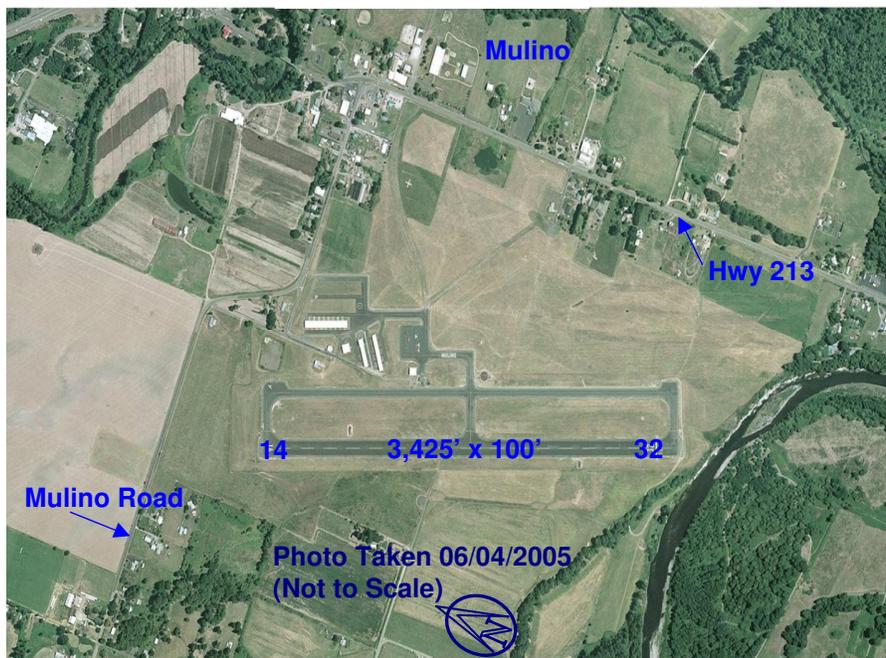


## **INTRODUCTION**

### **Mulino Airport**

The Port of Portland (Port) and the Federal Aviation Administration (FAA) initiated this project to update the 1993 Mulino Airport Layout Plan (ALP). An airport master plan is a long-term development concept. It serves as a 20-year guide that outlines how the physical development of an airport can satisfy aviation demand in a safe, efficient, and fiscally responsible way. Airport master plans typically need updating at five to ten year intervals because conditions affecting



airport operations and development can change in unpredictable ways. Guidance for the master planning process is highlighted in the FAA's Advisory Circular 150/5070-6B.

## MASTER PLAN ELEMENTS

Following guidance from the FAA and industry-accepted practices, the Master Plan contains seven key elements, or chapters, that provide the foundation for identifying future Airport needs and demands while citing reasons for implementing those improvements. These elements are discussed in detail below.

Chapter One, *Strategic Analysis*, provides an analysis of the appropriate future role for the Airport within the Portland metro area system of airports. The recommended role was used to guide the development of aeronautical activity forecasts and facility requirements.

Chapter Two, *Inventory*, offers a detailed overview of the existing airport facilities through a physical inspection of the Airport and discussions with Airport users, Port staff, nearby residents, and an archival review of Airport documents. The information gathered supplies the foundation for various analyses completed throughout the Master Plan, especially the aeronautical activity forecasts and facility requirements.

Chapter Three, *Aeronautical Activity Forecast*, is used to help determine the size and timing of needed airport improvements. Forecasts of based aircraft and aircraft operations have been established by utilizing data from Chapter One, as well as national, regional, and socioeconomic trends and forecasts.

Chapter Four, *Airport Facility Requirements*, evaluates existing airport facilities to identify their functionality, condition, compliance with design standards, and capacity to accommodate the demand projected in Chapter Three. This analysis of facility needs to meet anticipated demand is the basis for the Airport development alternatives in Chapter Five.

Chapter Five, *Airport Development Alternatives*, builds upon the previous chapters and presents several possible development alternatives that focus on meeting the Airport's facility needs for the long-term future. Three development alternatives and one no-build alternative are presented with cost estimates. A preferred alternative, or Master Plan Concept, is also presented that was derived from the alternatives.

Chapter Six, *Airport Layout Plan*, presents drawings that are a pictorial representation and summarization of the efforts made throughout the planning process. These drawings are used by the FAA for determining grant eligibility and funding.

Chapter Seven, *Capital Improvement Plan*, provides the basis for planning the funding of the improvements identified within the planning process and depicted on the Airport Layout Plan. The Capital Improvement Plan proposes scheduling, cost estimates, and funding sources for the projects.

The following appendices are included for reference:

- Appendix A – *Glossary of Terms: Definitions and Acronyms*
- Appendix B – *Project Advisory Committee Meeting Summaries*
- Appendix C – *User Survey*

Appendix D – *Survey Response*

Appendix E – *Existing Utilities and Storm Drainage*

Appendix F – *Clackamas County Zoning and Development Ordinance*

Appendix G – *Federal Aviation Administration Correspondence*

## **PUBLIC PARTICIPATION**

The Port is committed to involving the public, airport users, tenants, and interested persons throughout the planning process. Public participation has historically been vital to the successful planning and implementation of airport master plans. A proactive public involvement program was devised to inform the citizens about the nature of the update, identify concerns, cultivate support for the project, and set the stage for the public meeting process. Additionally, a Project Advisory Committee (PAC) consisting of various stakeholders was formed to give advice to the Port about the master plan.

### **Project Advisory Committee**

<b>Name</b>	<b>Title</b>	<b>Organization</b>
J.D. Clarizio	Owner	Arrowhead Golf Club
Dan Clem	Director	Oregon Department of Aviation
Kenneth Itel	Senior Planner	Clackamas County
Dianne Johnson	Vice Chair	Oregon Pilot's Association, Mulino Chapter
Warren Jones	Chair	Mulino Community Planning Organization
Gary Sparks	Vice President	Experimental Aircraft Association, Mt. Hood Chpt. 902

A mailing list of PAC members, agencies, organizations, aviation interests and individuals with an interest in the airport was developed. Throughout the planning process, multiple mailings were sent to maintain positive communications. Information was also included on the Port's website to keep the public informed of the latest developments.

Six PAC meetings were held, in conjunction with the completion of each Master Plan Element, to solicit ideas and suggestions from PAC members and interested citizens. Additionally, two open houses gave members of the public an opportunity to learn about the project and provide comments. A summary of all PAC meetings is in **Appendix B**.