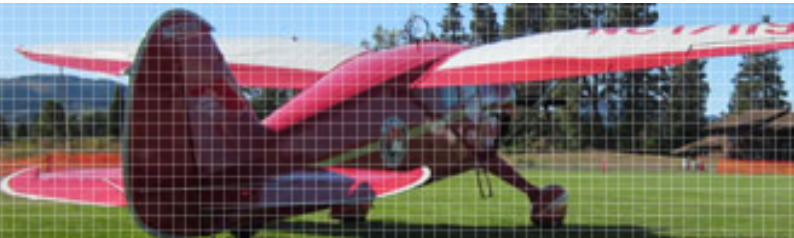




# Ken Jernstedt Airfield Airport Master Plan

Port Commission Briefing – May 19, 2015





## Summary of Key Issues or Findings

### Events Since the Last Master Plan

- The recent runway shift and north parallel taxiway project meet FAA Airplane Design Group II (ADG II) standards
- Turf landing area constructed
- No hangars constructed on airport property
- Non-WAAAM based aircraft increased from 86 to 90 (+4)
- Western Antique Aeroplane and Automobile Museum (WAAAM) facility was developed (+118 active aircraft)



## Summary of Key Issues or Findings

### Forecast of Future Demand

- Modest growth in based aircraft and takeoffs and landings (operations)
- Forecasts consistent with local economic potential, demand for facilities and FAA expectations for general aviation
- Port waiting list for hangars (approximately 40 individuals)
- Forecasts are unconstrained and assume the Port's ability to accommodate future demand

# KEN JERNSTEDT AIRFIELD - HOOD RIVER

## AIRPORT MASTER PLAN



### A-I

12,500 lbs. or less (small)

Beech Baron 55  
Beech Bonanza  
**Cessna 182**  
Piper Archer  
Piper Seneca



### B-I

12,500 lbs. or less (small)

**Beech Baron 58**  
Beech King Air 100  
Cessna 402  
Cessna 421  
Piper Navajo  
Piper Cheyenne  
Cessna Citation I



### A-II, B-II

12,500 lbs. or less (small)

Super King Air 200  
**Cessna 441**  
DHC Twin Otter  
Cessna Caravan  
King Air C90



### B-II

Greater than 12,500 lbs.

Super King Air 300, 350  
Beech 1900  
**Jetstream 31**  
Falcon 20, 50  
Falcon 200, 900  
Citation II, Bravo XLS+  
Citation CJ3



### A-III, B-III

Greater than 12,500 lbs.

DHC Dash 7  
DHC Dash 8  
**Q-300, Q-400**  
DC-3  
Convair 580  
Fairchild F-27  
ATR 72  
ATP



### C-I, D-I

Lear 25, 35, 55, 60  
Israeli Westwind  
HS 125-700



### C-II, D-II

Gulfstream II, III, IV  
**Canadair 600**  
Canadair Regional Jet  
Lockheed JetStar  
Citation X  
Citation Sovereign  
Hawker 800 XP



### C-III, D-III

Boeing Business Jet  
**B 727-200**  
B 737-300 Series  
MD-80, DC-9  
Fokker 70, 100  
A319, A320  
Gulfstream V  
Global Express



### C-IV, D-IV

**B-757**  
B-767  
DC - 8-70  
DC - 10  
MD - 11  
L 1011



### D-V

**B - 747 Series**  
B - 777





## Summary of Key Issues or Findings

### Facility Requirements

- FAA design standards conformance
  - Runway/Taxiway system meets ADG II standards except South Parallel Taxiway
  - Relocated South Parallel Taxiway requires changes to south apron
  - North and South Aircraft Aprons (Taxilane Clearances)
- Airside Facilities
  - Convert paved overrun at west end of runway to stopway



