runway to Aircraft Holdline	200'	200'
Runway to Parallel Taxiway	240'	245'
Runway to Aircraft Parking	250'	>250
Taxiway Design Group	2	2
Taxiway Width	35'	35'
Taxiway Safety Area Width	79'	79'
Taxiway/Taxilane Object Free Area Width	131'/115'	131'/115'

AIRSPACE PROTECTION



LAND USE REQUIREMENTS



LANDSIDE FACILITY REQUIREMENTS



TABLE 4.18

AIRSIDE AND LANDSIDE FACILITY REQUIREMENT RECOMMENDATIONS

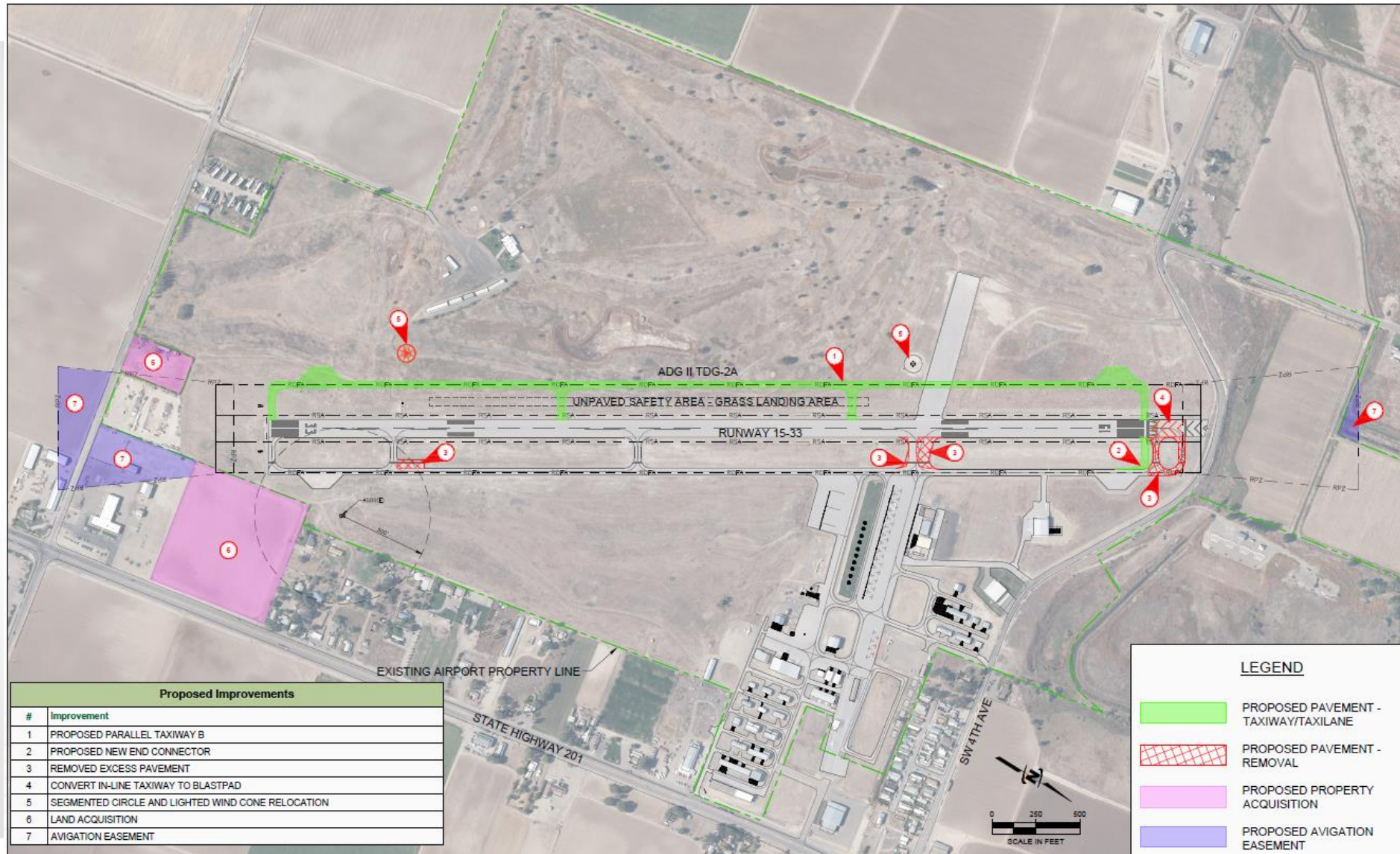
	Existing	Current Need	Forecast		
		2021	2026	2031	2041
Hangar Aircraft Storage					
Based Aircraft		89	92	96	105
Hangar Units					
T-Hangars	26	29	29	29	31
Box Hangars	41	46	49	51	57
Corporate Hangars	4	5	5	6	7
Hangar Area (SF)					
T-Hangars	29,313	32,470	32,673	33,119	35,159
Box Hangars	61,897	74,501	78,438	81,848	91,039
Corporate Hangars	31,351	37,621	38,938	47,403	51,847
Total Hangar Area	122,542	144,592	150,049	162,370	178,044
Aircraft Parking Positions					
ADG I Parking Positions					
Based Aircraft		17	17	18	19
Itinerant Aircraft	36	11	12	12	13
ADG II Parking Positions					
Based Aircraft		0	0	0	1
Itinerant Aircraft	3	3	3	3	3
Helicopter Parking Positions					
Based Aircraft		1	1	1	1
Itinerant Aircraft	1	1	1	2	2
Aircraft Parking Apron (SF)					
ADG I Aircraft Apron Area	56,350	70,144	72,718	75,225	80,240
ADG II Aircraft Apron Area	45,600	16,030	17,355	17,335	23,140
Helicopter Apron Area	3,600	7,225	7,225	14,450	14,450
Total Apron Area	105,550	93,399	97,298	107,030	117,830
Support Facilities					
GA Terminal Building					
Area (SF)	1,984	2,813	3,125	3,125	3,438
Auto Parking					
Vehicle Parking Spaces	18	47	51	52	57
Vehicle Parking Area (SF)	7,536	16,450	17,850	18,200	19,950

