

**KEN JERNSTEDT  
AIRFIELD  
PUBLIC MEETING # 2**

**THURSDAY, AUGUST 31, 2017**

# AGENDA



1. Introductions and ground rules
2. Airport basics
3. Regulations
4. Operations
5. Economic Impacts
6. Development
7. Overview of public input
8. Actions Taken
9. Public Input
10. Wrap up

# INTRODUCTIONS



- **Port of Hood River- Airport Owner and Manager**
  - Anne Medenbach, Development & Property Manager
- **Tac Aero- Fixed Based Operator (FBO)**
  - Jeremy Young, President
- **Federal Aviation Administration(FAA)**
  - Curt Cowley, FFAST Team Manager
  - Jason Lawver, Operations Safety Inspector
- **Oregon Department of Aviation(ODA)**
  - John Wilson, Airport Operations Specialist
- **Oregon Aviation Industries (ORAVI)**
  - Jake Jacobson, Executive Director
- **Additional Expert-** Dayle Harris-43 years as a commercial pilot, Local FFAST Safety Rep.,

# GROUND RULES

- Please sign in
- Public input will be taken at the end of the presentation along with an expert panel discussion
- Please limit your questions/comments to 2 minutes
- Questions about topics other than airport operations will be deferred to a later meeting.
- Wrap up around 8:00



# HR AIRPORT BASICS

## ■ General Aviation Airport

- FAA funded/obligated
- No scheduled air service ops

## ■ Non Towered

- Traffic patterns
- Right of way rules
- UNICOM

## ■ Aircraft Types

- Design Group A-II and B-II- aircraft weighing under 12,500lbs that can land on a 3,040 foot long runway.

# AIRCRAFT TYPES



Multi-engine turbo prop (jet)



