









# Ontario, Oregon Airport (ONO)

Airport Master Plan Update
Technical Advisory Committee Meeting #1
May 13, 2021









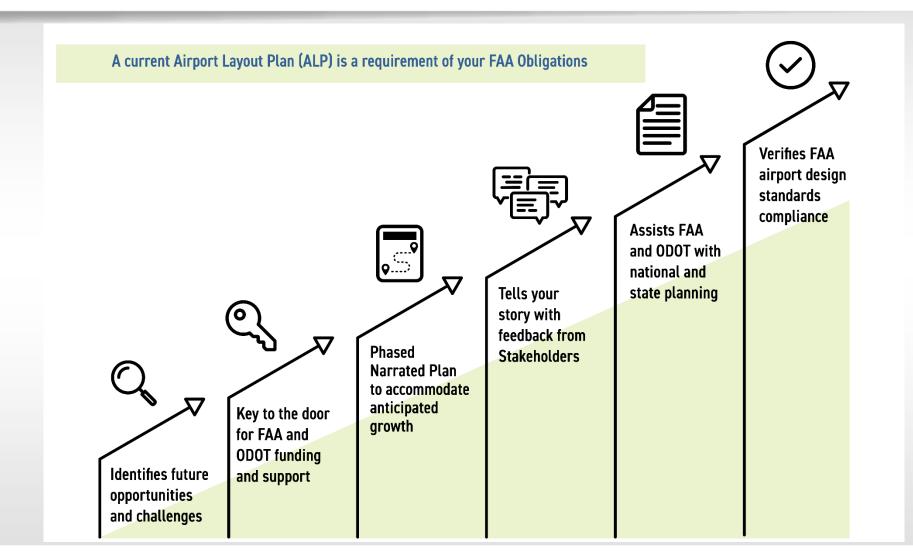
ENGINEERS, INC. OTHER J-U-B COMPANIES

## **TODAY'S MEETING**

## Goals for Todays Session

- **∑**Introductions
- ≥ Introduce the Workflow and Schedule
- Discuss and Consider Issues and Hot Topics

## WHY DO AIRPORT PLANNING?



#### WHO DOES WHAT?

- City Council Gets the final say on document content and planned improvements.
- Technical Advisory Committee (TAC) Makes recommendations to the City.
- J-U-B ENGINEERS Guides the process, creates drawings, exhibits, presentations, recommendations to the TAC and City.
- FAA Approves forecasts and reviews the master plan draft documents. Also, approve ALP and air spacing.
- ODOT Offers input at key times in the planning process.

## WHAT DO WE GET FROM THIS PROCESS?

## Updated Master Plan REPORT

Fully narrated report in compliance with FAA's Standard Operating Procedures guidance. Planned improvements will be shown in easy to understand formats and graphics.



FAA's Airport's
Geographic Information
Systems (AGIS) is
a comprehensive
database of airspace
and survey information
for future Air
Navigation.
Airport Airspace and

**Ground SURVEY** 

## Planning **PROCESS**

A sequence of working papers, presentations to the TAC and Airport. Airport approves and adopts the Final Plan.

## Updated Master Plan **DRAWINGS**

Full-size drawings that show the Airport Layout Plan, a closer-in view of the apron and hangar area, the airport's airspace, land uses and properties.



The airport, Technical Advisory Committee (TAC), and the public engage in the process. Their voices guide the planning outcomes.

Public INVOLVEMENT

#### **PUBLIC INVOLVEMENT ELEMENTS**

#### > TECHNICAL ADVISORY COMMITTEE

Makes recommendations for the plan.

#### > PROPOSED STAKEHOLDER OUTREACH

- □ Who should be contacted by the City?
- □ Stakeholder survey?
- □ Community introduction concerning MPU?