Source: J-U-B Analysis

Alternatives Discussion

- Airside Alternative
- Land Side Alternatives
- Discussion/Comments

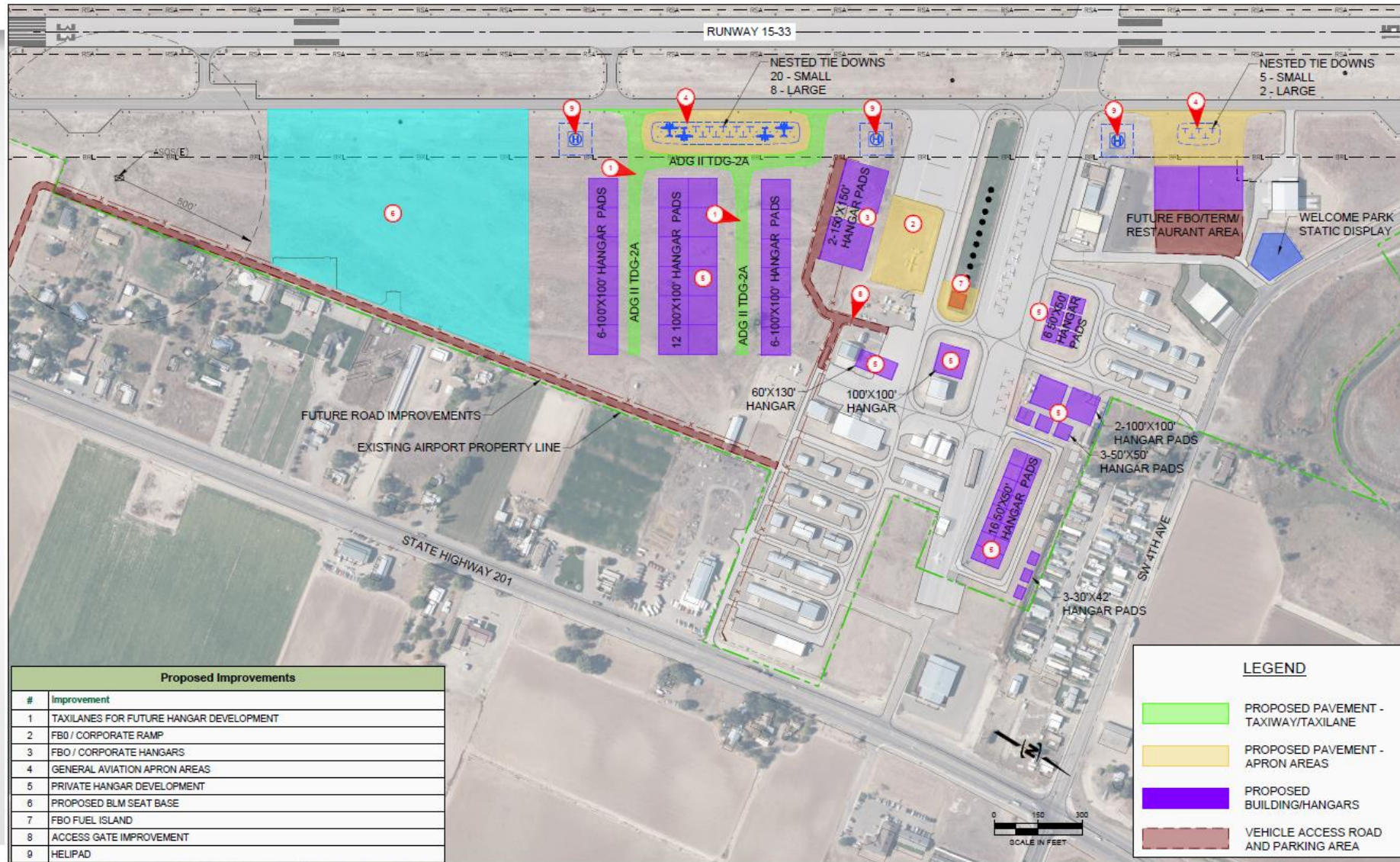
AIRSIDE ALTERNATIVE



- Minor taxiway pavement removal
- Second full parallel taxiway supports west side development