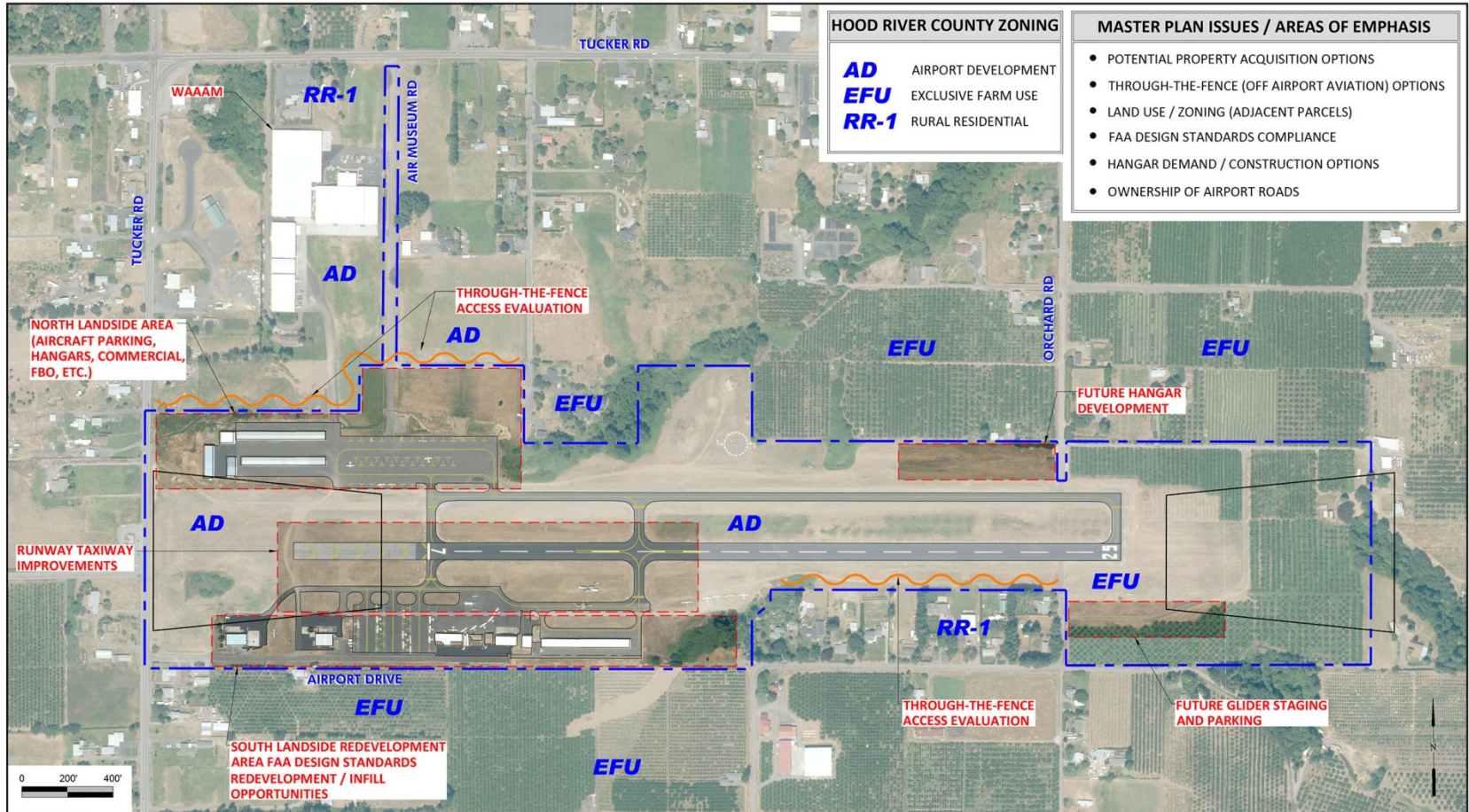
## Summary of Key Issues or Findings

### Facility Requirements

- Landside Facilities
  - Apron Reconfigurations/Expansion to meet demand and FAA design standards
    - Aircraft Hangars (storage, commercial)
    - Mixed Use Hangars
    - FBO Facilities
    - Aircraft Fueling
    - Aircraft Parking (Various)

# KEN JERNSTEDT AIRFIELD - HOOD RIVER

## AIRPORT MASTER PLAN



### HOOD RIVER COUNTY ZONING

- AD** AIRPORT DEVELOPMENT
- EFU** EXCLUSIVE FARM USE
- RR-1** RURAL RESIDENTIAL

### MASTER PLAN ISSUES / AREAS OF EMPHASIS

- POTENTIAL PROPERTY ACQUISITION OPTIONS
- THROUGH-THE-FENCE (OFF AIRPORT AVIATION) OPTIONS
- LAND USE / ZONING (ADJACENT PARCELS)
- FAA DESIGN STANDARDS COMPLIANCE
- HANGAR DEMAND / CONSTRUCTION OPTIONS
- OWNERSHIP OF AIRPORT ROADS





## Summary of Key Issues or Findings

### Development Options (current being evaluated)

- Airside Development Alternatives
- Landside Development Alternatives
  - South Landside Areas
  - North Landside Areas
- Adjacent Off Airport Parcels





## NEXT STEPS

- Complete evaluation of preliminary alternatives
- Meet with Master Planning Advisory Committee (PAC) in June
- Port selects preferred alternative to address current, short-term and long-term needs
- Incorporate preferred alternative into Airport Layout Plan
- Develop Capital Improvement Program (CIP) to guide implementation