#### > OPEN HOUSE PLATFORM

How should this be conducted? #Covid

#### > WEBSITE

#### TECHNICAL ADVISORY COMMITTEE MEMBERS

٦	7	AC
		"

Erik Hartley Airport Manager

Adam Brown City Manager

John Kirby City Council

Brianna Paddon TVCC/Silverhawk

Jim Bain Chair - Airport Board

John FreeburgVice Chair - Airport Board

Gary Taylor Airport Board

Shay Myers Airport Board

Shawn Coleman Airport Board

Luke Keller Airport Board

Brian Rindlisbacher BLM

Jessica Sherwood BLM

Michael Spelman BLM

Tom Fraizer Frazier Aviation (FBO)

Shawna Peterson Eastern Oregon Boarder

#### J-U-B Team

Neal FraserProject Manager

Toby Epler Client Manager/Engineer

Chuck Larson Principal

Shawn Dulin Designer

Christine RoemelingPlanning Support

Garth Cumberbatch Aviation Planner

Who else should be included?

#### ROLE OF THE TECHNICAL ADVISORY COMMITTEE

- The TAC is an "Advisory" board to the City
- Listen to each other and work together as a team
- Share our ideas and perspectives in a comfortable space
- Understand and embrace the values, interests and concerns of all members
- Address all community interests and perspectives and act as a liaison
- Evaluate and consider the benefits for all community members
- Maintain consistency in our messages with the public
- > Attend Open Houses and receive and convey public input
- > Reach consensus on a decision that meets the needs and interests of all parties

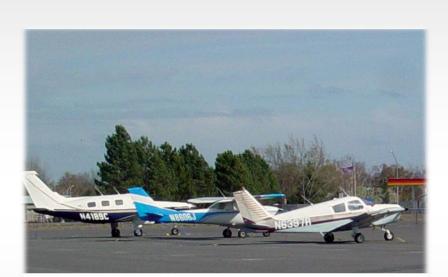
The City Council will take into consideration TAC recommendations in their decisions

## **PUBLIC OUTREACH**

- Identify stakeholders and members of the community who are interested in the airport and its development.
- Create a list and notify this group at key milestones in the project.
- Who should be on the notification list?

