

# Appendix B

## PAC MEETING SUMMARIES

*Airport Master Plan Update*  
*Mulino Airport*

### Mulino Airport Master Plan Update

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**Meeting:** Planning Advisory Committee (PAC) Meeting #1  
**Date:** June 27, 2006  
**Location:** Mollala City Hall

**Purpose:** To kickoff the project

**Participants:** See attached sign-in sheets for Port of Portland, consultant, committee and public attendees.

The meeting began at 5:40 p.m. and ended at 7:30 p.m. The agenda (attached), schedule and scope of work were distributed to participants.

**Meeting Summary:**

Comments regarding the master plan scope, schedule, advisory committee role, and meetings follow:

Comment: Some meetings/open houses should be held at Mulino Airport. The Oregon Pilots Association building at the airport can hold approx. 25 people and may be a good meeting location. The Mollala Library is another possible meeting location. Tentatively, the next meeting will be Sept. 26 at 5:30 – 7:30 at the Mulino OPA Clubhouse at the airport.

Response: The Port will look into other locations for meetings. The meeting rooms need to be large enough to accommodate the PAC, staff and the public, easy to find, have restrooms available, and be accessible for those that are disabled.

- The PAC does not include enough representation of airport users.

The Port sought balanced representation of all stakeholders in forming the PAC. The PAC member representing the Experimental Aircraft Association was not able to attend the first meeting.

- Be sure to contact all tenants of the airport about meetings, as well as others who attended the PAC Meeting #1.

The Port agreed to this. There are six PAC meetings and four public open houses planned. PAC meetings are open to the public, although it may be necessary at future meetings to save public comment for a specific time on the agenda, if a large number of non-committee attendees want to speak. The July 15 & 16 Fly-In would be a good time to contact pilots.

- The PAC may not have much opportunity to review/revise work products if their review happens after the Port and after the FAA. It would help to make the FAA and PAC reviews simultaneous.

The Port agreed to simultaneous FAA and PAC reviews.

The possibility of Mulino Airport being managed or owned/managed by the Oregon Department of Aviation (ODA) has been a subject of discussions between the Port of Portland and the ODA. One reason is that the ODA owns nearby Aurora Airport and might be able to manage Mulino Airport more cost effectively. While the Port did not envision the possible change in management/ownership having an effect on the master plan process or results, one meeting attendee felt that under management by ODA, it would be easier for tenants to develop hangars and airport activity might grow more.

Other comments:

- Several people at the meeting felt that FAA records of annual operations were much overstated. The airport is much busier in the summer than in the winter.
- The two gliders reported in FAA records are gone; one was a Civil Air Patrol trainer and the other a motorized glider. Blimps use the airport about once a year.
- More restrooms are needed but septic systems are problematic because of the high water table.
- Lack of an FBO, fuel, and hangars are reasons Mulino aviation activity has not grown as much as previously projected.
- How much of the airport is in the floodplain? (Probably only the portion beyond the river.)
- A different use for the property, other than an airport, would generate more revenue.
- One neighbor attending the meeting enjoyed watching the airplanes, but thought the initiation of night flying might be a concern.
- Another neighbor who lives on a hill above the airport expressed concern with planes trying to get below the fog and nearly landing on his house. He expressed concern about security and noise.
- The only complaints have been about helicopter training operations from Hillsboro airport.
- A four-unit subdivision will be built on the east side of Highway 213.
- There is a major road project starting around the airport.
- All participants from the public need to give their mailing address on the sign in sheet so we can get them info as needed.
- The Port is working to get project info on its website.
- W&H staff suggested perhaps having two CIP alternatives – one with ODA ownership and one with Port ownership.
- Future PAC meetings need to start no earlier than 5pm – we need to confirm future meeting and open house times (time of day) at the 2<sup>nd</sup> PAC meeting.

- “Let’s think outside the box” was a comment expressed by JD Clarizio. He also asked if there was even a need for the Mulino airport. “It needs to pencil out” “What is happening at other airports, how does Mulino fit in?” he asked.
- The community of Mulino looks at the airport as an asset.
- Mulino (the community) will continue to grow.
- The airport is not intrusive right now – it’s agreeable.
- If the airport grew to be 10 times larger, I would not like it.
- The night flights are not a problem right now, but thanks for asking.
- The County staff person on the Pac, Ken Itel, said the County is interested in what the people of Mulino think about the airport.
- PAC members requested the finalized scope of work for the project (Port to provide).