Turbo prop-regional airliner



Single engine turbo prop



Piston engine

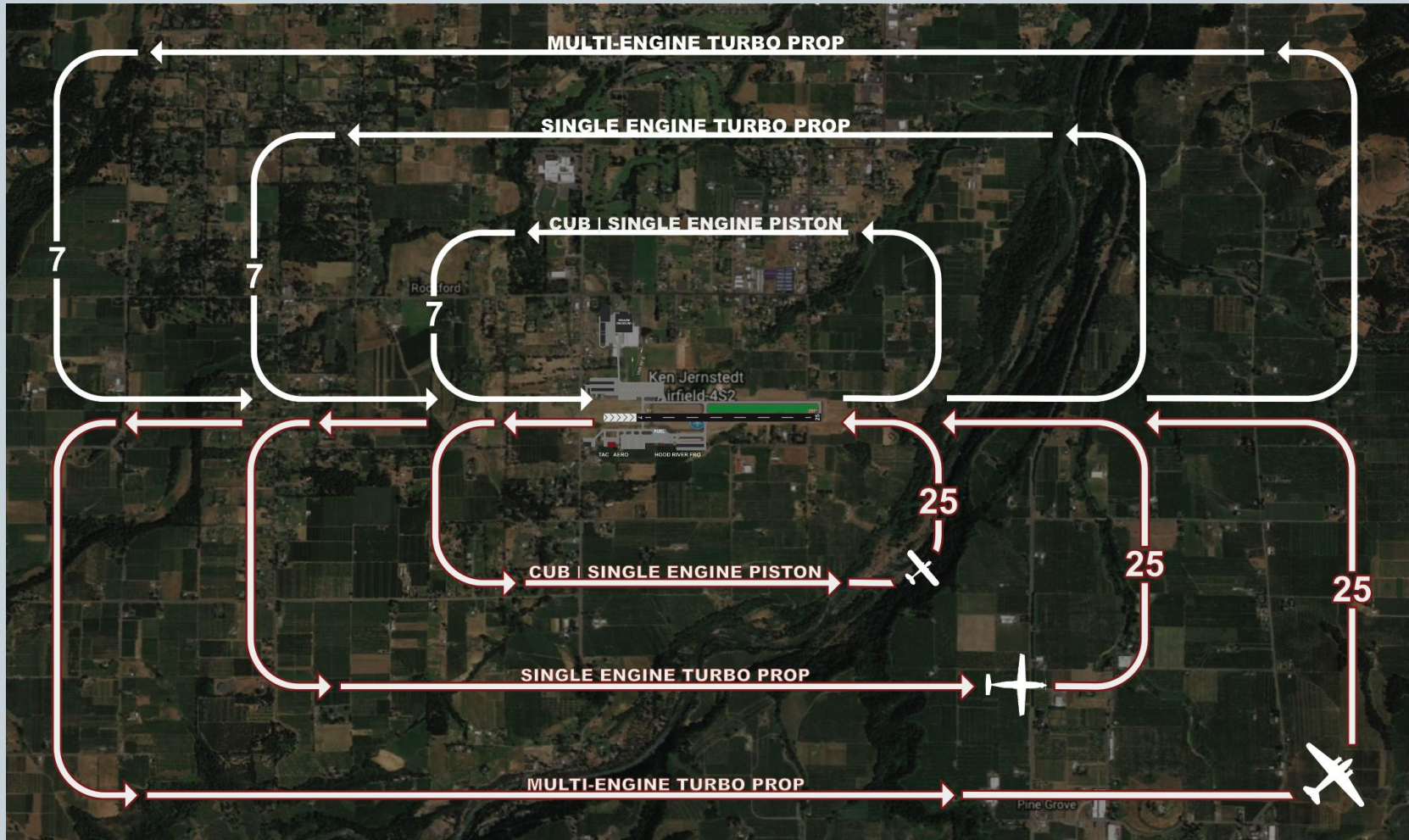




# HOW AN AIRPORT WORKS

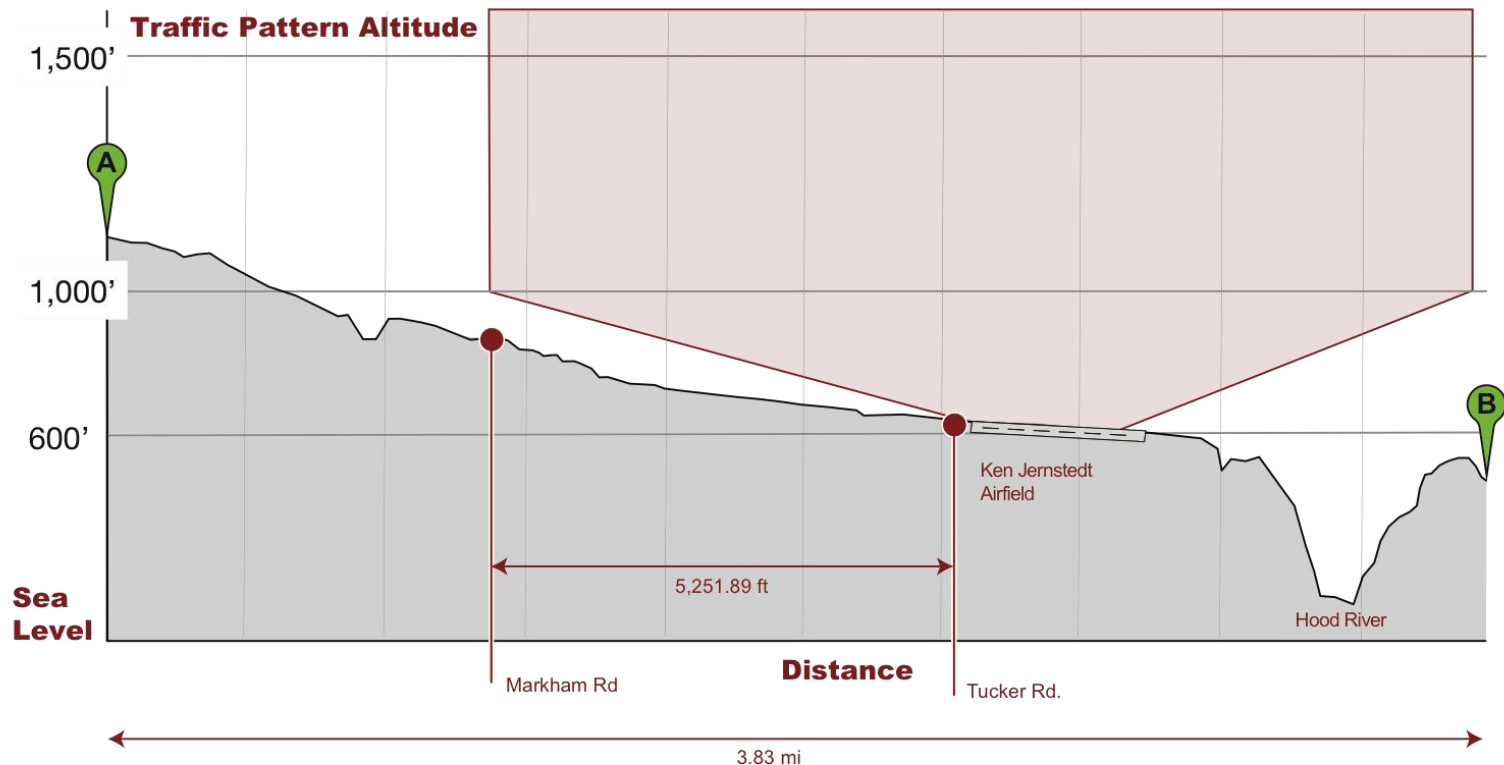
Flight pattern

What is it. Why have it.



# FLIGHT PATTERN IN HOOD RIVER

- Geography- Conditions- Runway Direction- Aircraft type & performance







# REGULATION

- **FAA- Federal**
  - Exclusive authority to certify aircraft and pilots
  - Exclusive authority to control aircraft in the air and on runways/taxiways.
  - Sets noise level for aircraft during original certification. Meets FAA noise criteria.
  - Manages air traffic control and airspace system
  - Limits airport owners ability to restrict operations
  
- **State**
  - Can promote compatible land use practices
  - Require real estate disclosure
  - Promote quiet flying
  - Cannot directly restrict aircraft operation or regulate routes, rates or service

# REGULATION CONT.

- **Local- County**
  - Zoning allowances, compatible land use, planning
  - Require real estate disclosure
  - Cannot directly restrict operations or regulate routes, rates or service
- **Port- Airport sponsor**
  - Can implement fly friendly programs and work with pilot community
  - Can secure land for airport use, promoting compatible land use
  - Cannot restrict aircraft operations
  - Cannot restrict airport use in arbitrary or discriminatory way
- **FBO- no regulatory authority**
- **Pilot in Command- Fly quieter aircraft, fly responsibly**



# OPERATIONS

- **FBO (Fixed Based Operator)**
  - Flight training/instruction
  - Aircraft maintenance
  - Fueling
  - Public access point
  - UNICOM operation and runway closures
  - Transient traffic and tie downs
  - Aircraft rental
  - On demand transportation services

