

Independence State Airport Master Plan Update Planning Advisory Committee Meeting #4 Presentation of Refined Development Alternatives

June 28, 2018

City of Independence Civic Center: Independence, Oregon

3:00 – 4:30 p.m.

-Meeting Summary-

Attendees:

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

WHPacific, Inc: Dave Nafie and Mark Steele

Planning Advisory Committee Members: See sign in sheet

Public Attendees: See sign in sheet

Welcome and Recap

Meeting opened at 3:00 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 review of the previously presented forecasts and development alternatives.

Introduction of Three Refined Alternative Concepts

The three refined concepts presented had these characteristics:

Alternative 1

- Shift runway north to maintain runway length of 3,142'
- Relocate connectors to meet criteria
- Prepare turf alternate landing area
- Relocate RW 16 PAPI to match new RW end
- Acquire land to the west for future airport development (34.8 acres)
- Acquire land to the south for RPZ and approach protection (6.4 acres)
- Construct full length parallel taxiway on west side including taxiway lighting and drainage improvements
- Construct apron and taxilanes for west side hangar development
- Construct access road north from Hoffman Road
- Install fencing for security and wildlife control

Alternative 2

- Shift runway north and extend to future runway length of 3,500'
- Relocate connectors to meet criteria
- Relocate RW 16 PAPI to match new RW end
- Acquire land to the west for future airport development (33.4 acres)
- Acquire land to the south for RPZ and approach protection (6.4 acres)
- Construct full length parallel taxiway on west side including taxiway lighting and drainage improvements
- Construct apron and taxilanes for west side hangar development
- Construct access road north from Hoffman Road
- Install fencing for security and wildlife control

Alternative 3

- Remove existing B-I (small) RW 16/34
- Construct new 3,642 ft B-II (small) runway with associated lighting and utilities west of the current position
- Relocate PAPIs and segmented circle/Windcones
- Establish GPS Circling approach
- Install automated

weather reporting system (AWOS) • Construct full length parallel taxiway on west side including taxiway lighting and drainage improvements • Construct apron and taxilanes for west side hangar development • Construct access road north from Hoffman Road • Install fencing for security and wildlife control • Purchase entire property on which RW 34 RPZ is located • Reroute Hoffman Road around the RPZ • reserve property south of the realigned Hoffman Road as commercial space.

Dave Nafie from WHPacific described each concept and gathered feedback through Q&A.

The Development Alternatives are described in more detail in the PowerPoint presentation linked below:

[*Independence State Airport Development Alternatives Presentation*](#)

Discussion of Alternatives

Alternative 1:

Alternative 1 was generally well received. Most of those in attendance felt that a turf landing area is desirable. Opinions were split on how much, if at all, the runway should be extended. Several commenters do not see a problem with the aligned taxiway at RW 34. They would rather spend resources other places on the airport. Most thought that expansion to the west side was desirable and would be needed during the planning period. It was recommended that the new ramp should be moved to the north and a row of hangars be built to the south to serve as a noise buffer between the ramp and the neighborhood across Hoffman.

Alternative 2:

Overall Alternative 2 was thought to be a good option, though many members of the PAC and the public would like to see a turf alternate landing area included. It was explained that including the turf would require the removal of the PAPIs and relocation of the segmented circle/wind cones. While many in attendance liked the extra runway length, most felt that a 3,500' runway was not necessary. The city voiced concern that the longer runway would invite larger aircraft and increased noise to the area.

Alternative 3:

Alternative 3 was the most ambitious of the presented concepts, with a full conversion to a B-II (small) configuration. Most commenters felt that there isn't a need to move to B-II at this time and instead preferred the simplicity and flexibility of Alternatives 1 & 2. The City of Independence voiced concerns over rerouting Hoffman Road and increased noise at the larger airport. A few commenters did not see the benefit in installing an AWOS on site, due to feelings that AWOS is old technology that will be replaced in the next several years.

Summary:

While most members of the PAC and the public identified parts of each alternative that they liked and disliked, most agreed that Alternative 1 with some minor revisions was their preference. This concept corrects FAA design standards issues, offers the features that most users want to see right away (alternate landing area & restored runway length), and gives the flexibility to expand the airport further in the future if necessary.

Next Steps

The State will take these comments under advisement and choose a preferred development alternative. The preferred alternative will likely draw elements from each of the presented concepts, however it may not match a particular concept as a whole. Over the coming month the preferred development will be further analyzed to identify projects for inclusion in the Airport's Capital Improvement Plan and the Airport Layout Plan. These documents will be presented to the PAC at the next meeting.

The next PAC meeting is tentatively scheduled for August. The need for the August meeting was discussed with the PAC with no decision reached on whether or not to hold it. WHPacific will discuss the issue further with ODA and follow up with the PAC when a decision is reached. A final PAC meeting is scheduled for October.