ONTARIO MUNICIPAL AIRPORT	rease toFlights per Month	
	aircraft.	
TARIO Future Use Survey		
THE CATEWAY TO ADVENTURE		any concerning the ONTARIO
the OATARIO MUNICIPAL AIRPORT, through a grant from the Oregon Department of Transportation and the he OATARIO MUNICIPAL AIRPORT, through a grant from the Oregon Department of this he of the OATARIO MUNICIPAL AIRPORT, through a grant from the OATARIO MUNICIPAL AIRPORT, through a grant from the OATARIO MUNICIPAL AIRPORT as well as to help	AIRPORT?	
he ONTARIO MUNICIPAL AIRPORT, through a grant from the Oregon Department of Transportation and use lederal Aviation Administration (FAA), is conducting a Master Plan Update (MPU). A critical component of this ederal Aviation Administration (FAA), is conducting a Master Plan Update (MPU). As a current or potential ailport fifth is to dentify the existing and future needs and demands for the airport. As a current or potential airport fifth is to dentify the existing and future needs and demands for the airport. As a current of potential airport fifth is to dentify the existing and future needs and demands for the airport and airport and the airport for the airport and airport and the airport and airport airport airport and airport airpo		
he CNTARIO MUNICIPIE, ARVING, (FAL), is conducting a Master Hell Operation. As a current of potential signal celeral alvision Administration (FAL), is conducting a Master Hell Operation and demands for the approximate signal as to help infort it to identify the existing and future needs and demands for the needs of the approximate signal as to help effort it in its density the existing and the provide helpful information concerning the current use and needs of the approximation signal as to help est, you can provide helpful information concerning the current use and needs of the approximation signal and the provided helpful information concerning the current use and needs of the approximation of the provided helpful information concerning the current use and needs of the approximation of the provided helpful information concerning the current use of the provided helpful information concerning the current use of the provided helpful information concerning the current use of the provided helpful information concerning the current use and needs of the approximation of the provided helpful information concerning the current use and needs of the approximation of the provided helpful information concerning the current use and needs of the approximation of the provided helpful information concerning the current use and needs of the approximation of the provided helpful information concerning the current use and needs of the provided helpful information concerning the current use of the provided helpful information concerning the current use of the provided helpful information concerning the current use of the provided helpful information concerning the current use of the provided helpful information concerning the current use of the provided helpful information concerning the current use of the provided helpful information concerning the current use of the provided helpful information concerning the current use of the provided helpful information concerning the current use of the provided helpful information concernin	raft at the ONTARIO MUNICIPAL being somewhat important.	
dentify what future improvements may be wall a live.	importance.	
J-U-B ENGINEERS, Inc. Point of Contact: Erik Hartley, 541-212-1676, <u>Erik Hartley@ontarioorsgon.org</u>	acilities	
	sidence/Business	
RESPONDENT INFORMATION  1. The combined results of this survey will be reported in the study without identifying individual respondents. However, entering the information below will allow us to contact you individually if questions arise about any of the above responses entering the information is needed.	allability	
entering the information below will allow or if additional information is needed.	or Tenants and Service Providers	
	Rules and Regulations	
Company Name: Respondent's Name:	han a 30,000-lb single wheel or	
Address: Email:	strength necessary for your use?	
City:	um gross weight of your aircraft) ARIO MUNICIPAL AIRPORT, how	
AIRCRAFT ACTIVITY  [] Yes [] No		
Do you or your company fly general aviation aircraft?    Yee, "what type aircraft?   Yee," what type aircraft?	your company's decision to operate	
"See (honefits") List in order of importance.		
<ol> <li>If you answered yes to the previous question, what are the reasons/benefits? List in order of importance.</li> </ol>		
	ant? []Yes []No	
Do you or your company use the CNTARIO MUNICIPAL AIRPORT? [] Yes [] No     Joyou or your company use the CNTARIO MUNICIPAL AIRPORT? [] Yes [] No     Joyou or your company use the CNTARIO MUNICIPAL AIRPORT? [] Yes [] No     Joyou or your company use the CNTARIO MUNICIPAL AIRPORT? [] Yes [] No     Joyou or your company use the CNTARIO MUNICIPAL AIRPORT? [] Yes [] No	ant [] 100 [] 110	
	-	
	1	
H "Yes", explain limitations/reasons.  6. Do you or your company base an aircraft at the ONTARIO MUNICIPAL AIRPORT? [] Yes [] No		
Manut is your average number of flights per mounts	o develop it? [ ] Yes [ ] No	
A LANGUAGE STATE AND A STATE OF PASSENGER OF		
What is your anticipated activity level at the ONTARIO MUNICIPAL.    Decrease to Flights per Month.		
[] None [] Increase to Flights per month.	businesses in the area?	
<ol> <li>What is your anticipated activity level at the ONTARIO MUNICIPAL AIRPORT within the next five years?</li> </ol>	and benefit the community?	
to state level at the ONI ARIO MONICI. To	13 Page 2 of 3	

#### **PROJECT WEBSITE**



#### **Documents and Reports**

TAC Meeting Kickoff Presentation

TAC Meeting No. 1 Summary

TAC Meeting No. 2 - Presentation for Working Paper No. 1

TAC Meeting No. 2 - Presentation for Working Paper No. 1 Summary

Working Paper No. 1 for the Richland Airport Master Plan

TAC Meeting No. 3 - Presentation for Working Paper No. 2

TAC Meeting No. 3 - Presentation for Working Paper No. 2 Summary

Draft Preferred Alternative Future Airport Layout

https://onomasterplan.jub.com/



#### **Trigger Point Planning**

This interactive planning figure depicts the preferred development plan items at the Richland Airport. Timing for completion of certain projects can depend on various factors. Use the sliders to "trigger" different projects based on a few of the important factors. Note: this is planning level estimations only. Any construction work will depend on available funding, feasibility, and FAA justification.