# OPERATIONS CONTINUED

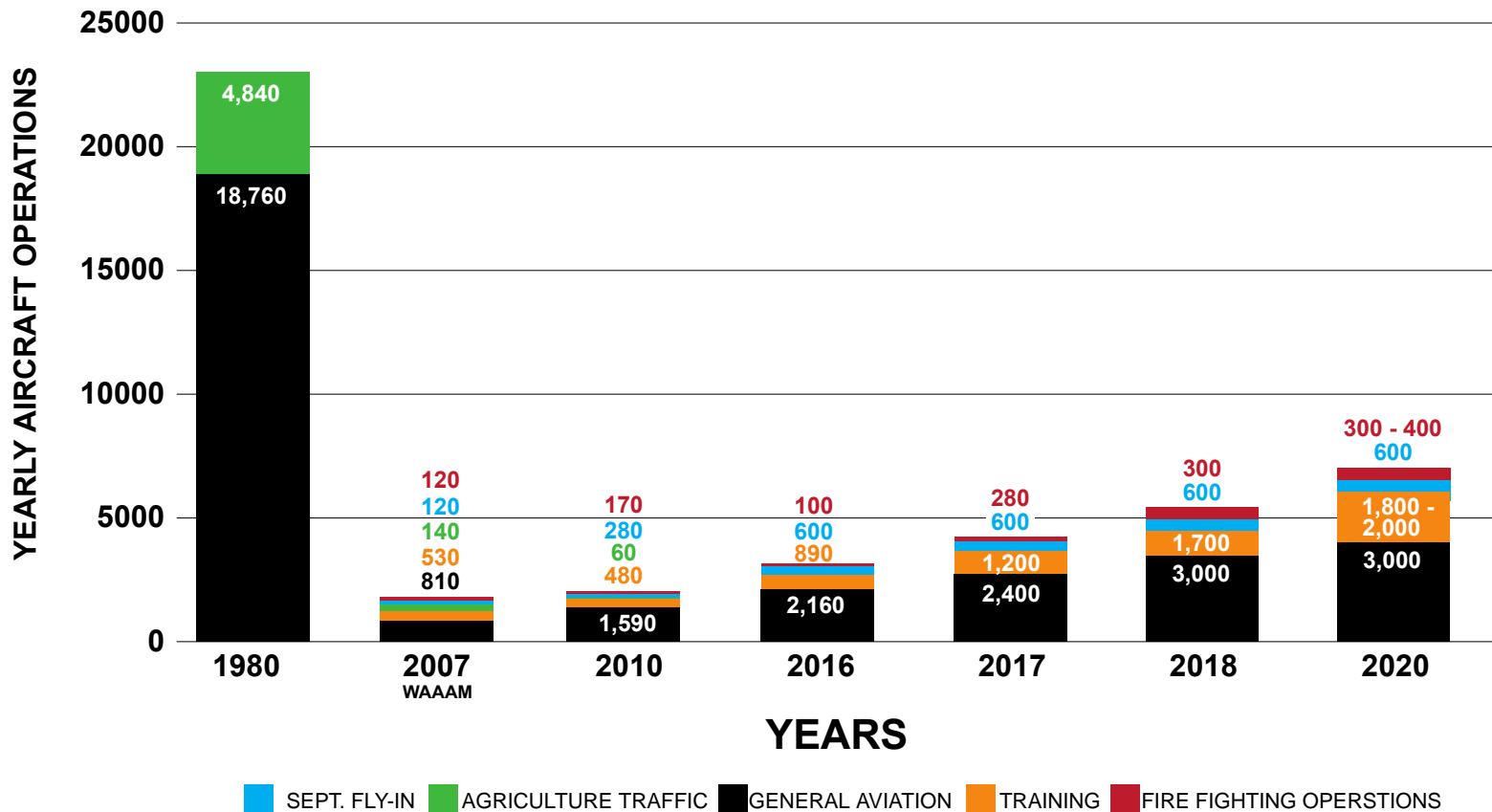
- EMS/Fire
- Clubs
  - Gliders
  - Parachutes
- Private aviation and aircraft related businesses including:
  - Precision agriculture and forestry
  - UAV payload testing
  - Pilot Instruction
  - Manufacturing
  - Avionics
- Airplane storage
- Museums and historical aircraft

# HISTORY AND OWNERSHIP

- 1928 first airfield
- 1945 Ken Jernstedt opens field at current location
- 1946 HR County takes over
- 1976 Port of Hood River takes over ownership
- 1980 robust pilot training program locates here
- 2013 runway shift
- 2016-Tac Aero takes over as FBO

