



BANDON STATE AIRPORT AIRPORT MASTER PLAN



Bandon State Airport Airport Master Plan

Kick-off Meeting – May 8, 2014





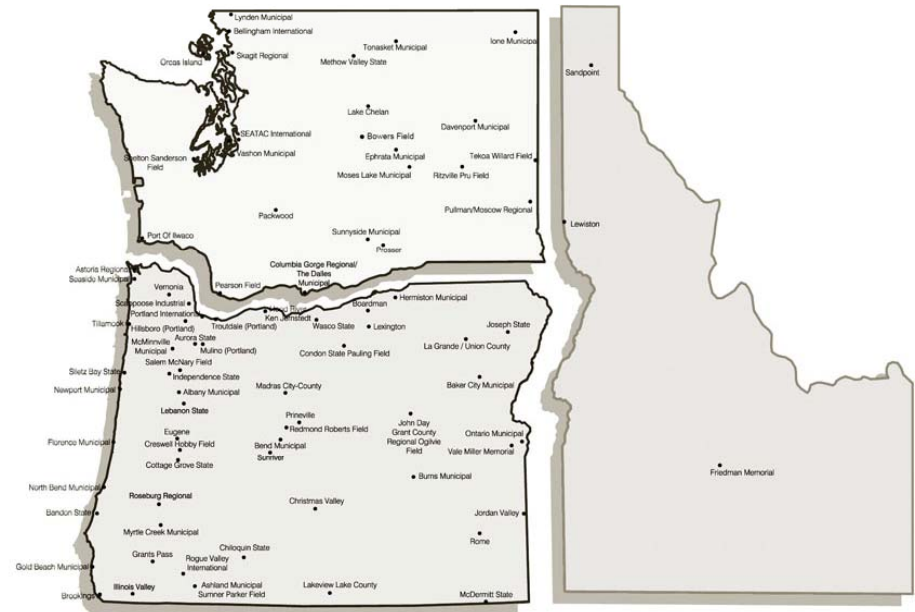
BANDON STATE AIRPORT AIRPORT MASTER PLAN



Century West Engineering

Who we are:

- Northwest firm founded in 1969
- More than 500 airport projects completed throughout the Pacific Northwest
- Specialize in the planning, design and construction of airport facilities





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Project Team Members

Century West Engineering

- Airport Planning & Design
- FAA Process
- Capital Improvement Program
- Public Involvement

ESA – Vigil Agrimis

- Environmental Support



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FAA Airport Master Planning

- Purpose is to define the current, short and long-term needs of the airport
- Process defined by FAA – FAA review and approval required
- Comprehensive evaluation of facilities, conditions, and FAA airport planning and design standards
- Incorporate elements of local planning that may affect the planning, development, and operation of the airport



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FAA Funding

- Federal Airport Improvement Program (AIP)
- Funding for Airports in the National Plan of Integrated Airport Systems (NPIAS)
- Up to \$150,000 per year in general aviation “non-primary entitlement” (NPE) grants
- NPE Funds can roll over for 4 years
- 10% local match required under current program
- FAA Discretionary Grants available for high priority large projects on a limited basis



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FAA Funding Requirements

- FAA Funding is only available for projects that are consistent with FAA design standards. Projects must be included on the FAA approved Airport Layout Plan
- The airport sponsor must sign grant assurances when funding is received that commit the airport to maintain facilities paid for with FAA grant funding for 20 years for construction projects and in perpetuity for land acquisition
- For most General Aviation airports, FAA funding is a vital component of the funding necessary to maintain the airport



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FAA Design Standards

- Applicable design standards for an airport are determined by the Design Aircraft, or family grouping of similar aircraft
- The Design Aircraft is defined as the most demanding aircraft that uses an airport and has at least 500 takeoffs and landings annually



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A-I <i>12,500 lbs. or less (small)</i>	B-I <i>12,500 lbs. or less (small)</i>	A-II, B-II <i>12,500 lbs. or less (small)</i>	B-II <i>Greater than 12,500 lbs.</i>	A-III, B-III <i>Greater than 12,500 lbs.</i>
Beech Baron 55 Beech Bonanza Cessna 182 Piper Archer Piper Seneca	Beech Baron 58 Beech King Air 100 Cessna 402 Cessna 421 Piper Navajo Piper Cheyenne Cessna Citation I	Super King Air 200 Cessna 441 DHC Twin Otter Cessna Caravan King Air C90	Super King Air 300, 350 Beech 1900 Jetstream 31 Falcon 20, 50 Falcon 200, 900 Citation II, Bravo XLS+ Citation CJ3	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 Foker 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
 <div> BEND OFFICE 1020 SW EMKAY DRIVE # 100 BEND, OR 97702 541.322.8962 541.382.2423 (fax) WWW.CENTURYWEST.COM </div>		AIRPORT REFERENCE CODES (ARC)		