Estimated Cost: **\$4,232,930**

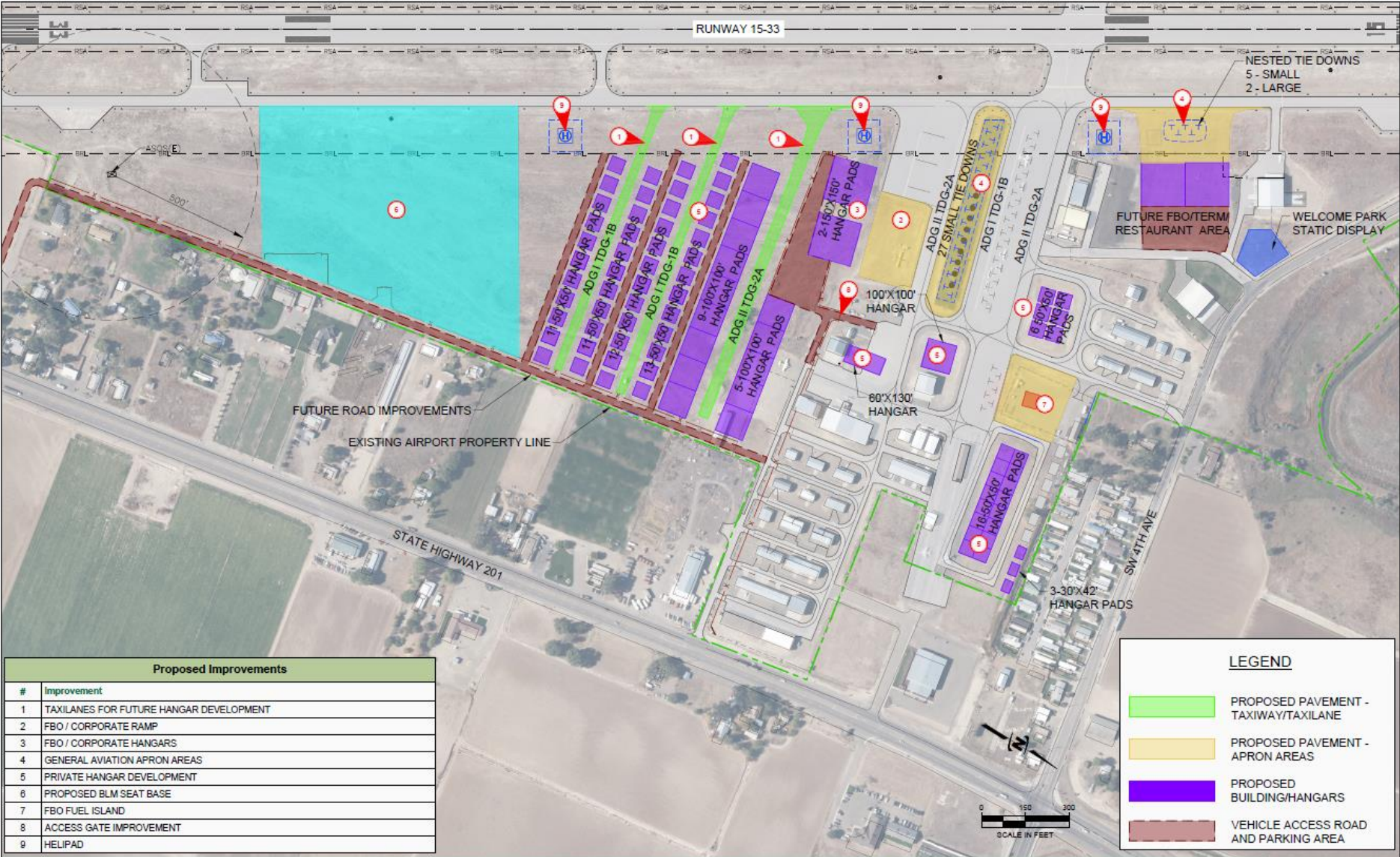
ALTERNATIVE 1A



- A/B-I aircraft potential apron positions: **25**
- A/B-II aircraft potential apron positions: **10**
- Box hangar pads: **56**
- Corporate hangar pads: **4**
- Helipads: **3**