# HISTORICAL OPERATIONS

## GA TRAFFIC, AG TRAFFIC FIRE TRAFFIC & FLY IN





# ECONOMIC IMPORTANCE

## ■ *Direct benefits*

- *Emergency response and Fire staging*
  - *Fire operations- 280 in 2017*
  - *Life flight & Angel flights*
  - *Search & rescue - 31 flights in 2015*
- *Aviation technology*
- *Pilot and flight training*
- *STEM- Education- Airway science for kids*
- *35 jobs totaling over \$2,000,000 in wages*

## ■ *Indirect benefits*

- *40,000 annual WAAAM visitors,*
- *Payload testing for UAV industry = supports nearly 2,000 local jobs*
- *Agriculture and forestry industry*
- *Manufacturing*



# ECONOMICS CONTINUED

- 75% of all landing and takes offs in the US occur at GA airports.
- In Oregon, GA airport account for over \$3 billion in economic impacts (2008 ODA report).
- *Our airport provides over \$2,000,000 in direct business sales (2008 ODA report)*

# DEVELOPMENT



- FAA funded and obligated
  - Long range planning
  - Protect the airport
  - Become self sufficient
- Master plan
  - Long range planning document
- ALP
  - Physical representation of the Master Plan

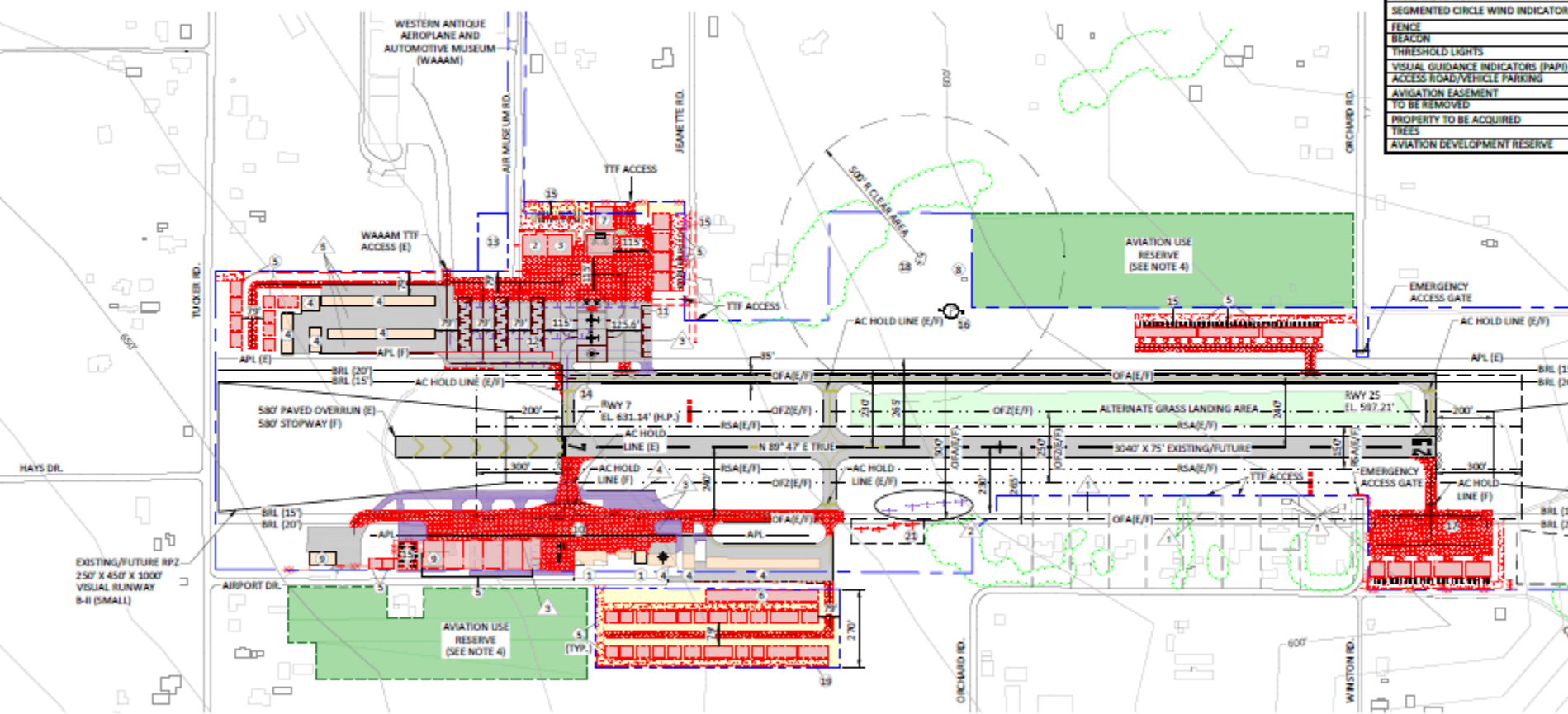
### BUILDING/FACILITY KEY

DESCRIPTION	DESCRIPTION
13. FBO / MK HANGAR (E)	33. TIEDOWN APRON
12. FBO BUILDING PHASE I	34. PROPERTY TO BE SWAPPED (F)
3. FBO BUILDING PHASE II	14. TRANSIENT HELICOPTER PARKING