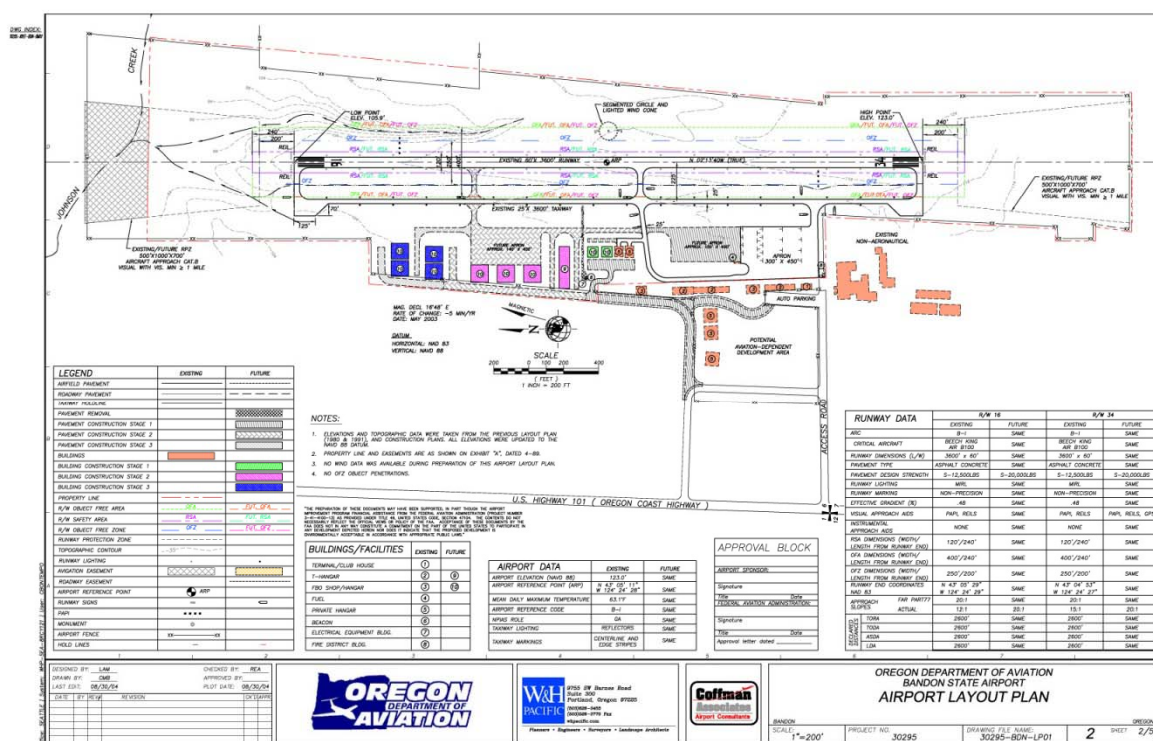


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Key Work Elements

- Inventory of Existing Conditions and Activity
- Airport Land Use & Market Analysis
- Aviation Activity Forecasts
- Define Planning Assumptions (design aircraft, etc.)
- Demand-Capacity & Facility Requirements Analyses
- Identify and Evaluate Development Alternatives
- Define Preferred Alternative
- Environmental Review
- Prepare 20-Year Airport Capital Improvement Program
- Prepare Airport Layout Plan Drawing Set



- The 2003 Airport Layout Plan provided a development concept that has guided recent airfield improvements
- Changing conditions present new challenges and a need to update and refine the Airport's long-term vision



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- Master Plan will identify the elements required for efficient and cost effective implementation
- Our master planning approach is built on solid technical analyses
- Our goal: develop an Airport Master Plan that reflects ODA and the communities's long term vision for the airport while addressing current operational needs and challenges



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Environmental Considerations

- Known or documented presence of threatened or endangered species
- Incompatible land uses
- Wetlands
- Water quality
- Drainage patterns
- Parks and recreational areas



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Financial Planning

- Develop financial plan that reflects an understanding of revenue opportunities and anticipated costs
- Develop detailed Capital Improvement Plan (CIP) that meets ODA's financial goals
- Prioritize goals based on FAA funding priorities, emphasizing safety
- Define market opportunities and development potential



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EXISTING CONDITIONS | FIG. 2-2



