



BANDON STATE AIRPORT AIRPORT MASTER PLAN



Bandon State Airport Airport Master Plan

Meeting #2 – July 24, 2014





BANDON STATE AIRPORT AIRPORT MASTER PLAN



Aviation Activity Forecasts

Introduction

- The goal is to prepare realistic projections of future aviation activity for the 20-year planning period to guide planning decisions
 - Based Aircraft
 - Annual Aircraft Operations (Takeoffs and Landings)
 - Design Aircraft (Current and Future)



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Aviation Activity Forecasts

National Trends in General Aviation Activity

- Aircraft Manufacturing
- Active GA fleet, Pilots
- Aviation Fuel Usage
- Future Expectations



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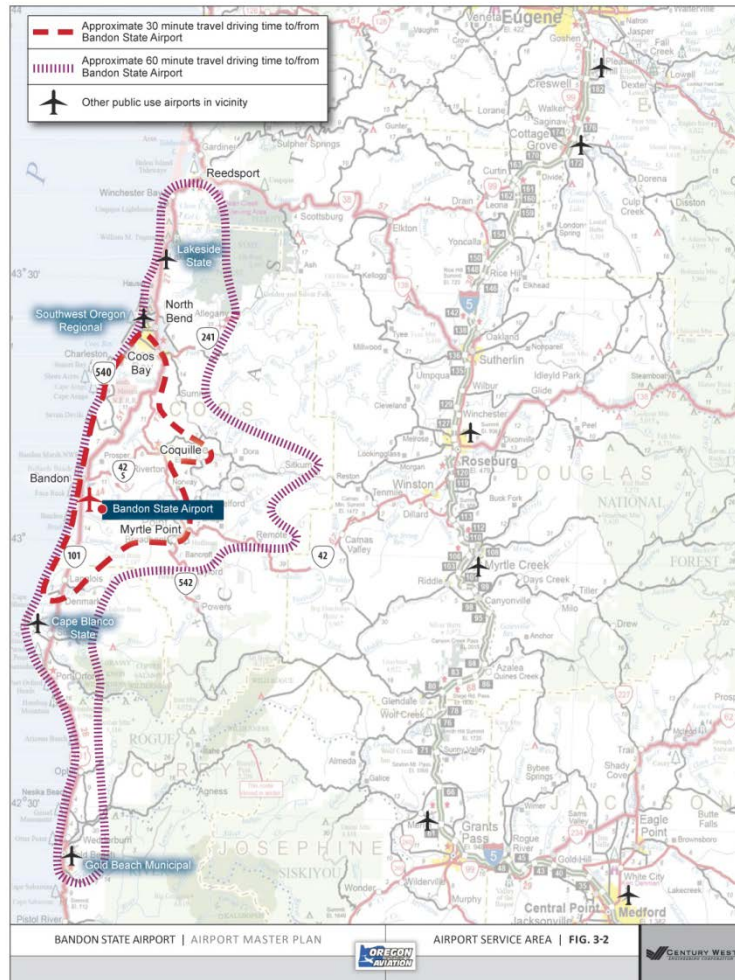
Aviation Activity Forecasts

Airport Service Area

- Typically 30- to 60-minute driving time from Airport
- Multiple airports in service area creates competition
- Events, facilities, capabilities and services available at other airports can affect activity at your airport
- The airport service area extends beyond Bandon and captures large areas of Coos County



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Airport Service Area



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Aviation Activity Forecasts

Socioeconomic Trends

- Bandon and Coos County economy and population base directly impact aviation activity at Bandon State Airport
- Strong “local” component reflected in faster population growth, desirable residential setting and well established tourism base



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Aviation Activity Forecasts

Socioeconomic Trends

- Population growth expected to be modest over the next 30+ years
- Growing presence of Bandon Dunes Golf Resort and other complimentary attractions will continue to drive air travel demand within local service area



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Aviation Activity Forecasts

Historic and Current Activity

- Bandon State Airport currently has 37 based aircraft and approximately 11,100 annual takeoffs/landings (operations)
- Historic operations data (estimates) vary greatly, but based aircraft numbers are up
- OTH master plan estimated GA activity in 2010: 51 based aircraft and 6,994 GA operations



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Aviation Activity Forecasts

Previous Master Plan Forecast (2003-2023)

- Based Aircraft: 29 increasing to 36
- Annual Aircraft Operations: 15,500 increasing to 20,700
- 535-575 operations per based aircraft
- Design Aircraft: Small multi-engine turboprop



