



ONTARIO
OREGON
THE GATEWAY TO ADVENTURE

Ontario, Oregon Airport (ONO)

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



J-U-B ENGINEERS, INC.



THE
LANGDON
GROUP
a J-U-B Company



GATEWAY
MAPPING
INC.
a J-U-B Company

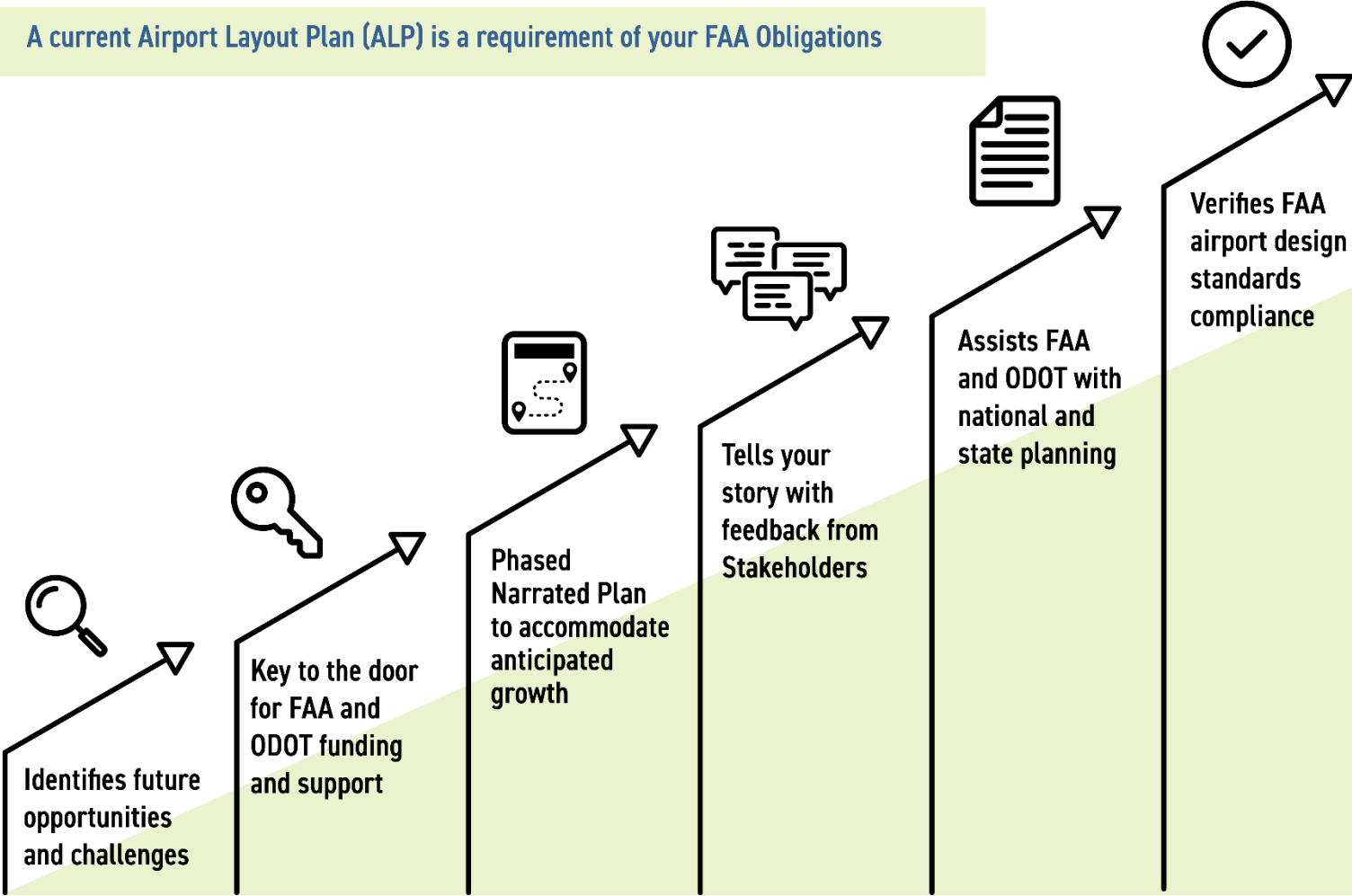
OTHER J-U-B COMPANIES

Goals for Today's Session

- Introductions
- Introduce the Master Plan Project and its Process
- Introduce the Workflow and Schedule
- Discuss and Consider Issues and Hot Topics

WHY DO AIRPORT PLANNING?

