

General Project Information: Ken Jernstedt Airfield Weather Equipment Relocation

Port of Hood River
COAR Application 2022

Application Year: 2022
COAR-2022-4S2-00041

Applicant

Organization Name

Port of Hood River

Contact Person *

Fred Kowell

Address

1000 E. Port Marine Drive

Contact Person Title *

Chief Financial Officer

City

Hood River

State

Oregon

Zip Code

97031

Phone Number

(541) 386-6651

Email

fkowell@portofhoodriver.com

Project Name and Location

Project Name *

Ken Jernstedt Airfield Weather Equipment Relocation

Project Location *

Hood River Airport

ODOT Region:

Region 1

County tax parcel identification number(s): *

02N10E11B2501

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

Ken Jernstedt Airfield

Airport Category: *

Category 4

NPIAS or Non-NPIAS: *

NPIAS

Project Overview

Select the type of project being proposed: *

Program Implementation

Select the category of project for which you are requesting funding: *

Assistance with FAA AIP grant match

Project Start Date:

3/1/2022

Project End Date:

8/31/2023

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Project Summary *

Provide a brief summary of the project in the space provided below:

The AWOS in its current location, is obstructed by trees to the west and terrain to the east. As such, the wind sensor does not provide accurate reflection of the wind direction and speed for aircraft landing and taking off. This project would relocate the wind sensor to a more suitable location on the airport significantly reducing the potential safety issues associated pilots receiving erroneous wind data while operating at the airport.

Project Purpose and Description *

Provide a purpose and description of the project in the space provided below:

Aircraft landing at the Ken Jernstedt Airfield rely on the AWOS to report weather conditions at the Airport. The wind sensor readings in its current location can report erroneous wind direction of up to 90 degrees or more of the true wind direction and varied fluctuations of wind speed. This can create an unsafe condition for aircraft landing and taking off of Runway 7-25. This project would relocate the wind sensor to a more suitable location on the airport, providing accurate wind direction and wind speed information for Runway 7-25. The relocation of the wind sensor will likely require updating/upgrading some or all of the equipment associated with the existing AWOS.

Clearly define the proposed project in each of the following areas:

- Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? *** ✓ Yes No

Although the current deficiency is not outlined in the current Oregon Aviation Plan, AWOS equipment is a safety factor that is outlined in the Oregon Aviation Plan regarding the airport environment. The operational efficiency of the AWOS is imperative on landing and takeoff for aviators.
- Does the project modernize the airport by exceeding state or federal minimum standards as stated in the current Oregon Aviation Plan and identified by the Federal Aviation Administration Advisory Circulars or other regulations? *** ✓ Yes No

Although the Oregon Aviation Plan does not spell out AWOS specifically, it does discuss the airport environment and the safety of the airfield. By relocating the wind sensor from a location providing aviators with errant information to one that will provide accurate wind information, will enhance the current airport environment.
- Does the project prevent future deficiencies and preserve the existing facilities? *** ✓ Yes No

By relocating the wind sensor, the current deficiency will be alleviated and preserve the weather information equipment in its location.
- Does the project increase the financial self-sufficiency of the airport? *** ✓ Yes No

Aviators will be able to rely on accurate information flying into Ken Jernstedt airfield by having the relocation of the wind sensor being made. Errant and incorrect information will no longer be a persistent problem. The Columbia Gorge is a significant wind tunnel due to the high pressure of Mt Hood and Mt Adams and the low pressure occurring with the gorge. The persistent windy conditions can be severe and having accurate wind direction and speed to aviators coming into the airport environment to land or takeoff.
- Does the project have local support? *** ✓ Yes No

Yes, the Airport users, Airport Advisory Committee, the Port of Hood River and airport stakeholders like the Air Museum, all support the project.

Project Documentation: Ken Jernstedt Airfield Weather Equipment Relocation

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Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 5/11/2018

Anticipated Date of Completion: _____

If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable review type:

If 'Other' is selected, please describe the type of NEPA review in the provided field below.

Note any required permits, date issued or expected issue date, completion status, and required status. Permits may include, but are not limited to: right-of-way permits, land acquisition permits, building permits, etc.
Click the "SAVE" button to add additional rows.

Permit Type	Date Issued	Completion Status	Required Status

Statewide Impact: Ken Jernstedt Airfield Weather Equipment Relocation

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Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor? If yes, provide a short explanation. * Yes No

Does the proposed project result in an economic benefit to the state? If yes, provide a short explanation. * Yes No

Is the proposed project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system? If yes, provide a short explanation. * ✓ Yes No

Not only does Hood River attract recreation users through the airport, there are a number of aeronautical businesses on the airport. Additionally, Ken Jernsedt Airfield provides access for fire fighting aircraft and a critical link for Life Flight medical transport . Failure to provide accurate weather information at the airport likely hinders these types of operations at the airport.