**Master Plan/ALP Update  
For  
Mulino Airport**

**Mulino Airport Advisory Committee  
Meeting #1  
June 27<sup>th</sup> 2006  
5:30-7:30 pm**

Agenda

**Introductions**

Steve Nagy, Port of Portland

5 Min.

- Mulino Master Plan Project Advisory Committee (PAC)
- Port of Portland
- Federal Aviation Administration
- W&H Pacific

**Master Plan Process/Scope of Work.**

Rainse Anderson & Sara Funk, W&H Pacific

30 Min.

**Project Schedule**

Rainse & Sara

10 Min.

**Role of the PAC**

Steve

10 Min.

**Airport Ownership**

Daren Griffin, Port of Portland

10 Min.

**General Airport Issues**

All

30 Min.

**Questions & Answers**

All

20 Min.

**Next Meeting**

Master Plan/ALP Update  
 For  
 Mulino Airport Project Advisory Committee (PAC)

Meeting #1  
 June 27, 2006  
 5:30-7:30 pm

SIGN IN SHEET

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Master Plan/ALP Update  
 For  
 Mulino Airport Project Advisory Committee (PAC)

**FILE**

Meeting #1  
 June 27, 2006  
 5:30-7:30 pm

SIGN IN SHEET

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## **Mulino Airport Master Plan Update**

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**Meeting:** Project Advisory Committee (PAC) Meeting #2  
**Date:** September 26, 2006  
**Location:** Oregon Pilots Association Clubhouse, Mulino Chapter

**Purpose:** To present Tasks 1 and 2 of scope – Draft Chapters of the Strategic Analysis and Inventory.

**Participants:** Port of Portland (Port), Consultant, PAC members and public attendees (sign-in sheet attached).

PAC Members in attendance:

Kenneth Iteel, Clackamas County  
Dianne Johnson, Oregon Pilot's Association (OPA), Mulino Chapter  
Warren Jones, Mulino Community Planning Organization (CPO)  
Gary Sparks, Experimental Aircraft Association (EAA), Chapter 902  
Jennifer Kellar and Larry Weber for Bob Hidley, Oregon Department of Aviation

PAC Members not in attendance:

JD Clarizio, Arrowhead Golf Club

### **Meeting Summary:**

The meeting began at 5:40 p.m. and ended at 8:00 p.m. The agenda (attached), meeting minutes from the first meeting, and handouts of the slideshow presentation were distributed to participants.

The following are comments from the Port and the PAC on the Draft Chapters:

- Steve Nagy of the Port gave an update on the status of discussion with the Oregon Department of Aviation (ODA) regarding Airport ownership/management. It was reported that a contract is still being negotiated for the ODA to manage the Airport for an undetermined period of time. At a later time there may negotiations to transfer full ownership of the Airport to ODA.
- Dianne Johnson, OPA-Mulino Chapter representative and PAC member, noted that Life Flight helicopter facility needs to be added to the Inventory Chapter and identified on the existing facilities drawing (Exhibit 2B).
  - Consultant will add this information.
- Warren Jones, Mulino CPO representative and PAC member advised that the City of Molalla does not operate the fire department referenced in the Inventory Chapter. The volunteer department is part of a Rural Fire District. In addition, there is a separate Ambulance District, which controls a larger area than the fire district.
  - Consultant will update the Inventory Chapter text.

- The Port inquired if there was interest by survey respondents to re-open the grass runway.
  - Consultant reported only one respondent commented on the grass runway.
  - Gary Sparks, EAA chapter representative and PAC member, reported grass runways in the region are used often by members, although several are too short for flight training.
- The Port commented that there is currently a Single Aviation Service Organization (SASO) at the Airport, who provides limited aircraft maintenance services.
- Warren Jones commented that there is an existing drainage easement and tile located in the northeast corner of the airport, which is active in the winter months and drains into Milk Creek. The easement dates back to the 1950s and records may be difficult to obtain.
- Port highlighted that Clackamas County has Airport Zoning. No other county in Oregon has airport zoning.
- One of the slides under the environmental subtitle listed dust from nearby farmer's fields as a potential air quality issue. One PAC member commented that seasonal smoke from field burning is more of an issue than dust.
- Gary Sparks suggested that the terminologies used in Table 2A in the Inventory Chapter, Airport Revenues and Expenses should be defined (i.e. – concession revenue versus rent revenue).
- Consultant inquired about prevailing wind direction. Local pilots responded that the wind is primarily out of the south-southwest, especially in fall and spring, at a 45 degree angle to the runway.
- Dianne Johnson noted that the reason for the right hand traffic pattern on Runway 14 is to avoid over flight of the Mulino School located on Highway 213.