A current Airport Layout Plan (ALP) is a requirement of your FAA Obligations



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.



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.



Planning PROCESS

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

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



Complete

Airport Airspace and Ground SURVEY



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

<u>TAC</u>		<u>J-U-B Team</u>	
▪ Erik Hartley	Airport Manager	▪ Michael Spelman	BLM
▪ Adam Brown	City Manager	▪ Tom Fraizer	Frazier Aviation (FBO)
▪ John Kirby	City Council	▪ Shawna Peterson	Eastern Oregon Boarder
▪ Brianna Paddon	TVCC/Silverhawk		
▪ Jim Bain	Chair - Airport Board	▪ Neal Fraser	Project Manager
▪ John Freeburg	Vice Chair - Airport Board	▪ Toby Epler	Client Manager/Engineer
▪ Gary Taylor	Airport Board	▪ Chuck Larson	Principal
▪ Shay Myers	Airport Board	▪ Shawn Dulin	Designer
▪ Shawn Coleman	Airport Board	▪ Christine Roemeling	Planning Support
▪ Luke Keller	Airport Board	▪ Garth Cumberbatch	Aviation Planner
▪ Brian Rindlisbacher	BLM		
▪ Jessica Sherwood	BLM		

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
Master Plan Update
Future Use Survey

The ONTARIO MUNICIPAL AIRPORT, through a grant from the Oregon Department of Transportation and the Federal Aviation Administration (FAA), is conducting a Master Plan Update (MPU). A critical component of this effort is to identify the existing and future needs and demands for the airport. As a current or potential airport user, you can provide helpful information concerning the current use and needs of the airport, as well as to help identify what future improvements may be warranted. Your participation will be important in shaping the future of the airport.

J-U-B ENGINEERS, Inc.
Point of Contact: Erik Hartley, 541-212-1676, Erik.Hartley@ontarioporegon.org

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 or if additional information is needed.

Company Name: _____
Respondent's Name: _____
Address: _____
City: _____ Phone: _____ Email: _____

AIRCRAFT ACTIVITY

2. Do you or your company fly general aviation aircraft? Yes No
If "Yes," what type aircraft? _____

3. If you answered yes to the previous question, what are the reasons/benefits? List in order of importance.

4. Do you or your company use the ONTARIO MUNICIPAL AIRPORT? Yes No

5. If you answered Question 2 or 4 as "No," are there size or approach procedure limitations or other reasons that prevent you or your company from using or basing aircraft at the ONTARIO MUNICIPAL AIRPORT? Yes No N/A
If "Yes", explain limitations/reasons: _____

6. Do you or your company base an aircraft at the ONTARIO MUNICIPAL AIRPORT? Yes No
If so, what type? For how many months/years? _____

7. What is your average number of flights per month? _____

8. What is your average number of passengers (including pilot) carried per month? _____

9. What is your anticipated activity level at the ONTARIO MUNICIPAL AIRPORT within the next year?
 None Increase to _____ Flights per Month Remain Same Decrease to _____ Flights per Month