## **AIRSPACE AND GROUND SURVEY**

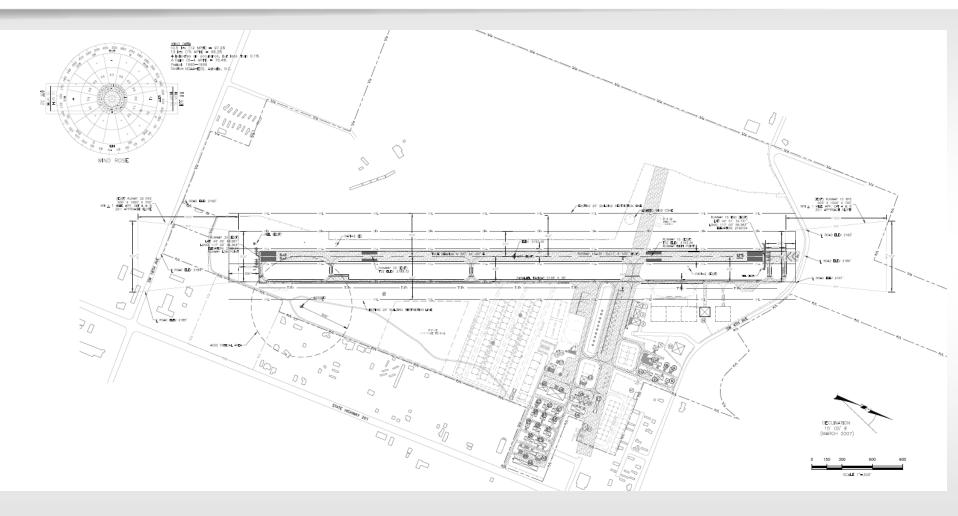
- Much of it completed in 2016
- Review surveyed data and evaluate additional needs.
- Use information for Drawings, Exhibits,ALP, etc.



# UPDATED MASTER PLAN REPORT DOCUMENT & AIRPORT LAYOUT PLAN

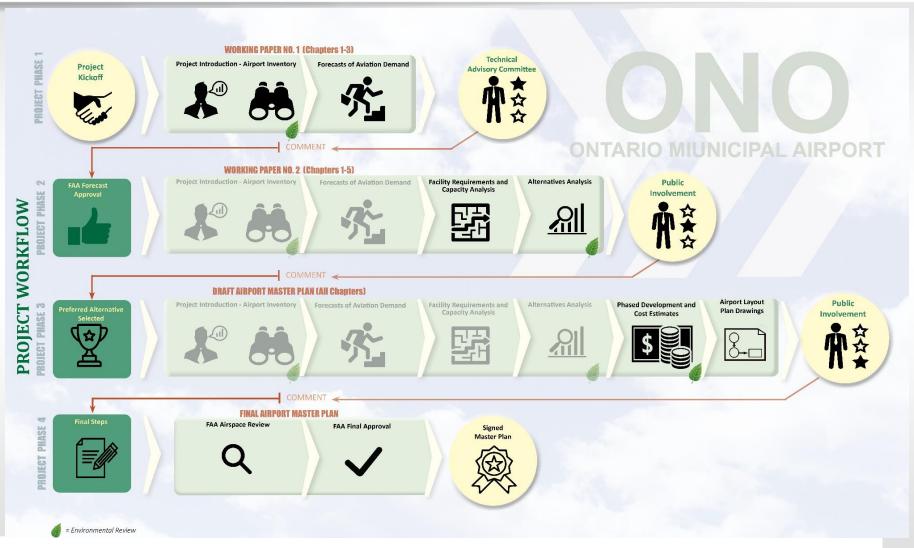
#### **SEVEN PRIMARY CHAPTERS:**

- 1. Introduction to the Plan
- 2. Inventory
- Forecasts of AviationDemand
- 4. Facility Requirements
- 5. Alternatives Analysis
- 6. Phased Development and Cost Estimates
- Airport Layout Plan and Drawings
  - Cover Sheet
  - Airport Layout Plan
  - Terminal Area Plans
  - Airport Airspace Drawing
  - Airspace Plan and Profile Drawings
  - Land Use Drawings
  - Airport Property Inventory Map