4. HANGARS (E)	35. AUTO PARKING (F)
5. BOX HANGARS (F)	36. WIND TEE (E)
6. MULTI-UNIT HANGARS (F)	37. SUPPLEMENTAL WIND TEE (E)
17. COMMERCIAL HANGAR (F)	38. AWOS (E)
18. REGULATOR BUILDING	39. PROPERTY TO BE ACQUIRED
19. AGRICULTURAL OPS AREAS	20. GLIDER STORAGE / PARKING AREA (F)
20. FUEL (E) / TEMP. LOCATION	21. GLIDER PARKING AREA (F)
21. FUEL LOCATION (F)	22. POTENTIAL AVIATION RESERVE

### NON STANDARD CONDITIONS

NO.	ITEM	DESCRIPTION	DISPOSITION
1	ROFA	SOUTHEAST SIDE RESIDENCES	NONE - MODIFICATION TO STANDARDS
2	ROFA	GLIDER PARKING	RELOCATE OUTSIDE ROFA
3	TAXILANE OFA APRON	TAXILANE CLEARANCES TO PARKED AIRCRAFT / FUELING (ADG I & ADG II)	RECONFIGURE APRON
4	PARALLEL TAXIWAY SEPARATION	LESS THAN STD. ADD II RUNWAY SEPARATION	RELOCATE
5	TAXILANE OFA (HANGARS)	LESS THAN STD. ADG I CLEARANCES	MODIFY WHERE FEASIBLE

BUILDINGS
AIRFIELD PAVEMENT
BUILDING RESTRICTION LINE (BRL)
AIRCRAFT PARKING AREA (APL)
AIRPORT PROPERTY LINE
RUNWAY SAFETY AREA (RSA)
OBJECT FREE AREA (OFA)
OBSTACLE FREE ZONE (OFZ)
TAXIWAY OBJECT FREE AREA (TOFA)
GROUND CONTOURS
AIRPORT REFERENCE POINT (ARP)
RUNWAY END IDENTIFIER LIGHTS (REIL)
WIND INDICATOR
SEGMENTED CIRCLE WIND INDICATOR
FENCE
BEACON
THRESHOLD LIGHTS
VISUAL GUIDANCE INDICATORS (PAPI)
ACCESS ROAD/VEHICLE PARKING
AVIATION EASEMENT TO BE REMOVED
PROPERTY TO BE ACQUIRED
TREES
AVIATION DEVELOPMENT RESERVE



"THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-42-0003-012-01) AS PROVIDED UNDER TITLE 49, UNITED STATES CODE, SECTION 4704. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT PROJECT. THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

**DRAFT**

- NOTES:**
1. STOPWAY AT WEST END OF RUNWAY WILL INCREASE FUTURE ACCELERATE - STOP DISTANCE AVAILABLE (ASDA) FOR RUNWAY 25 TO 3,620 FEET.
  2. HIGH POINT (SURVEYED) ON RUNWAY IS 631.14' MSL. PUBLISHED AIRPORT ELEVATION (FAA AFD) TO BE UPDATED FOR CONSISTENCY.
  3. AIRPORT IS NOT SUBJECT TO 100-YEAR FLOODING.

4. AVIATION USE DEVELOPMENT RESERVES MAY BE ACQUIRED WHEN LAND BECOMES AVAILABLE, OR PRIVATELY DEVELOPED PORT AND FAA.
5. FUTURE STOPWAY AT RUNWAY 7 END REQUIRES DECLASSIFIED STOPWAY DESIGNATION PUBLISHED IN FAA AIRPORT/FIELD DATA.
6. BRL ASSUMES RUNWAY CENTERLINE ELEVATION IS A CONSTANT BETWEEN RUNWAY END POINTS. BRL ASSUMES EXISTING ELEVATION POINT IS EQUAL TO OR LESS THAN THE RUNWAY ELEVATION PERPENDICULAR TO THAT POINT. ACTUAL ELEVATION BASED ON SURVEYED EXISTING GROUND AND RUNWAY CENTERLINE.

NO.	DATE	BY	APPR	REVISIONS

**VERIFY SCALES**  
 BAR IS ONE INCH ON ORIGINAL DRAWING, OR 1" IF NOT ONE INCH ON

FEDERAL AVIATION ADMINISTRATION APPROVAL  
 APPROVAL DATE: \_\_\_\_\_

PORT OF HOOD RIVER APPROVAL  
 APPROVAL DATE: \_\_\_\_\_

**CENTURY WEST ENGINEERING**  
 BOND OFFICE: 1000 SW EMAY DRIVE, #100 HOOD RIVER, OR 97102  
 BOND OR OFFICE: 541.382.8882 OFFICE: 541.382.2422 FAX: 541.382.2423