10. What is your anticipated activity level at the ONTARIO MUNICIPAL AIRPORT within the next five years?

Page 1 of 3

Page 2 of 3

Page 3 of 3

AIRSPACE AND GROUND SURVEY

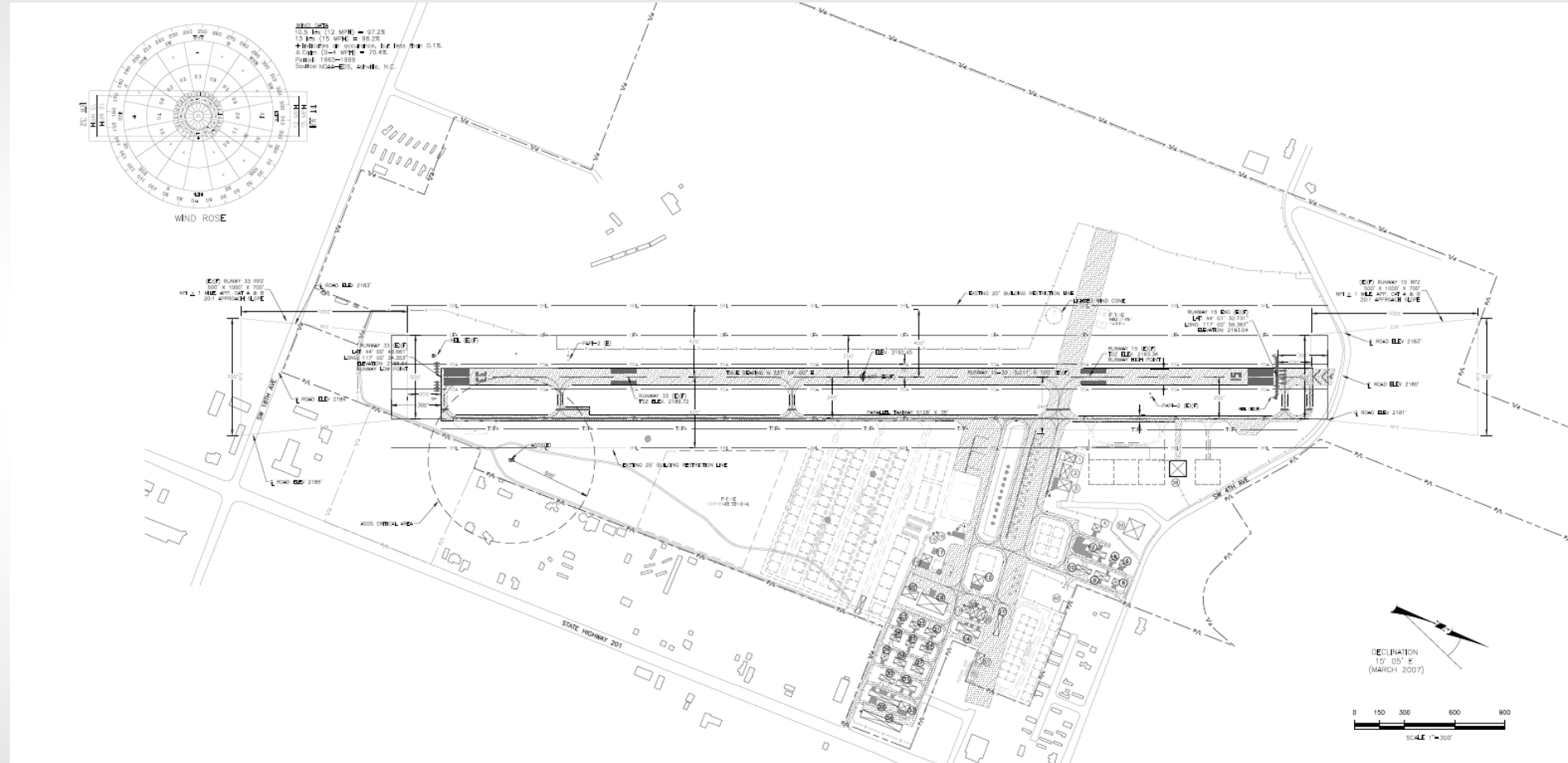
- Much of it completed in 2016
- Review surveyed data and evaluate additional needs.
- Use information for Drawings, Exhibits, ALP, etc.