The following are questions and comments from the public:

- What is the timeline for shutting down the airport if it continues to operate in the red?
  - Steve Nagy responded that the Federal Aviation Administration (FAA) mandates that airports move towards being financially self-sufficient, but acknowledges that not all airports will ever be able to operate in the black. As an entire system, the Port-owned airports do operate in the black. Part of the Port's strategy to make Mulino Airport operate more efficiently is to negotiate a contract with the ODA to manage the Airport. There is no timeline established.
- Regarding possible ODA management, questions were brought forth regarding revenue (i.e. fuel flowage fee).
  - Steve Nagy responded that the contract was still under negotiations and the accounting involved with income and expenses was not determined at this time. Both the Port and ODA assured that any money made at Mulino Airport would be cycled back into the Airport's operating funds, per FAA requirements.

- Through-the-Fence (TTF) operations were discussed. A public attendee pointed out that while the FAA discourages TTF, it does not prohibit them from occurring. Also, TTF fees add to airport revenue.
  - Steve Nagy acknowledged this statement and reinforced that any TTF operations should be carefully implemented and be able ensure no Federal Grant Assurances are violated. Currently, the Port does not foster TTF operations.
- Erosion on the Molalla River bank is a concern to the local residents. A land-owner to the south of the Airport reported losing 20 feet per year to erosion. Warren Jones reported CH2M Hill did a hydrology study on the river and will provide the Port a copy of the report. Historical aerial photos give further evidence to the River's erosion.
- Residential Airparks were reported to be in demand. Few airparks exist in the region and are all full. A residential airpark at Mulino Airport should be seriously considered during this study. An airpark would add a market for a fixed base operator.

**Next Steps:**

- The next meeting will also include an Open House. The PAC meeting will run from 5-6:30pm with the Open House following.
- The next meeting is scheduled for the week of November 20<sup>th</sup>; however, the PAC would prefer that the next meeting be after Thanksgiving - Tuesdays work well.
- The location is to be determined.
- Notice will be advertised in the paper and the Port and County's websites.

## Mulino Airport Master Plan / ALP Update

Mulino Airport Master Plan Advisory Group, Meeting #2

Sept 26<sup>th</sup>, 2006 – 5:30-7:30 pm  
Mulino Oregon Pilot's Association Clubhouse

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### AGENDA

#### **Welcome & Introductions**

Steve Nagy, Port of Portland 5 min.

#### **Project Update**

Rainse Anderson & Sara Funk, W&H Pacific 20 min.

- Creation of Advisory Group information binders
- Field reconnaissance & data gathering
- Survey distribution and compilation of returns
- Production of Draft Chapters

#### **Draft Chapters**

Rainse Anderson & Sara Funk 60 min.

- Introduction
- Strategic Analysis
- Inventory

#### **Questions & Answers**

All 25 min.

#### **Next Meeting**

Location, Date & Time 5 min.

Master Plan / ALP Update for Multino Airport Project Advisory Committee (PAC)

Meeting #2  
September 26, 2006  
5:30 - 7:30 pm

SIGN IN SHEET

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Master Plan / ALP Update for Mulino Airport Project Advisory Committee (PAC)

Meeting #2

September 26, 2006

5:30 - 7:30 pm

SIGN IN SHEET

NAME

REPRESENTING

MAILING ADDRESS

PHONE#

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Devia Chi	Port of Portland	"	"	

## **Mulino Airport Master Plan Update**

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**Meeting:** Project Advisory Committee (PAC) Meeting #3  
**Date:** December 5, 2006  
**Location:** Oregon Pilots Association Clubhouse, Mulino Chapter

**Purpose:** To present Tasks 3 and 4 of scope – Draft Chapters of the Aeronautical Activity Forecasts and Facility Requirements.

**Participants:** Port of Portland (Port), W&H Pacific (Consultant), PAC members and public attendees (sign-in sheet attached).