Estimated Cost: **\$6,193,345**

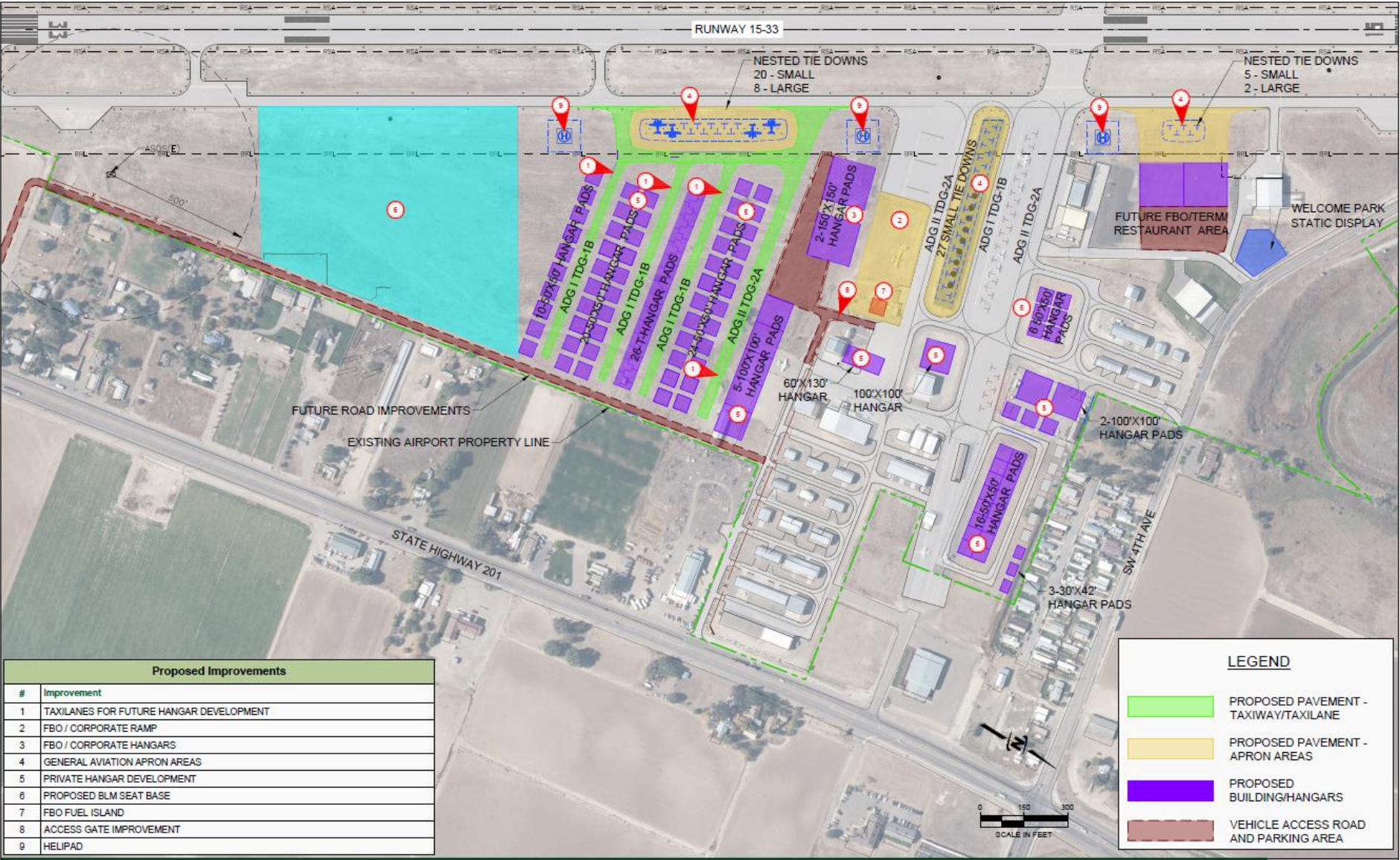
ALTERNATIVE 1B



- A/B-I aircraft potential apron positions: **32**
- A/B-II aircraft potential apron positions: **2**
- Box hangar pads: **88**
- Corporate hangar pads: **4**
- Helipads: **3**