UPDATED MASTER PLAN REPORT DOCUMENT & AIRPORT LAYOUT PLAN

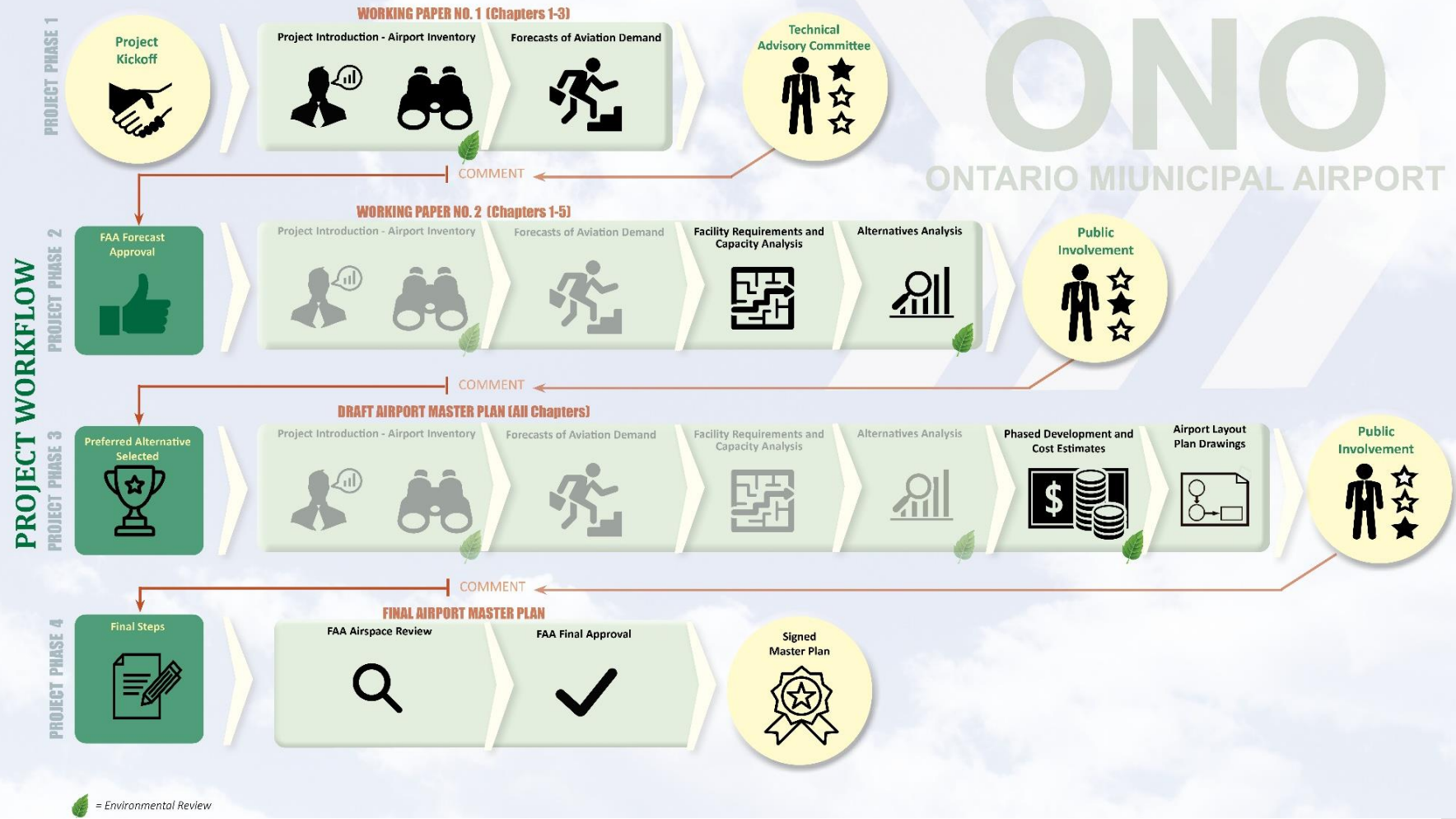
SEVEN PRIMARY CHAPTERS:

1. Introduction to the Plan
2. Inventory
3. Forecasts of Aviation Demand
4. Facility Requirements
5. Alternatives Analysis
6. Phased Development and Cost Estimates
7. 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



ONO
ONTARIO MUNICIPAL AIRPORT

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																				
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																				

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.