PAC Members in attendance:

- Kenneth Iteel, Clackamas County
- Scott Crockard for Dianne Johnson, Oregon Pilot's Association (OPA), Mulino Chapter
- Warren Jones, Mulino Community Planning Organization (CPO)
- Gary Sparks, Experimental Aircraft Association (EAA), Chapter 902
- Bob Hidley, Bob Altemus, Jennifer Kellar and Chris Cummings, Oregon Department of Aviation

PAC Members not in attendance:

- JD Clarizio, Arrowhead Golf Club

### **Meeting Summary:**

The meeting began at 5:00 p.m. and ended at 6:30 p.m. The agenda (attached) and handouts of the slideshow presentation were distributed to participants.

The following are comments from the Port and the PAC on the Draft Chapters:

- Steve Nagy of the Port gave an update on the status of discussion with the Oregon Department of Aviation (ODA) regarding Airport ownership/management. He reports the negotiations are going well. As the agreement stands, if ODA did take over management of the Airport, tenants would contact ODA for all issues.
- Ken Iteel, Clackamas County, asked for a table in the forecast chapter to better explain the difference between the Master Record Form 5010 and Terminal Area Forecast data.
  - Consultant will add this information.
- Gary Sparks, EAA, expressed concern that without appropriate facilities the larger aircraft shown in the forecasts may not use the Airport.
  - Steve Nagy recognized that concern and stated facilities are built based on demand.

- Gary Sparks, EAA, inquired into how Experimental Aircraft are accounted for in the forecast.
  - The Consultant responded that the Federal Aviation Administration (FAA) publishes forecasted annual growth rates for Experimental Aircraft, which was reflected upon in the forecast for the Airport.
  - A member of the public, who is employed at Vans Aircraft, reports that his company averages 1.3 phone calls per day from people who have completed a homebuilt aircraft.
- Concern with the Airport Safety Overlay Zone was discussed.
  - Steve Nagy and Ken Itel report that progress is being made to fully implement the Overlay Zone.
  - If a residential airpark were developed, it would most likely be permitted through a conditional-use permit, reported Ken Itel.

The following are questions and comments from the public:

- A comment was made that if hangars were built now there is a large enough demand that aircraft would base at the Airport.
- An inquiry from the public was expressed regarding construction at the north end of the Airport.
  - Steve Nagy explained that a Seismic Sensor was being placed at the Airport, which would monitor earth movement activities.
- It was asked whether or not the forecasts addressed the effects of fuel prices.
  - The Consultant responded that it did not. The information needed for an analysis of this nature is not available. It was noted that while the aviation industry is cyclical, the forecasts are based on an average over the next 20 years. Using average growth rates minimizes effect from industry fluctuations.
- A question was raised if blast pads, which were shown to be deficient with FAA design standards, were really needed at the Airport.
  - Both the Consultant and Port responded that it is not necessary, considering there is little, if any, jet use projected at the Airport.
- A member of the public asked if the ODA would be bound to the findings of the Master Plan and Airport Layout Plan.
  - Steve Nagy responded that the Plans are only guides to be used by any Airport Sponsor to respond to demand and growth at the Airport.
- It was expressed that constraints from Port management is the cause for slow growth at the Airport and that requirements are too constrictive on potential developers.

An Open House immediately followed at the Mulino Pilot's Lounge from 6:30p.m. to 8:00 p.m. At the Open House a selection of Exhibits were displayed for the attendees to review. Representatives from the Port, ODA and Consultants were available to address questions one-on-one with members of the public. Comment forms were also distributed for those who preferred to mail their comments/suggestions to the Port.

**Next Steps:**

- The next meeting will address Layout Alternatives, based on the Forecasts and Facility Requirements. The next meeting will also include an Open House.
- The next meeting will be on February 13, 2007 at the Mulino Elementary School. The meeting will begin at 5:00 p.m. and end at 6:30 p.m. An Open House will immediately follow and will last until 8:00 p.m. Notifications to PAC members and interested parties will be sent at a later date.
- Notice will be advertised in the paper and the Port and County's websites.

## **Mulino Airport Master Plan / ALP Update**

Mulino Airport Project Advisory Committee (PAC), Meeting #3

December 5, 2006 – 5:00-6:30 pm  
Mulino Oregon Pilot's Association Clubhouse

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### AGENDA

#### **Welcome & Introductions**

Steve Nagy, Port of Portland 5 min.

#### **Project Update / Draft Chapters**

Rainse Anderson, Sara Funk & Sarah Lucas, W&H Pacific 60 min.