Estimated Cost: **\$6,727,050**

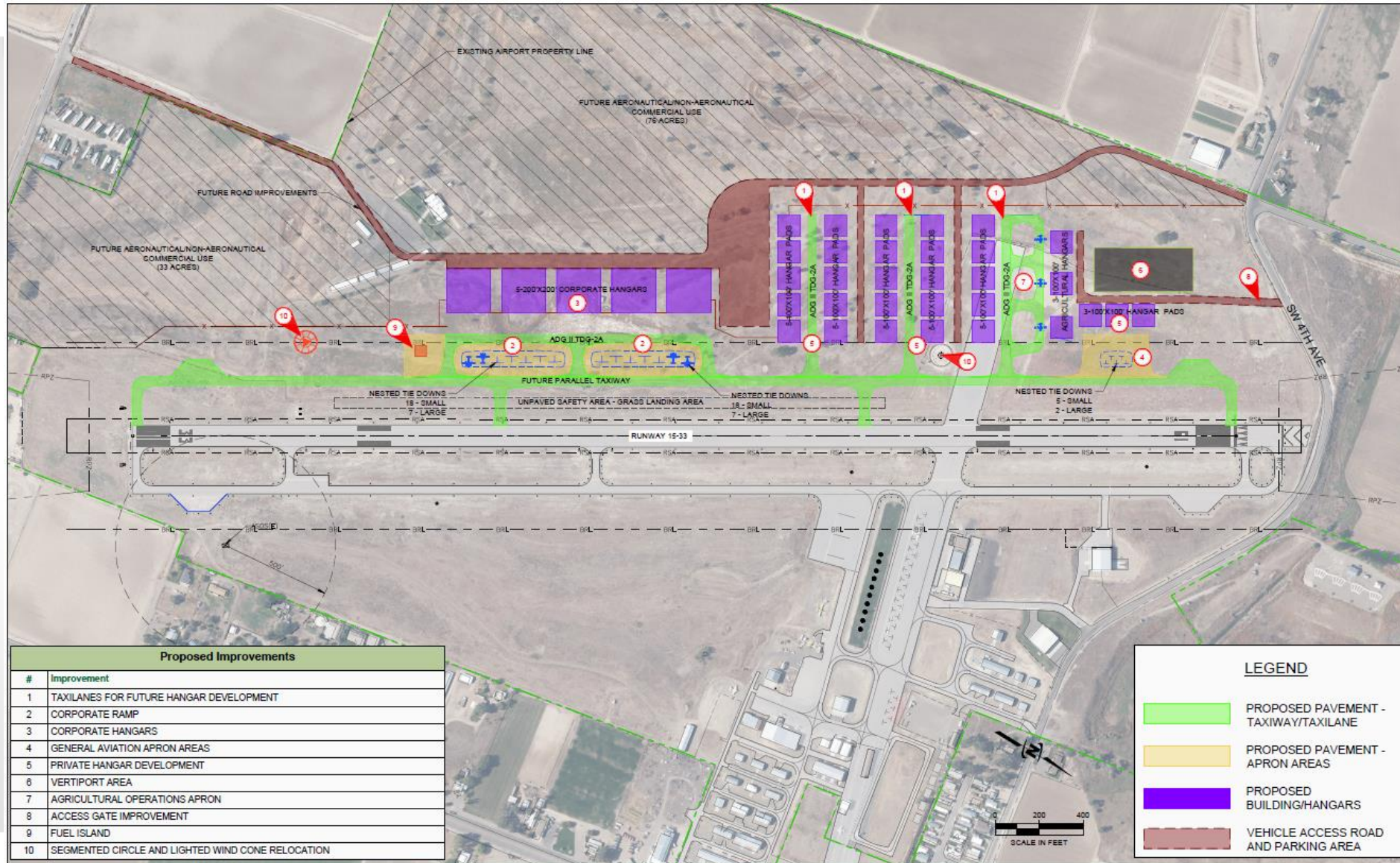
ALTERNATIVE 1C



- A/B-I aircraft potential apron positions: **52**
- A/B-II aircraft potential apron positions: **10**
- T-hangar pads: **26**
- Box hangar pads: **91**
- Corporate hangar pads: **4**
- Helipads: **3**