Is the proposed project ready for construction or implementation? * ✓ Yes No

Yes, once FAA AIP funds become available in spring of 2022, the project will be initiated and constructed summer of 2022 after FAA AIP funds are available

Does the project have any unique construction-readiness, project implementation issues, or possible delays? * Yes No

Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. * ✓ Yes No

Yes, The FAA requires a minimum useful life of 15 years for installation of weather reporting equipment (like AWOS).

Budget: Ken Jernstedt Airfield Weather Equipment Relocation

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Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$217,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$23,000.00	10 %
Total Project Cost	\$240,000.00	100 %

Non-Federally Funded Projects *

Total Project Cost

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

	Percent of Project Cost
Minimum Program Match Requirement:	10%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$217,000.00	3/1/2022
Port of Hood River match	\$2,300.00	3/1/2022
Total Match Funds:	\$219,300.00	91 %

Aviation Project Funding Request to ODA *

Amount requested from ODA:	\$20,700.00	9 %
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Project Budget Summary

Total applicant matching funds:	\$219,300.00	91 %
Funding request to ODA:	\$20,700.00	9 %
Total Project Cost:	\$240,000.00	100 %

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.

Yes No

In accordance with **OAR 738-124-0045(3)(b)** "Only Project costs incurred on or after the effective date of the Agreement are eligible for grant funds."

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Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
S42-2021 CIP Letter	https://odae-grants.com/_Upload/14439_1101011-2021CIPLetter-4S2-HoodRiver-x.pdf
S42-2022 Weather Equip Reloc-CIP Data Sheet	https://odae-grants.com/_Upload/14439_1101011_2-S42-2022WeatherEquipmentRelocationCIPDataSheet.pdf

Miscellaneous Uploads

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File Repository

Person:

Date:

Final Report

(You must upload your Final Report prior to closeout)

[Click here to generate the Final Report form](#)

Upload

Internal Review Sheet

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Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Implementation	10
Project Category	Assistance with FAA AIP grant match	15
Is there an existence of Airport Zoning?	Yes	5
MINIMUM Match Percentage:	10 %	90
Total applicant matching funds:	\$219,300.00 / 91 %	81
Funding Request to ODA:	\$20,700.00 / 9 %	
Total Project Cost	\$240,000.00 / 100 %	

Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?

Staff Entry	Review Score
0	0

Does the proposed project result in an economic benefit to the state?

Staff Entry	Review Score
0	0

Is the proposed project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?

Staff Entry	Review Score
1	5

Not only does Hood River attract recreation users through the airport, there are a number of aeronautical businesses on the airport. Additionally, Ken Jernsedt Airfield provides access for fire fighting aircraft and a critical link for Life Flight medical transport. Failure to provide accurate weather information at the airport likely hinders these types of operations at the airport.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

Yes, once FAA AIP funds become available in spring of 2022, the project will be initiated and constructed summer of 2022 after FAA AIP funds are available

Does the project have any unique construction-readiness, project implementation issues, or possible delays?

Staff Entry	Review Score
0	5

Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?

Staff Entry	Review Score
1	5

Yes, The FAA requires a minimum useful life of 15 years for installation of weather reporting equipment (like AWOS).

Internal Review Sheet

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Does the project eliminate current deficiencies listed in the current OAP?

Staff Entry	Review Score
1	5

Although the current deficiency is not outlined in the current Oregon Aviation Plan , AWOS equipment is a safety factor that is outlined in the Oregon Aviation Plan regarding the airport environment. The operational efficiency of the AWOS is imperative on landing and takeoff for aviators.

Does the project modernize the airport by exceeding state or federal minimum standards as stated in the current Oregon Aviation Plan and identified by the Federal Aviation Administration Advisory Circulars or other regulations?

Staff Entry	Review Score
1	5

Although the Oregon Aviation Plan does not spell out AWOS specifically , it does discuss the airport environment and the safety of the airfield. By relocating the wind sensor from a location providing aviators with errant information to one that will provide accurate wind information, will enhance the current airport environment.

Does the project prevent future deficiencies and preserve the existing facilities?

Staff Entry	Review Score
1	5

By relocating the wind sensor, the current deficiency will be alleviated and preserve the weather information equipment in its location.

Does this project increase the financial self-sufficiency of the airport?

Staff Entry	Review Score
1	5

Aviators will be able to rely on accurate information flying into Ken Jernstedt airfield by having the relocation of the wind sensor being made. Errant and incorrect information will no longer be a persistent problem. The Columbia Gorge is a significant wind tunnel due to the high pressure of Mt Hood and Mt Adams and the low pressure occurring with the gorge. The persistent windy conditions can be severe and having accurate wind direction and speed to aviators coming into the airport environment to land or takeoff.

Does the project have local support?

Staff Entry	Review Score
1	5

Yes, the Airport users, Airport Advisory Committee, the Port of Hood River and airport stakeholders like the Air Museum, all support the project.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
276		276		