- Aeronautical Activity Forecast
- Facility Requirements

#### **Questions & Answers**

All 20 min.

#### **Next Meeting**

Location, Date & Time 5 min.

Master Plan / Airport Layout Plan Update for Mulino Airport Project Advisory Committee (PAC)

Meeting #3  
December 5, 2006  
5:00 - 6:30 pm

SIGN IN SHEET

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## **Mulino Airport Master Plan Update**

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**Meeting:** Project Advisory Committee (PAC) Meeting #4 & Public Open House  
**Date:** February 13, 2007  
**Location:** Mulino Elementary School Cafeteria

**Purpose:** To present Task 5 – Draft Chapter of the Airport Development Alternatives.

**Participants:** Port of Portland (Port), W&H Pacific (Consultant), PAC members and public attendees (sign-in sheet attached).

PAC Members in attendance:

- JD Clarizio, Arrowhead Golf Club
- Bob Hidley, Oregon Department of Aviation (ODA)
- Kenneth Iteel, Clackamas County
- Dianne Johnson, Oregon Pilot's Association (OPA), Mulino Chapter
- Warren Jones, Mulino Community Planning Organization (CPO)
- Gary Sparks, Experimental Aircraft Association (EAA), Chapter 902

### **Meeting Summary:**

The meeting began at 5:00 p.m. and ended at 6:30 p.m. The agenda (attached), comment form, project overview packet, and handouts of the slideshow presentation were distributed to participants.

The following are comments from the Port and the PAC on the Alternatives:

- Steve Nagy of the Port opened the meeting by thanking everyone for attending the meeting. An overview of the Master Planning efforts to date was presented, as well as clarification of what the purpose of the alternatives is. The alternatives provide options, either in whole or specific components, from which a preferred development alternative can be selected.
- The Consultants gave a presentation that reviewed the facility requirements presented at the PAC Meeting #3 and discussed the no-build and three development alternatives. The floor was then opened to the PAC members, wherein they could provide comments on which alternative components they liked and those they disliked.
- Ken Iteel, Clackamas County, said he preferred alternative #2, but didn't feel he was qualified to discuss which instrument approach was most beneficial to the Airport and Airport users. He disliked the runway extension shown in Alternative #1. Regarding the Airpark, he said he wasn't sure of the demand for such a facility and highlighted there are feasibility issues. He mentioned the development of the residential airpark would require a land use review process and said developing residential areas on EFU designated land is not a compatible use
- Bob Hidley, ODA, asked his staff members to comment on the alternatives.

- Chris Cummings, planning analyst with ODA, said hangar development should be maximized to increase revenue. He liked how all alternatives maintained the grass taxiway access to the Café and noted that it is a unique feature at the Airport.
- Larry Weber, State Airport Manager with ODA, said he favored alternative #2 and echoed Mr. Cummings' comments.
- Bob Hidley then expressed concerns with the Airpark because people would need to taxiway across the runway to get fuel and other services. He explained how the Airpark at the Independence State Airport operated and suggested that a full parallel taxiway on the west side of the runway be added to the alternative.
- Dianne Johnson, Mulino OPA, expressed concern that Alternative #1 was too over-the-top and unnecessary. She preferred Alternative #2, combined with the Airpark concept. While she thought there may be demand for the Airpark, she raised concerns over zoning issues associated with its development. She agreed a full parallel taxiway for the Airpark may be beneficial.
- J.D. Clarizio, Arrowhead Golf Club, favored Alternative #2 because it meets the Airport's needs and had the least impact off-airport. He thought the Airpark was a good idea, but also questioned the zoning feasibility.
- Warren Jones, Mulino CPO, said his organization would be presenting the Port and Consultant with an alternative that combines the No-Build with only the recommended safety improvements. He does not believe there is a need for the runway extension and asked that it be removed from the alternatives completely.
- Gary Sparks, EAA, said that Alternative #2 encompassed logical and practical projections for the Airport. While the Airpark could have an economic advantage, he expressed concern for the location because tenants would have to cross the runway to get fuel. He thought that once fuel becomes available at the Airport, there may be a need for more larger, conventional hangars than was projected, and the alternatives should be flexible to accommodate this potential demand. Last, he suggested an additional taxiway to access the hangars would be beneficial to reduce congestion at the sole taxiway access point.
  - The Consultant highlighted where an additional taxiway was proposed in the alternatives.
- Steve Nagy of the Port then spoke about the Port's position on the alternatives. He agreed with Mr. Sparks that an additional taxiway access point is needed. Regarding the Airpark, he commented that the Port recognizes the potential constraints, but that a private developer would be the one pursuing development. It was reaffirmed that Alternative #1 is a representation of the Master Plan that has been in place since 1993 and not necessarily what the Port believes is in demand at the current time. The preferred alternative will most likely be a combination of Alternatives #2 and 3 and will not show a runway extension or pavement strengthening.