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Aviation Activity Forecasts

Updated Master Plan Forecast (2014)

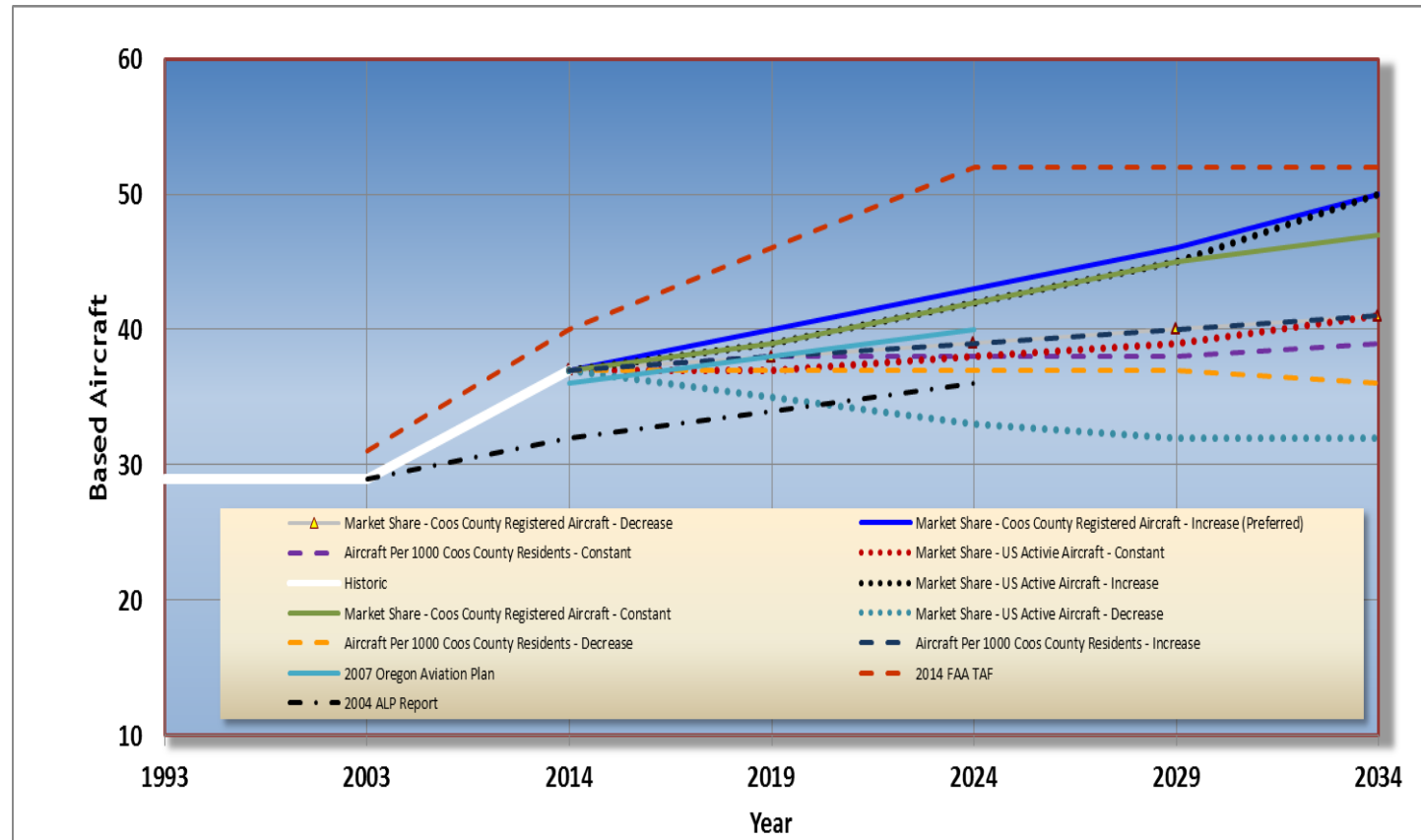
- Based Aircraft: 37 (2014) increasing to 50 (2034) in preferred forecast
- Annual Aircraft Operations – two forecast scenarios based on future airport capabilities
 - (Scenario 1): 11,100 (2014) increasing to 15,000 (2034)
 - (Scenario 2): 11,100 (2014) increasing to 20,000 (2034)



