

# Independence State Airport Master Plan Update Planning Advisory Committee Meeting #2 Aviation Forecasts and Scenario Planning Exercise

January 24, 2018

City of Independence Civic Center: Independence, Oregon  
6:00 to 8:30 p.m.

## -Meeting Summary-

Attendees:

**Oregon Department of Aviation:** Matt Maass, Jeff Caines, and John Wilson

**WHPacific, Inc:** Mike Dane, Dave Nafie, Rainse Anderson, and Holly Williams

**Planning Advisory Committee Members:** See sign in sheet

**Public Attendees:** See sign in sheet

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### Welcome and Recap

Meeting opened at 6:00 pm, with a brief discussion of the agenda for the evening, a recap of the PAC roles and responsibilities, the master plan elements, and a project schedule update.

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### Summary of Aviation Forecasts

The discussion of forecasts began with a recap of the national trends data presented at PAC Meeting #1 and how that information, along with state and local data, was utilized to develop several ranges of potential growth that could occur at the Independence State Airport in the next 20 years. The high, medium, and low ranges for based aircraft and aircraft operations were presented and discussed along with the respective preferred growth rates of 1.6% and 1.75% that will be presented to the FAA for approval.

The existing critical aircraft was then discussed with the PAC. Historically the critical aircraft had been identified as the B-I (small) King Air B100, which is a turboprop aircraft. Throughout PAC Meeting #1, and the subsequent discussions with PAC members that followed, it became apparent to the planning team that there was not a significant amount of turbine or turboprop aircraft operating at the Independence State Airport on a regular basis. Therefore, a more representative piston aircraft was selected as the critical aircraft. The selected representative critical aircraft is the Cessna 402, which is still a B-I (small).

The summary of the aviation forecasts was presented and discussed. The PAC and public commented on the amount of turbine/turboprop operations forecasted throughout the planning period. Many felt that the turbine/turboprop estimates were still slightly high and may not be accurate even though the planning team reduced them significantly from what had been historically considered. It was explained

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that without actual operational data it is difficult to argue that these numbers were accurate. Regardless, there are examples of turbine/turboprop aircraft and based on state and national data it is reasonable to project an increase in the number of the turbine/turboprop aircraft throughout the 20 year planning period.

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### **Small Groups Scenario Planning Exercise**

The exercise began with a short overview of internal and external factors that may affect the Airport's future. Internal factors assume that through implementation of the adopted plan the airport role can evolve over time or remain status quo. External factors assume that there are events or factors that cannot be directly controlled through plan implementation but that could affect outcomes.

The planning team explained how these sample forces can be plotted in a matrix with four quadrants and then presented the four resultant scenarios. It was also explained that these four scenarios are only a handful of the potential scenarios that could occur in the 20 year planning period and were developed solely to provide a framework for discussion among the PAC.

The PAC was assigned to small groups to discuss their views on which quadrant best describes how they see the airport developing or evolving over time. Planners at each table guided the discussion through a number of questions and list responses that captured the key discussion points and their preferred facility improvements.

The facility improvements information provided by the PAC during the scenario planning exercise is crucial to the development of alternatives, which will reflect this input. The State will then discuss all input received and the resulting conclusions will guide planners in developing the alternative concepts. Any input that may not be feasible or allowable by FAA may be acknowledged in the study but not carried forward in plan development.

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### **Public Comments**

During the scenario planning exercise, a member of the planning team was discussing the Airport and master plan with members of the public. Members of the public had, in general, views that were aligned with the PAC. There was a strong desire to keep the Airport and its culture unchanged. Suggested improvements to the Airport were focused on enhancing facilities that serve the current based aircraft, and not changes that would draw in larger turbo prop or jet aircraft. Most members of the public wished to see a grass runway and an improved/expanded FBO with public restrooms.