The following were questions and comments from the public:

- Is there an underlying reason for improving the Airport, such as off-loading General Aviation operations from congested airspace at Portland International Airport?
- Is the purpose of Alternative #1 to attract an anchor tenant?
- What are the Airport's immediate needs? The Alternatives should be looking at what the demand is now, not what it may be in 20 years.
- In regards to the Airpark, has the property owner been consulted? Is it believed he would be a willing seller?
- The Airpark location is undesirable because aircraft would be crossing the taxiway too much. Why weren't on-Airport locations shown in the alternatives?
- The apron reconfiguration to add tiedowns for larger aircraft won't work. There isn't enough room.
- A question was posed to clarify the environmental impact evaluation process.
- Concern for quality of life was expressed, which mostly was concerned with noise and light issues. The Airport beacon and flight patterns were discussed.
- A teacher at the elementary school asked what deliberation was given to reduce noise and traffic over the school. Studies have shown aircraft noise reduces children's reading scores. There was concern for safety, as well.
- Will there be a breakdown of construction phasing?
- Will there be a breakdown of cost?
- Are the development cost estimates based on current dollars?
- Where's the money coming from for the development projects?
- Can we assume that only Alternative #1 would make it feasible for jet operations?
- A vote, by raise of hands, was cast by public attendees to which alternative they preferred. The results were:
  - Alternative #1 – No votes
  - Alternative #2 – Approximately 5 or 6 votes
  - Alternative #3 – Only one or two votes
  - No-Build – The majority of votes

An Open House immediately followed from 6:30p.m. to 8:00 p.m. At the Open House a selection of Exhibits were displayed for the attendees to review. Representatives from the Port, ODA and Consultants were available to address questions one-on-one with members of the public. Comment forms were also distributed for those who preferred to mail their comments/suggestions to the Port.

### **Next Steps:**

- The next public meeting will address the Airport Layout and Capital Improvement Plans.

- The next public meeting will also include an Open House immediately afterwards.
- The date and location for the next meeting has not been specified at this time. Notifications to PAC members and interested parties will be sent as soon as more details are finalized.
- Notice will be advertised in the local newspaper(s) and on the Port and Clackamas County websites.

## Mulino Airport Master Plan / ALP Update

Mulino Airport Project Advisory Committee (PAC), Meeting #4

February 13<sup>th</sup>, 2007 – 5:00-6:30 pm  
Mulino Elementary School

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### AGENDA

#### **Welcome & Introductions**

Steve Nagy, Port of Portland 5 min.

#### **Project Update / Draft Development Alternatives**

Rainse Anderson, Sara Funk & Sarah Lucas, W&H Pacific 60 min.

- No-Build Alternative
- Alternative #1
- Alternative #2
- Alternative #3

#### **Questions & Answers**

All 20 min.

#### **Next Meeting**

Location, Date & Time 5 min.