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Aviation Activity Forecasts

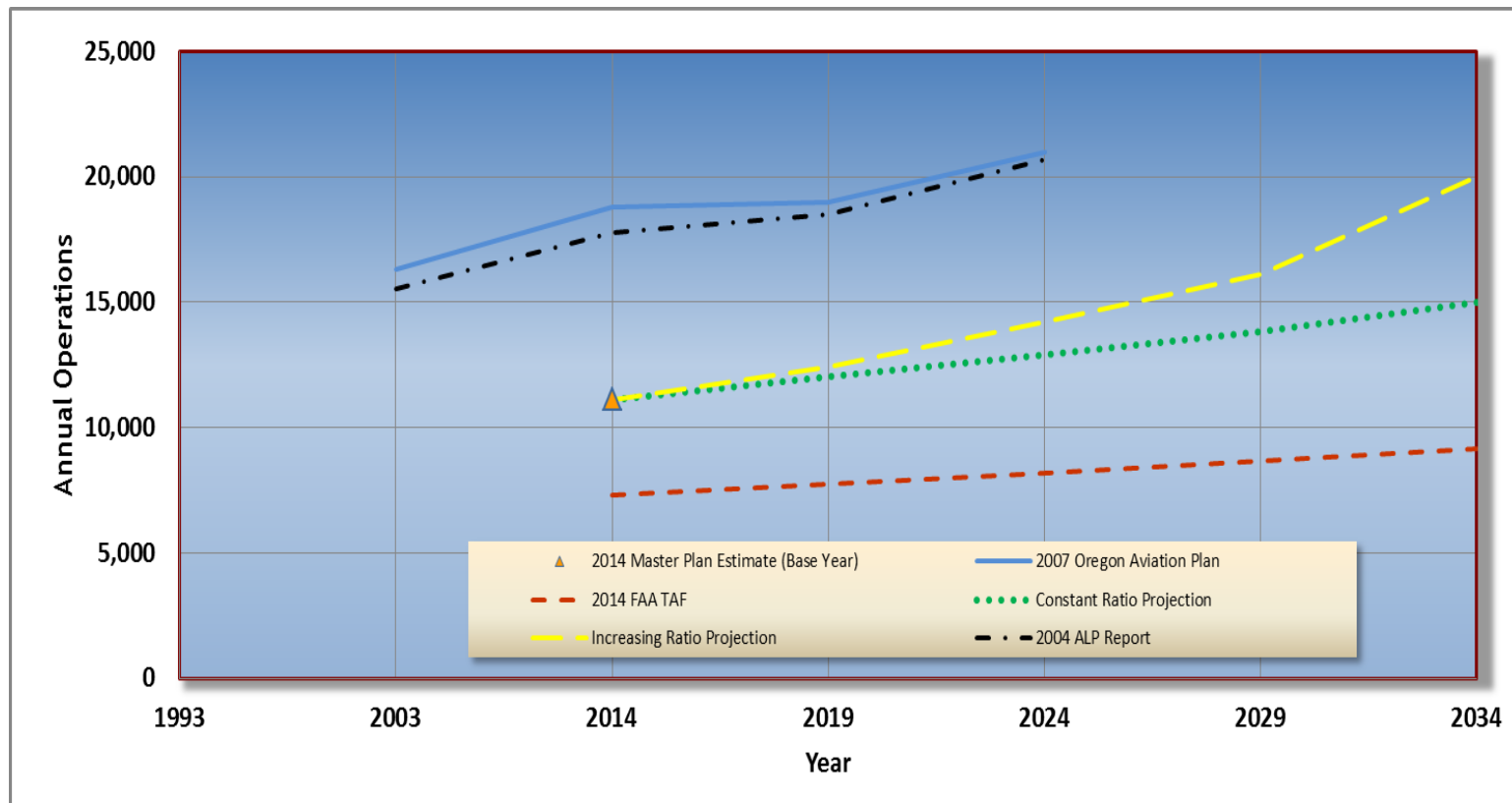




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Aviation Activity Forecasts





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Aviation Activity Forecasts

Updated Master Plan Forecast (2014)

- (Scenario 1): maintain 300 operations per based aircraft ratio with single/multi-engine turboprop (A-II/B-I) as design aircraft. Assume current runway length.
- (Scenario 2): gradually increase to 400 operations per based aircraft with multi-engine turboprop or medium business jet (B-II) as design aircraft. Assume additional runway length.



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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



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