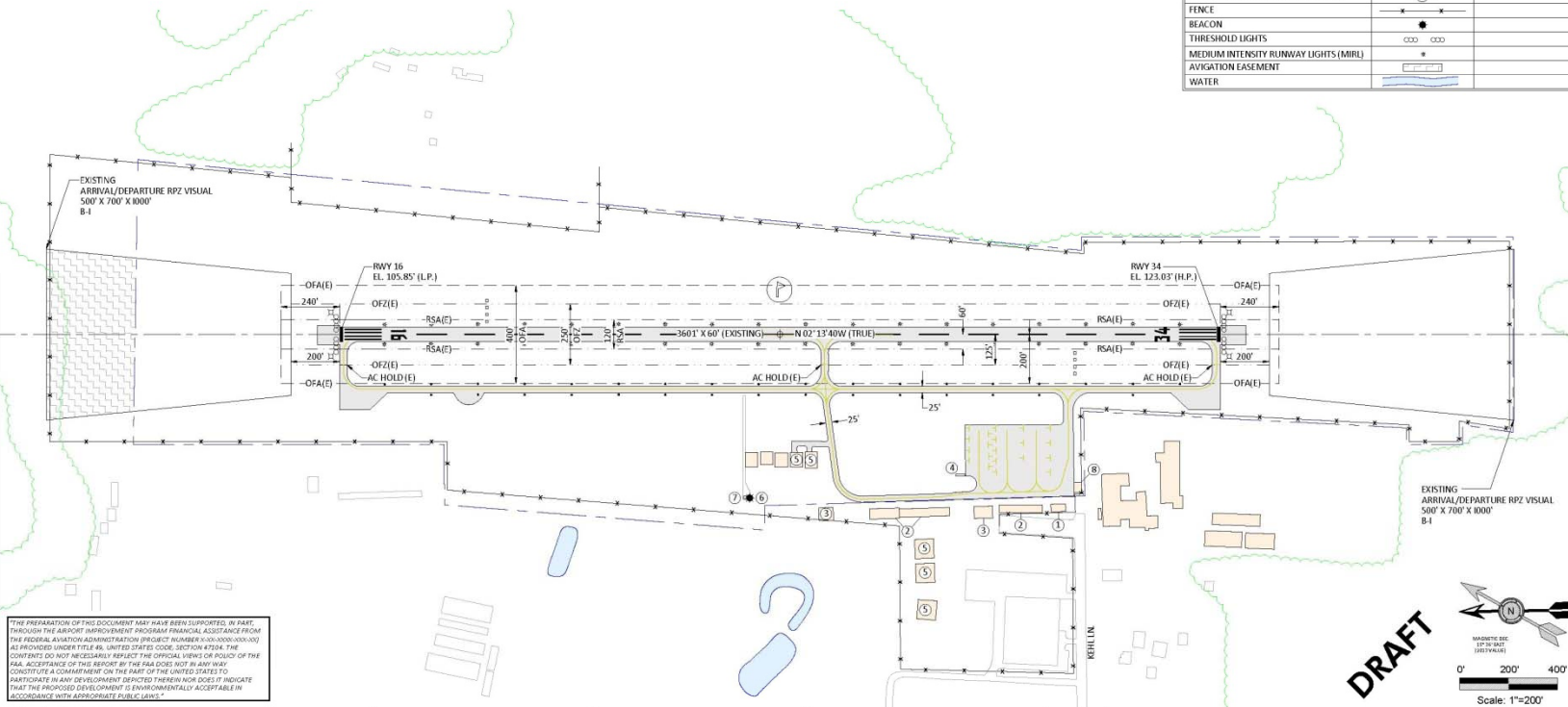


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BUILDING/FACILITY KEY	
DESCRIPTION	
(1) TERMINAL / CLUB HOUSE	
(2) T-HANGAR	
(3) FBO SHOP / HANGAR	
(4) FUEL	
(5) PRIVATE HANGAR	
(6) BEACON	
(7) ELECTRICAL EQUIPMENT BLDG.	
(8) FIRE DISTRICT BLDG.	

LEGEND		
	EXISTING	FUTURE
BUILDINGS		
AIRFIELD PAVEMENT		
BUILDING RESTRICTION LINE (BRL)	BRL (E)	
AIRCRAFT PARKING LINE (APL)	APL (E)	
AIRPORT PROPERTY LINE		
RUNWAY SHOULDER AREA (RSA)		
OBJECT FREE AREA (OFA)		
OBSTACLE FREE ZONE (OFZ)		
TAXIWAY OBJECT FREE AREA (TOFA)		
RUNWAY PROTECTION ZONE (RPZ)		
GROUND CONTOURS	-10'	
AIRPORT REFERENCE POINT (ARP)		
RUNWAY END IDENTIFIER LIGHTS (REIL)		
VISUAL GUIDANCE INDICATORS (VAPI)		
WIND INDICATOR		
SEGMENTED CIRCLE WIND INDICATOR		
FENCE		
BEACON		
THRESHOLD LIGHTS		
MEDIUM INTENSITY RUNWAY LIGHTS (MIRL)		
AVIGATION EASEMENT		
WATER		



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AIRPORT LAYOUT PLAN

FIGURE NO. -
SHEET NO. X OF X