#### PROJECT PROCESS AND WORKFLOW

- Presentations and TAC Consultations
- Open Houses, Surveys, Stakeholder Interviews
- > Follow-up Meetings
- Presentations to City Council
- Working Papers, Draft and Final Documents



## **PROJECT SCHEDULE**

ONO	05/2021	06/2021	07/2021	08/2021	09/2021	10/2021	11/2021	12/2021	01/2022	02/2022	03/2022	04/2022	05/2022	06/2022	07/2022	08/2022	09/2022	10/2022	11/2022
Project Creation	$\bigstar$																		
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	<b>&gt;</b>				<b>&gt;</b>			<b>&gt;</b>		<b>&gt;</b>	<b>&gt;</b>		<b>&gt;</b>	<b>&gt;</b>		<b>&gt;</b>	<b>&gt;</b>		
Consultations/Public Involvement	<del>iui</del>			<u>ini</u>				فية						فية				فية	
Deliverables	1000											111111			**************************************				

#### **KEY ISSUES**

- 1 Potential Development and Enhancement
- 2 Grant Assurance Compliance
- 3 FAA Design Standards Compliance
- 4 Future Design/Critical Aircraft

## **DESIGN FOR DEVELOPMENT AND ENHANCEMENT**



## **ADVANCED AIR MOBILITY**

- An eVTOL depot could be a reality at Ontario in the future
- Estimated that the Air Mobility
  System will be in operation by 2028
  or earlier.



## **GRANT ASSURANCE COMPLIANCE**

## Grant Assurance Landscape is Changing...

- 39 FAA Grant Assurances.
- Assurances Updated With the City's Execution Of Every New Grant Offer.
- Non-Compliant Results in Potential Loss of Funding.
- > FAA often focuses on specific assurances, sometimes depending upon the quantity or nature of FAR Part 13 or 16 complaints.
- The FAR Part 13 and 16 Compliant Process Provides a Party with the Ability to Seek Remedy for Sponsor Non-Compliance with One or more Grant Assurance. Fines are a potential.



#### ASSURANCES

Airport Sponsors

- These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for
- 2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, U.S.C., subtitle VII, as againstant requesting means around the provisions of the To, Cook, amount of the agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner with control of a photo-use alport, the term private sponsor means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors
- Upon acceptance of this grant offer by the sponsor, these assurances are incorporated B. Duration and Applicability.

Airport development or Noise Compatibility Program Projects Undertaken by a

The terms, conditions and assurances of this grant agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with federal funds. Furthermore, the duration of the Civil Rights

2. Airport Development or Noise Compatibility Projects Undertaken by a Private

The preceding paragraph 1 also applies to a private sponsor except that the useful life the preceding paragraph 1 also appares to a private spousor except that the essent the of project items installed within a facility or the useful life of the facilities developed or equipment acquired under an airport development or noise compatibility program project shall be no less than ten (10) years from the date of acceptance of Federal aid

Airport Sponsor Assurances 3/2014

Page 1 of 26

## **GRANT ASSURANCE COMPLIANCE**

## Recent Emphasis...

- Any Change to Obligated Airport Property must be found on the Airport Layout Plan, be NEPA Environmentally-Approved, and Not be a Hazard to Navigable Airspace (FAA Form 7460).
- > FAA process for easements
- > Marking/Lighting/Lowering of Consequential Objects in Area Airspace.
- > FAA May Conduct GA Airport Safety and or Compliance Inspections.
- > Land Use and Zoning Overlay District. Compatible Land Use
- Aircraft Storage Hangar Use
- > Hangar Ground Leasing
  - Agreements, language, and Fair Market Value

## **SECTION 163(D) DEVELOPMENT REVIEW**

#### OWNERSHIP MAP

- Deed or Conveyance Documentation regarding Ownership of lands
  - Identify if federal surplus property
- Source of funding for each parcel

#### SCREENING PROCESS – For Non-Aeronautical Use

- 1. Sponsor Acquired Property (No Federal Funding)
  - If property not needed for the operation and safety of the airport, no FAA authority.
- 2. AIP Funded or Surplus Property
  - Environmental Review
  - Airspace clearance
  - Land Release Document

#### **Section 163 Requirements:**

"When a sponsor submits an ALP change, requests a change in land use from aeronautical to nonaeronautical, or requests to dispose of airport-owned land, the FAA must determine whether the proposal is subject to the agency's approval authority, as defined/limited by section 163."