Master Plan / Airport Layout Plan Update for Mulino Airport

Open House #2  
 February 13<sup>th</sup>, 2007  
 6:30 - 8:00 pm

SIGN IN SHEET

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Nolana Horning		12759 S Freeman Rd	503-422-5859	nolana@cassadiacs.com
MICHELLE PURDY-WAS		30776 S OSWALT RD	503-807-2335	
GARY SPARKS	PAC	ON RECORD	ON RECORD	ON RECORD
Debris Parks		13250 S. CLIFTON DR.	632-8473	
John BOUTOR		13386 S. Alford Dr		
MARTIN MESSERS		P.O. Box 311 Aurora or 97002	503-628-2586	MARTIN@AURORAHOUSE.COM
DAVID FRACCI			503-711-7406	
Jamie Janak	Jack. Co.	9101 SE Sunny brook Blvd.	503-353-4413	janak@jack.com
Maggie Ann Wagner		26193 S Milk Creek Circle	503-829-5124	maggie@milkcreek.com
CHUCK SISKER SAUNDER		12695 S FREEMAN RD	829-9119	
Gail LEWEN	Dr. Consensus Progra	P.O. Box 751 Portland OR 97207-0751	503-362-2853	meuweng@pac.net
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MARY HOLMAN		9400 S. CALDWELL RD. CANBY 97013	503-263-6494	
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STROUD JAMES		P.O. Box 885, Molalla	503-829-5982	
Greg Jones		86697 S Hwy 60 Mulino	503-246-9885	
Hubert		26265 S MILK CREEK CIR.	503-829-2555	
Steno Allaman		26579 S. Milk Creek Cir	503-828-8280	
Jackie Hicks		26050 S. Eldorado Rd	503-229-6244	hicksj@pac.net
DUNCAN PROKER		13606 S. FREEMAN RD MULINO	503-759-4965	
Bernie Paula Bassett		12682 So Mulwood Canyon		Bassett@bunch@Cahq.com

Master Plan / Airport Layout Plan Update for Mulino Airport Project Advisory Committee (PAC)

Meeting #4  
February 13<sup>th</sup>, 2007  
5:00 - 6:30 pm

SIGN IN SHEET

NAME	REPRESENTING	MAILING ADDRESS	PHONE#	E-MAIL
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Sara Farkle	WFF Pacific			
GOS ANDERSON	ODD		503 378 4880	
HARRY WEIBER	ODA		503-378-2523	
Rob Mansel	SELF		503-263-0166	
GERALD ALAWER	SELF		503-263-6318	
Ken Ibel	CC Dev. Agency		503-353-4324	
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James Wilson	ODD		503 710 7580	
<i>Melvin J. Bell</i>			<i>503-266-2555</i>	<i>Bill@pateandy.com</i>
Bill C. Cooley				
Kevin Rungberg			502-887-5439	
STOTT ANDERSON	ODD		503-657-0043	
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MARLENE WIND	McBUREY		503 829 8340	<i>Stewie@wind.com</i>
Wynn & Kathy Lee			503-259-4822	
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<i>Paul Jensen</i>		"	"	
JAN SMITH	ODD	330 HEINTZ ST	503-829-3594	
JEFF SMATHERS	"	"	"	
Paul Emicksen		39330 S. Sawtell Rd	503-829-3458	



Master Plan / Airport Layout Plan Update for Mulino Airport

Open House #2  
February 13<sup>th</sup>, 2007  
6:30 - 8:00 pm

SIGN IN SHEET

NAME

REPRESENTING

MAILING ADDRESS

PHONE#

E-MAIL

Robert Schuelbol

27501 S. Hwy. 213

Mulino 970872

(handouts + maps, please)

## **Mulino Airport Master Plan Update**

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**Meeting:** Project Advisory Committee (PAC) Meeting #5

**Date:** June 5, 2007

**Location:** Mulino Elementary School Cafeteria

**Purpose:** To present Tasks 6 and 7 – Draft Chapter of the Airport Layout Plan and Capital Improvement Plan.

**Participants:** Port of Portland (Port), W&H Pacific (Consultant), PAC members and public attendees (sign-in sheet attached).

PAC Members in attendance:

- Dan Clem, Oregon Department of Aviation (ODA)
- Kenneth Iteel, Clackamas County
- Warren Jones, Mulino Community Planning Organization (CPO)
- Scott Crockard for Dianne Johnson, Oregon Pilot's Association (OPA), Mulino Chapter
- Gary Sparks, Experimental Aircraft Association (EAA), Chapter 902

PAC Members not in attendance:

- JD Clarizio, Arrowhead Golf Club

### **Meeting Summary:**

The meeting began at 5:30 p.m. and ended at 7:00 p.m. An agenda (attached) and comment form were distributed to participants.

Steve Nagy of the Port began the meeting with an overview of the Master Plan's purpose and the work already completed to date. The Consultant then presented the Airport Layout Plan (ALP) drawings and Capital Improvement Plan (CIP). PAC members were allowed an opportunity to comment and ask questions, prior to opening up the discussion forum to all public attendees.