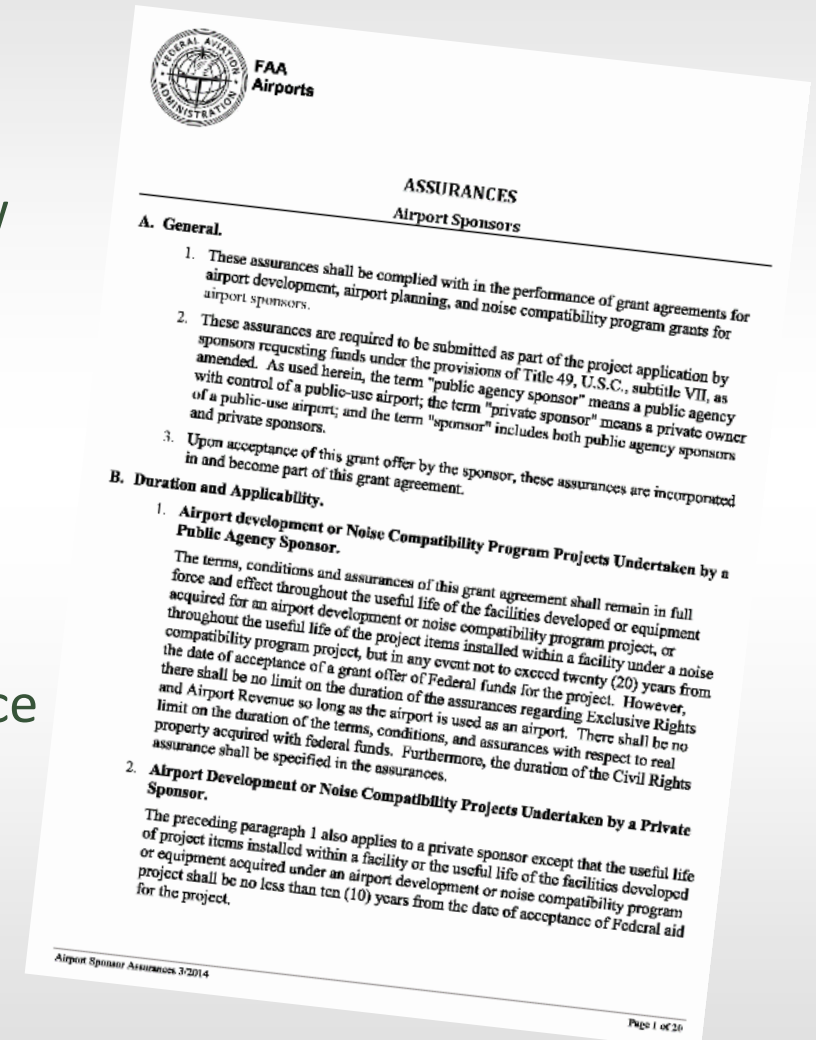


*Beta Technologies

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.



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 non-aeronautical, 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

- 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

Primary Considerations:

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

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
King Air B-200



B-II
Air Tractor AT-802

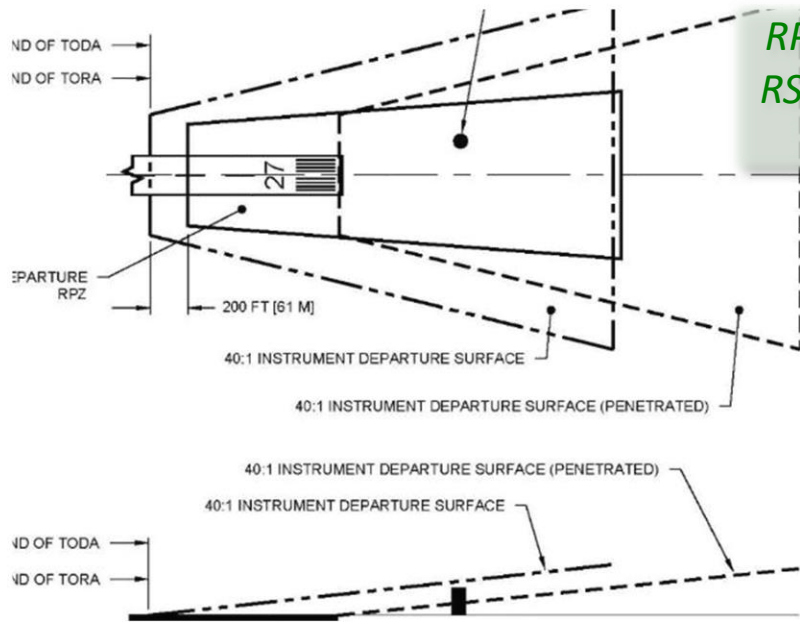
Current
Critical
Aircraft

FAA DESIGN STANDARDS COMPLIANCE

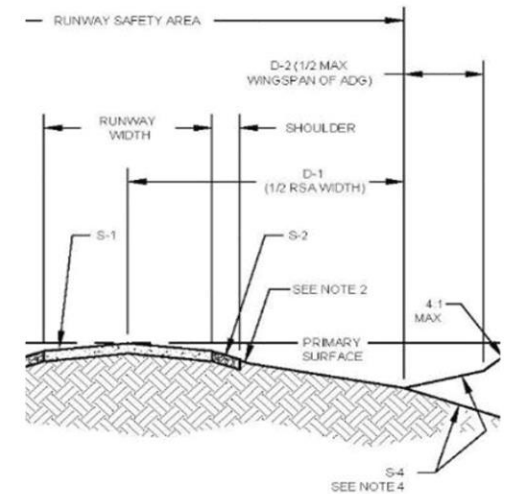
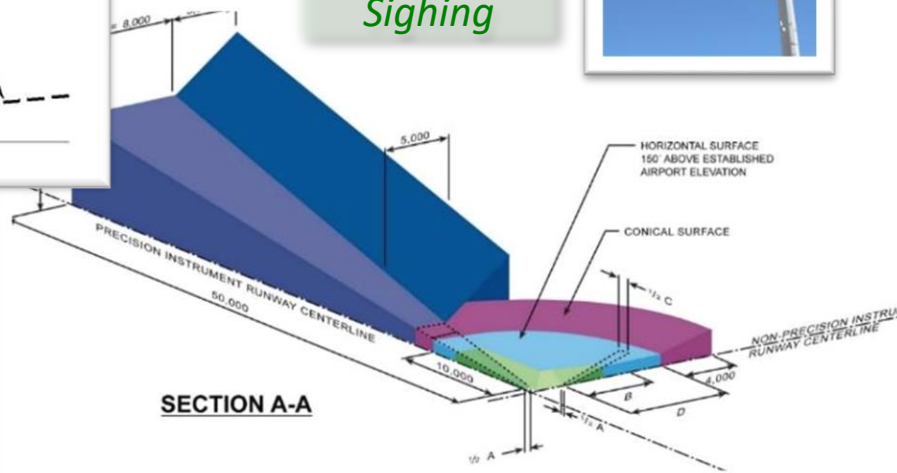
RPZ, OFZ, OFA, RSA, Approach Surfaces

FAR Part 77, TERPS, Threshold Sighing

Surface Grades



Plus, Hundreds More!



APPROACH CATEGORY	A & B	C, D, AND E
S-1	1.0% TO 2.0%	1.0% TO 1.5%
S-2 (S-1)	1.5% TO 5.0%	1.5% TO 5.0%
S-3	1.5% TO 5.0%	1.5% TO 3.0%

ADG	I	II	III	IV	V	VI
D-1	D-1 IS 1/2 OF C (RUNWAY SAFETY AREA WIDTH). SEE INTERACTIVE TABLE 3-5.					
D-2	25	40	59	86	107	131
S-4 (MAXIMUM)	8:1	10:1	16:1			

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

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