## **FUTURE/DESIGN CRITICAL AIRCRAFT**

#### Airport Design

- Dased upon Wingspan and Approach Speed
- $\supset$  Also based upon Wheel Track and Wheelbase
- ∑ 500 Take-offs or Landings by 'Biggest and Fastest' Aircraft, Determine Which set of Design Standards

#### **Primary Considerations:**

- Operations game camera, fuel sales, TAF, TFMSC, other
- Based Aircraft basedaircraft.com

#### Airplane Approach Category (AAC)

Category	Approach Speed (kts)						
Α	Less than 91						
В	91 or greater, but less than 121						
U	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					
	20-<30	49-<79					
III	30-<45	79-<118					
IV	45-<60	118-<171					
V	60-<66	171-<214					
VI	66-<80	214-<262					



Cessna 172



Pilatus PC-12



Cessna Citation Mustang

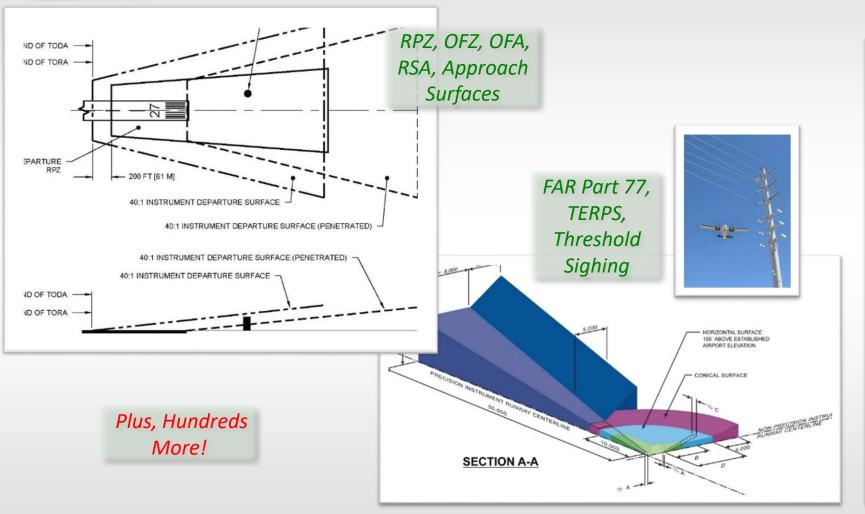


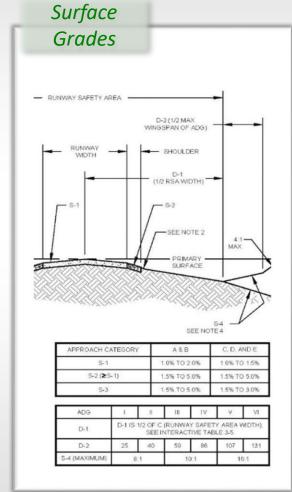
King Air B-200



Air Tractor AT-802

## FAA DESIGN STANDARDS COMPLIANCE





## **OPEN DISCUSSION**

#### **PROJECT GOALS AND ISSUES**

#### **NEXT STEPS**

J-U-B Listens to you, updates our project understanding, begins crafting the first few chapters (1-3) J-U-B develops and implements a process to seek input on how the Ontario Airport can best communicate with airport users and community – Stakeholder Interviews

Airport Inventory Aviation Demand Forecast

Presentation of Working Paper No. 1

#### Contact

#### THANK YOU FOR BEING HERE TODAY!

Erik Hartley

Erik.Hartley@ontariooregon.org

541-881-8848

Neal Fraser

nfraser@jub.com

801-226-0393

Toby Epler

tepler@jub.com

208-376-7330