The following are comments from the PAC regarding the ALP and CIP:

- Gary Sparks, EAA, asked why the existing pavement prior to the relocated Runway 32 threshold is marked for removal. He understood the need to relocate the taxiway access point, but felt leaving the pavement as a blast pad or as a safety overrun was beneficial.
  - The Consultant responded by stating the pavement removal is in accordance with Federal Aviation Administration (FAA) guidelines.
  - Dan Clem, ODA, noted the Department does not believe the pavement removal to be a high priority and as such did not include the expense in the CIP.
- Warren Jones, Mulino CPO, noted there were a few minor discrepancies on the land use drawing. He also inquired if the CIP project phasing was changeable.

- The Consultant will further consult with Clackamas County to ensure all land uses are depicted correctly.
- In regards to CIP staging, it was explained that many of the developments are demand based and dependant upon funding availability and programming, while others do need to occur sequentially (i.e. new access road prior to new taxilane access) but may not necessarily occur in the time period planned.
- Dan Clem, ODA, asked the representatives from Clackamas County if they could discuss Oregon Department of Transportation (ODOT) plans for the intersection of Highway 213 and Mulino Road.
  - Warren Jones, Mulino CPO, reported that ODOT does not have any plans for a traffic signal at this time. The intersection site distance needs to be improved and at this time traffic counts are just below the threshold needed for improvements. He also mentioned that traffic has increased on Mulino Road since the completion of the Milk Creek bridge project. As a result, it may be necessary to place a turning lane near the entrance of the Airport's proposed access road.
  - Dan Clem stated his Department is coordinating a meeting with ODOT to begin dialog regarding these projects.
- Gary Sparks, EAA, reemphasized the importance of a second taxilane to access aircraft parking and hangars and asked if it could be given a higher priority in the CIP. He also stated the need for a grass runway and continued grass taxiway access to both the EAA building and the Airport Café. He suggested designating an area for helicopter practice and a glider staging area.
  - The Port and Consultant clarified the second taxilane construction cannot occur until the new access road is developed. Currently, vehicle access would interfere with aircraft operations, thereby creating a safety hazard.
  - The Consultant will further explore the potential for a grass runway.
  - Future development of the access road and aviation reserves may impact the grass taxiway access to the EAA building and Airport Café. The Port and Consultant; however, showed those particular developments aren't slated until the later of the 20-year planning period and beyond. They, too, are concerned about cutting off access and are aware of its importance.
  - Regarding the helicopter practice area and glider staging area, the Consultant and Port indicated there is ample area for these operations, and it would not be necessary to set aside designated areas.

The following were questions and comments from the public:

- A member of the public presented an alternative placement of the access road and taxilane.
  - The Port and Consultant responded by giving their reasoning for choosing the preferred routing, which achieves an optimal aircraft/vehicular flow, reduces congestion, and capitalizes on federal project funding eligibility.

After the meeting, representatives from the Port, ODA and Consultants were available to address questions one-on-one with members of the public.

**Next Steps:**

- The next public meeting will present the final Master Plan Report.
- The date and location for the next meeting has not been specified at this time. Notifications to PAC members and interested parties will be sent as soon as more details are finalized.
- Notice will be advertised in the local newspaper(s) and on the Port and Clackamas County websites.

Mulino Airport Master Plan / ALP Update

**Mulino Airport Project Advisory Committee (PAC), Meeting #5**

**June 5<sup>th</sup>, 2007 – 5:30-7:00 pm**  
**Mulino Elementary School Cafeteria**

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AGENDA

**Welcome & Introductions**

Steve Nagy, Port of Portland 10 min.

**Project Update / Draft Airport Layout and Capital Improvement Plans**

Rainse Anderson & Sarah Lucas, W&H Pacific 50 min.

- ◆ Master Plan Concept
- ◆ Purpose of Airport Layout Plan
  - ✧ *Sheet 1 – Airport Layout Plan*
  - ✧ *Sheet 2 – Airspace Plan*
  - ✧ *Sheet 3 – Runway 14/32 Approach Surface Plan and Profile*
  - ✧ *Sheet 4 – Airport Land Use Plan and Noise Contours*
- ◆ Capital Improvement Plan

**Questions & Answers**

All 25 min.

**Next Meeting**

Location, Date & Time 5 min.

**Master Plan / Airport Layout Plan Update for Mulino Airport  
Project Advisory Committee (PAC)**

Meeting #5  
June 5<sup>th</sup>, 2007  
5:30 - 7:00 pm

**SIGN IN SHEET**

<u>NAME</u>	<u>REPRESENTING</u>	<u>MAILING ADDRESS</u>	<u>PHONE#</u>	<u>E-MAIL</u>
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