

Meeting Notes

Project Kick-off Meeting-4:00 – 6:00 P.M. November 15, 2012

Note: Presentation included a PowerPoint that is available for review.

Matt Rogers kicked off the meeting with a general overview of the process for developing the updated Airport Master Plan (AMP) for the City of Auburn.

The FAA has defined very specific steps and requirements for Airport Master Plans and those steps are shown on the schedule that is posted on the website.

Bill Thomas began the meeting with introductions of the PAC members and audience. Each member introduced themselves and indicated their association with the airport.

Bill indicated that the Mayor and City Council generally support the airport, that the airport just barely operates in the black, and that they are seeking ways to stay operational as they move into the future.

David Miller provided a more detailed description of the FAA Master Plan Update process that includes:

- Re-evaluation of the previous Airport Layout Plan (ALP)
- Update process will take into account the current FAA standards
- Evaluates the entire site
- Takes into account the Design Aircraft – the most demanding aircraft that uses an airport and has at least 500 take offs and landings annually. The Design Aircraft is based on existing activity.
- Along the way, the FAA has two approval points – the Aviation Activity Forecast and the Final ALP drawing.
- Evaluation of potential revenue generating options based on land uses, leases, fuel, fees, air commuters, etc.
- User surveys will be used to determine the design aircraft since this is not a towered airfield.
- Property acquisition evaluation
- Development of the preferred alternatives that will then be decided on by the City Council
- When the final runway configuration is determined, a noise analysis will be completed.
- Development of the Capital Improvement Plan (CIP)

The process does not guarantee funding of improvements by the FAA.

General discussion:

- The City and Century West Engineering will maintain a website with project information and a link to the user survey.

- Auburn does receive Airport Improvement Program (AIP) funds in the amount of \$150,000/yr. The AIP maintains a trust to provide the on-going funding.
- Some business users would like a 4000' runway.
- A longer runway can lower some insurance rates.
- The airport is constrained on both ends and a 4000' runway may not be possible without an alternative configuration such as displaced thresholds.
- The City has analyzed the relocation of 15th St. and determined it is too expensive.
- The FAA has a new policy regarding Runway Protection Zones (RPZ) that applies more scrutiny if the situation is made to be worse.
- The FAA generally is not willing to fund improvements that include displaced thresholds unless there is significant justification.
- Right now aviation growth is in light sport aircraft.
- The general aviation fleet is declining.
- Part of the process will look at expanding the fueling area to accommodate jet fuel and auto gas.
- Green River Community College would like to be at Auburn Municipal Airport. They are currently using Boeing Field and could transition, but there is insufficient budget for making a move at the present time. They need a space large enough to accommodate more than just the flight program in order to be efficient. Their program would not require a facility that is on the field, a block away would work. Occupying the currently vacant building on the field would require that it be brought up to current code requirements.
- One of the only Cirrus Certified repair facilities is located at Auburn and they have indicated that they would expand if more room was available.
- Marketing is important. The general public may not know the value of the airport to the local economy.
- It is critical to get everything into the Master Plan in order to keep the options available for future funding.