

## MEETING NOTES - Airport Master Plan Meeting January 10, 2019

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The Oregon Department of Aviation (ODA) and the Planning Advisory Committee (PAC) held the final PAC meeting for the Mulino State Airport Master Plan project on Thursday January 10, 2019 from 5:00 – 7:00 pm at the Mulino Elementary School located at 26660 S. Hwy 213, Mulino OR 97042. The meeting was led by Century West Engineering, the consultant that completed the planning for the Airport Master Plan. The meeting was intended to provide the PAC, community, neighbors, and other project stakeholders to learn about changes to the Preferred Alternative for airport improvements to be included on the final Airport Layout Plan (ALP).

### 1. INTRODUCTIONS – SEE ATTACHED SIGN IN SHEET.

- Introductions were made by Matt Rogers and David Miller from Century West and the meeting attendees were asked to introduce themselves. Agency representatives included Jason Ritchie from the FAA and Matt Maass, Heather Peck, Jeff Caines, and John Wilson from ODA.

*David Miller (Century West) presented an overview of the project covering agenda items 2-4 below and following the attached PowerPoint. The attached Airport Layout Plan figure was also distributed to attendees.*

### 2. PROJECT UPDATE (WHAT HAS OCCURRED SINCE MARCH 2016)

- Refined Preliminary Alternatives – ODA Selected Preferred Alternative
- Completed Project Cost Estimates & Capital Improvement Plan (CIP)
- Completed Airport Layout Plan
- Completed the Airport Land Use Chapter & FAA Compliance Chapter
- Submitted Draft Final Report to FAA for Review

### 3. PREFERRED ALTERNATIVES – SUBMITTED AS PART OF DRAFT FINAL REPORT

- Airside Improvements (runway, taxiway, lighting, etc.)
- Landside Improvements (FBO building, hangars, aircraft parking, aircraft fueling, FBO, etc.)
- Key Facility Improvements
  - Runway 32 threshold reconfiguration
  - Expand aircraft hold areas to meet standards at both runway ends
  - Reconfigure main access taxiway between apron and parallel taxiway
  - New airport access road and vehicle parking
  - Expand and reconfigure apron tiedowns to include small airplane tiedowns and drive through parking positions (ADG II design standards)
  - Helicopter parking
  - Future conventional and commercial hangar sites
  - Install weather observing station (AWOS or ASOS)
  - Parachute drop zones

#### 4. UPDATED ALTERNATIVES – FOLLOWING FAA REVIEW & COORDINATION

- Modified Airside Improvements
- Key Facility Modifications
  - Runway 32 threshold reconfiguration
  - Runway 14/32 shift & extension
    - Property acquisition
    - Realigned S. Mulino Road
  - Reconfigured runway end connector taxiways
  - Reconfigured aircraft hold areas
  - Magnetic variation change – Runway 14/32 (existing) Runway 15/33 (future)

#### 5. FAA DISCUSSION

Jason Ritchie, the acting Director for the FAA Seattle Airports District Office, discussed the FAA position on the displaced threshold and the required changes to the Airport Layout Plan necessary for them to be able to sign off on the plan. He said that the FAA Runway Safety Area (RSA) standards require that the runway threshold must be shifted to get the required 300 feet of safety area from the top of the river bank. The RSA standard cannot be modified and must be met to ensure safety. The current configuration also creates an inline taxiway that is also non-standard that will be corrected by moving the threshold.

The Airport Master Plan is a long term planning looking out 20 years. The changes to the runway and taxiway will likely happen when the runway is rehabilitated. The rehabilitation is a major investment for the FAA and we look at the project as an opportunity to meet standards. Beyond that, FAA funding cannot be used for a project that does not meet standards, so in order for the FAA to fund the project, the issues identified need to be addressed.

#### 6. NEXT STEPS & QUESTIONS

The meeting was opened for questions from attendees. The following is a summary of the Q&A. Note, questions and answers are paraphrased from the discussion. This is not a transcript.

Q: I have been flying at Mulino for 30 years and we have never had any safety issues with the runway. Moving the runway end 200 feet for our safety is ridiculous. You need to have common sense with regard to costs.

A: Jason Ritchie (FAA) addressed the question. He said that the FAA learns from incidents that occur nationally across the National Airports System and apply standards to improve the safety and efficiency of the airports. The result are standard configurations that were developed to improve safety. The

improvements described will not happen right away. We are not going to go and chop 200 feet off the runway tomorrow. The changes to the runway ends will occur as part of a major runway rehabilitation project. That could be ten years from now.

Q: What is the timeline and what projects are planned for the airport? What is the cost associated with it.

A: Matt Maass (ODA) addressed this question. The five year plan in the airport Capital Improvement Plan (CIP) includes obstruction removal, fencing, and taxiway improvements. The current estimate for the projects in the 5 year CIP is around \$3.5 Million.

Q: Would the extension to the north require the relocation of South Mulino Road?

A: Jason Ritchie addressed the question. When FAA considers improvements that impact the Runway Protection Zone (RPZ) a study called an RPZ memo is required. The RPZ study will consider what is possible and feasible to improve safety. You look at what is required for full compliance with standards and then what incremental improvements are possible. For instance, the area in the middle third of the RPZ is the most critical from a safety standpoint, so you look at how the proposed improvements impact that area more closely than the outer sections of the RPZ. You would look to see if there are intersections or queuing traffic in the RPZ. The RPZ memo is a study to analyze the issues so FAA can consider the issues specific to the airport and come up with the best solution.

Q: How are these projects funded?

A: Matt Rogers (Century West) addressed the question. The projects identified in the master plan are largely funded by the FAA if they can be shown to be eligible for funding under the Airport Improvement Program (AIP) and are justified. The planning process is meant to establish eligibility and in many cases show that the project is justified. If they meet this criteria, the FAA funds projects at 90% with 10% coming from local or owner match, in this case the Oregon Department of Aviation. The FAA AIP funding does not come from the general fund. It is supported through user fees at airports across the country. Matt Maass added that ODA funding is also supported by user fees from airports in Oregon. In cases where projects need to be completed but are not FAA eligible, they will be funded by ODA.

Q: Are you going to address the water issue on the airport? Currently there is not sufficient water for fire flows or fire suppression?

A: Matt Maass from ODA addressed the question. Yes, ODA is currently working on scoping a design project to address the water supply issue at the airport. During the master plan, we consulted with the

water district to identify possible solutions to address the issue. Through that process we have identified a preferred approach and are getting close to starting design work on it. If all goes well, the improvements could be under construction by the fall. A memo that was prepared outlining the study completed during the master plan is available on the project website.

Q: The ALP shows a new access off of S. Darnell Road? When is that going to happen? Will the current access remain?

A: David Miller (Century West) addressed the question. Yes, we have depicted a new access to the airport off of S. Darnell Road. It is intended to provide access to the hangars and buildings in the terminal area. The new access is necessary because we are showing a new taxiway to the existing hangar complex that would cross the existing access road. As far as timing goes, the new access road would not be completed until it was necessary to build the new taxiway that is shown. This would likely be many years into the future. The new access road is shown conceptually on the plan. The actual design will require significant coordination with ODOT to address traffic requirements for the intersection with Highway 213.

Q: Is a GPS approach being planned for the airport?

A: David Miller (Century West) addressed the question. The FAA designs the approach procedures. This project included an AGIS survey, which is one of the first steps to getting an approach procedure designed. It is anticipated that a new procedure will be designed for the Runway 33 end now that this information is available. There is a considerable backlog for procedure development at the FAA, so it could be several years before one is completed.