Estimated Cost: **\$7,952,460**

ALTERNATIVE 2A



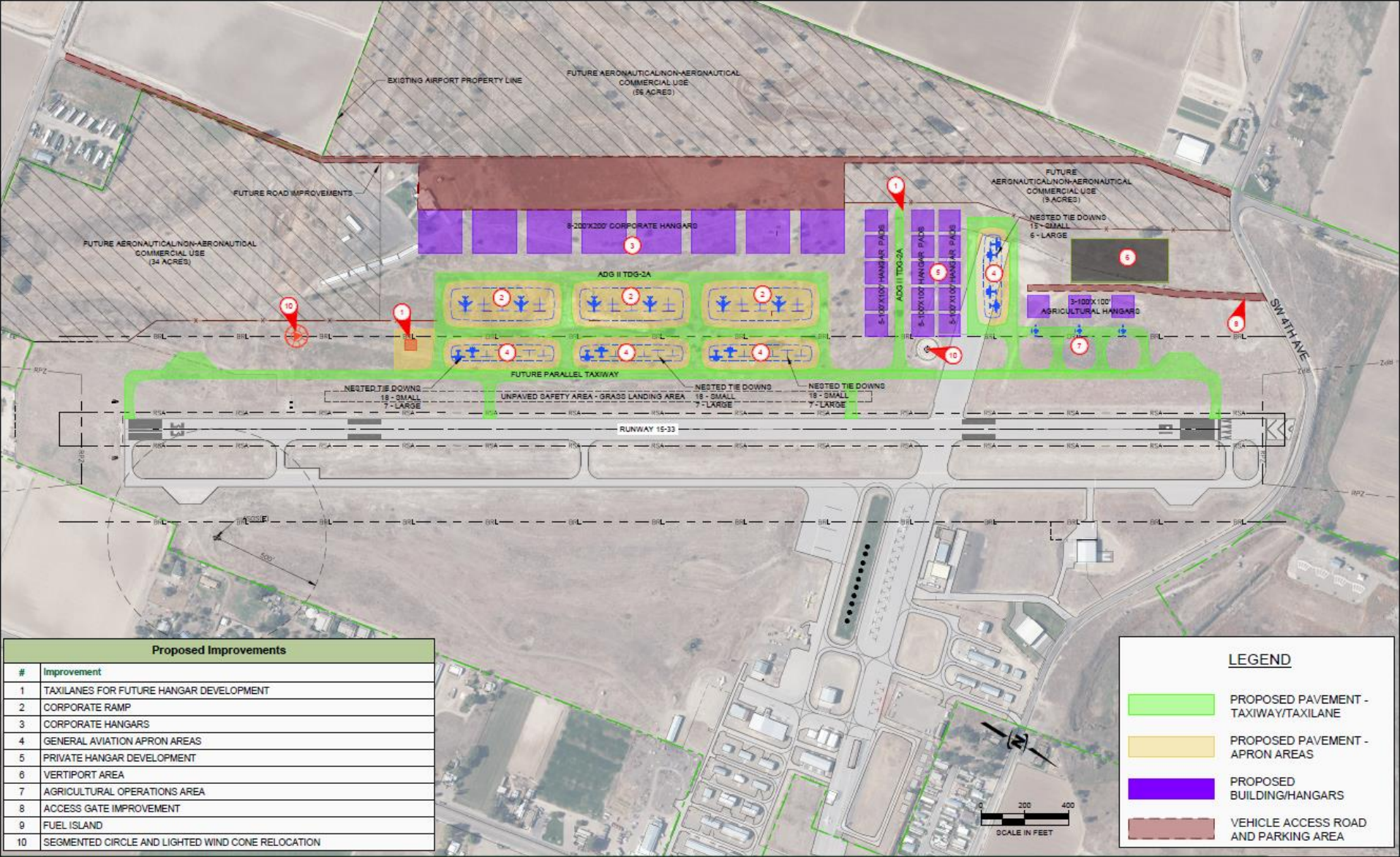
Proposed Improvements	
#	Improvement
1	TAXILANES FOR FUTURE HANGAR DEVELOPMENT
2	CORPORATE RAMP
3	CORPORATE HANGARS
4	GENERAL AVIATION APRON AREAS
5	PRIVATE HANGAR DEVELOPMENT
6	VERTIPORT AREA
7	AGRICULTURAL OPERATIONS APRON
8	ACCESS GATE IMPROVEMENT
9	FUEL ISLAND
10	SEGMENTED CIRCLE AND LIGHTED WIND CONE RELOCATION

LEGEND	
	PROPOSED PAVEMENT - TAXIWAY/TAXILANE
	PROPOSED PAVEMENT - APRON AREAS
	PROPOSED BUILDING/HANGARS
	VEHICLE ACCESS ROAD AND PARKING AREA

- A/B-I aircraft potential apron positions: **41**
- A/B-II aircraft potential apron positions: **16**
- Box hangar pads: **31**
- Corporate hangar pads: **5**
- Helipads: **0**
- Future Commercial Use Acres: **109**

Estimated Cost: **\$7,633,965**

ALTERNATIVE 2B



Proposed Improvements	
#	Improvement
1	TAXILANES FOR FUTURE HANGAR DEVELOPMENT
2	CORPORATE RAMP
3	CORPORATE HANGARS
4	GENERAL AVIATION APRON AREAS
5	PRIVATE HANGAR DEVELOPMENT
6	VERTIPORT AREA
7	AGRICULTURAL OPERATIONS AREA
8	ACCESS GATE IMPROVEMENT
9	FUEL ISLAND
10	SEGMENTED CIRCLE AND LIGHTED WIND CONE RELOCATION

LEGEND	
	PROPOSED PAVEMENT - TAXIWAY/TAXILANE
	PROPOSED PAVEMENT - APRON AREAS
	PROPOSED BUILDING/HANGARS
	VEHICLE ACCESS ROAD AND PARKING AREA

- A/B-I aircraft potential apron positions: **69**
- A/B-II aircraft potential apron positions: **42**
- Large jet aircraft apron positions: **15**
- Box hangar pads: **18**
- Corporate hangar pads: **8**
- Helipads: **0**
- Future Commercial Use Acres: **99**

Estimated Cost: **\$13,101,640**

CONCEPT



DISCUSSION & QUESTIONS



NEXT STEPS



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THANK YOU FOR BEING HERE TODAY!



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