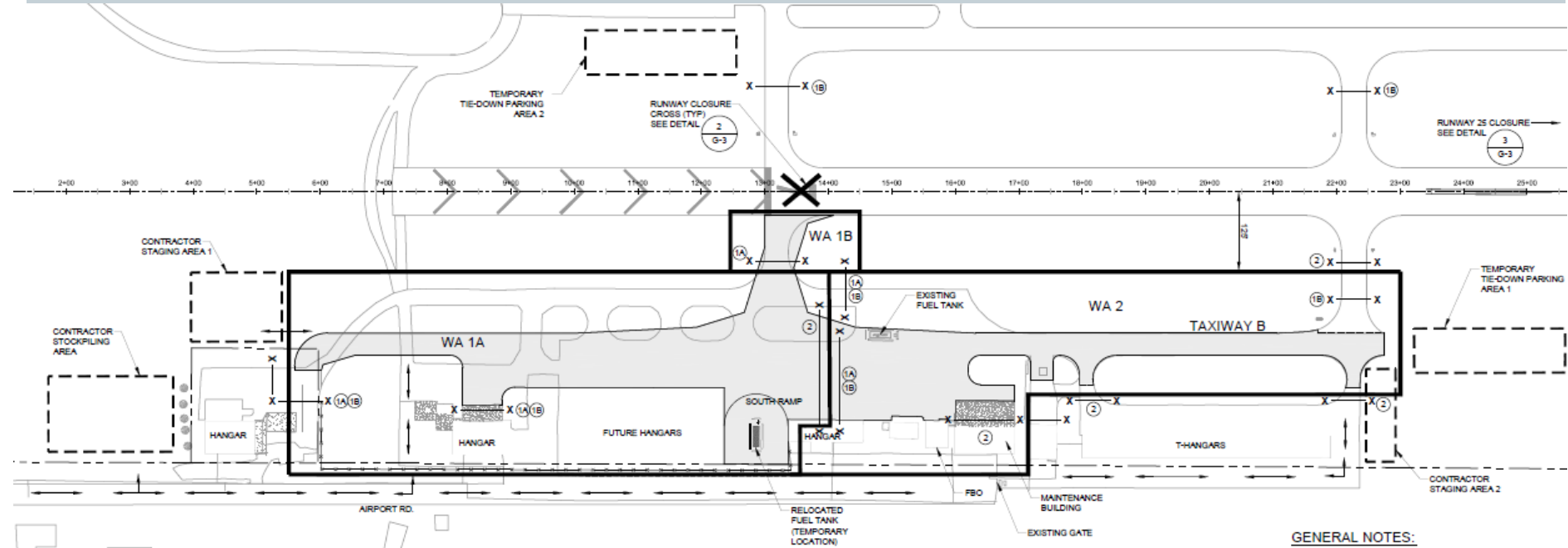
HOOD RIVER AIRPORT



# PROJECT OUTLINE

- 2017
- S. Taxiway Rehabilitation project
  - Makes fuel and taxiways compliant with current safety standards
  - Moves fuel tank
- \$1.5 Million
  - 90/10 FAA/Port
- Project completion October 2017

# S. TAXIWAY REHAB PROJECT





# 2018



- S. Ramp hangar construction
  - 30,000 sf, hangars and some support office
- North ramp site development begins
  - COVI- \$2,300,000
  - Site work: utilities and grading
- Environmental assessment
  - Studies construction impacts on north side
  - Wetland mitigation



# 2019

- FAA north ramp paving
  - \$1,700,000 (90/10- FAA/Port)
- Building construction on FBO begins on North Ramp

# N. SIDE DEVELOPMENT PLAN



# WHAT WE HEARD



1. Noise
  - a. Frequency- increased significantly, feels constant
  - b. Aircraft elevation- too low
  - c. Times of day- early morning until after dinner, all week
  - d. Increased operations- every day, all day
2. Development
  1. Will larger jets be allowed, is the airport expanding
3. Safety- low flights, take offs increase crash potential
4. Orchard road- after vacation, no access



# ACTIONS TAKEN

- Frequency and increased operations
  - Reducing asphalt “touch and go’s” by moving some operations to The Dalles
  - FBO closed on Sundays
  - Moved some operations to Prescott, AZ.
  
- Noise
  - Replaced tow plane prop with quieter prop
  - Varying pattern to use runway 7 on calm wind days
  - Implementing noise study
  - Varying the pattern range within aircraft type abilities



# ACTIONS CONTINUED

- Elevation

- Instituting Fly Friendly program for resident and non-resident pilots
  - AWOS announcement
  - Recommending no turns until hit an elevation of 1,200'.
  - Installed signage

- Safety

- FBO is an FAA approved 141 school house which requires the highest safety standard, audited annuallyRigorous safety program.

SIGN POSTED AT END OF RUNWAY 25

**FLY FRIENDLY**



**RECOMMENDED: CLIMB TO 1200'  
MSL PRIOR TO TURNING SOUTH**

# WHAT YOU CAN DO



- Port has implemented a new comments form and info page on websites. Send us your comments.
- If you see a plane flying low, report to the FAA at **(800) 847-3806**
- Attend an Airport Advisory Committee meeting
- Sign up tonight for updates

[www.portofhoodriver.com](http://www.portofhoodriver.com)      (541) 386-1645

# PUBLIC INPUT

Questions and Panel discussion

# WRAP UP



Thank you for coming!