

BEFORE THE OREGON STATE BOARD OF AERONAUTICS

In The Matter Of The Application Of

ROTH DEVELOPMENT CORPORATION

For Airport Site Approval

SUMMARY OF TESTIMONY
OF MERRILL R. ROTH

STATE OF OREGON)
) ss:
County of Washington)

I, Merrill R. Roth, being first duly sworn, say:

I am one of the stockholders in and officers of Roth Development Corporation. Roth has applied to the Oregon State Board of Aeronautics for approval of a proposed airport site located south across Sunset Highway from the city of North Plains, Oregon.

To locate possible sites in which a private airport and residential airport housing project could be developed, we requested the services of several realtors. My associates and I each spent many hours with a realtor driving through the countryside west of Portland in a search for a suitable site. Rather than waiting for the realtor to propose to us and show us properties which were on the market, we hunted level sites of sufficient size and without obstructions so that construction of a project such as the one proposed would be possible. On the few occasions where a suitable site was discovered, we pointed it out to the realtor who thereafter contacted the present owner of the respective site to determine whether or not it could be purchased.

OREGON STATE BOARD OF AERONAUTICS
ROTH DEVELOPMENT CORPORATION APPLICATION
FOR SITE APPROVAL OF SUNSET AIRSTRIP
EXHIBIT NO. 4

The net result of eighteen months' search has been the discovery of two sites available to us which met the following criteria: sufficient level land to provide for a runway at least 2,000 feet long, at least nine large building sites and a location within normal suburban commuting distance of the city of Portland.


We originally filed with the Board application for site approval for an airstrip oriented true north and south on the south side of Meek Road. This site was approximately 11,900 feet from the center of Hillsboro Airport on a radial of approximately 320° magnetic from the center of Hillsboro Airport. After the Board granted approval of this site (over the objection of the Port of Portland) we learned that the proximity of certain neighbors would make it impossible to operate unless appropriate airspace easements were obtained. These airspace easements were either not available or available only at an exorbitant price. It is for this reason that we found it necessary to seek approval of our alternate site, which is the site for which application is now pending. The center of that site is approximately 4.7 miles from the center of the Hillsboro Airport on a radial of 297° magnetic from the center of Hillsboro Airport.

There are no other sites available to us upon which this project could be built, and which are not 50 to 100% further away from Portland.


I am myself a private pilot and I have an instrument rating. I have examined and I am personally familiar with the applicable federal air regulations and I have had numerous

conferences with various tower facilities and flight service station personnel of the FAA about the presently proposed location and whether or not this location would prevent the installation of an ILS for runway 12 at Hillsboro. According to the FAR, and all other sources, approval of our presently proposed site would not prevent the installation of an ILS on runway 12 at Hillsboro. This information is confirmed by the officially promulgated approach plates for a number of airports in this country, copies of which are being provided the Board as exhibits. These plates show the location of VFR airports in positions relative to the instrument runway comparable to the position of Sunset Airstrip with respect to runway 12 at Hillsboro.

Dated this 8 day of March, 1968.


Merrill R. Roth

Subscribed and sworn to before me this 8 day of March, 1968.


Notary Public for Oregon
My Commission Expires 1-4-70

BEFORE THE OREGON STATE BOARD OF AERONAUTICS

In The Matter Of The Application Of

ROTH DEVELOPMENT CORPORATION

SUMMARY OF TESTIMONY
OF JOHN G. ROTH

For Airport Site Approval

STATE OF OREGON)
) ss:
County of Washington)

I, John G. Roth, being first duly sworn, say:

I am one of the stockholders in and officers of Roth Development Corporation. Roth Development has applied to the Oregon State Board of Aeronautics for approval of a proposed airport site which is located south across Sunset Highway from the city of North Plains, Oregon.

I hold a current commercial pilot's license with single and multi-engine land, instrument, current certified flight instructor and current instrument instructor ratings.

The Port of Portland has objected to the Sunset Airstrip proposed by Roth Development, asserting that such an airstrip would preclude the installation of an ILS system for runway 12 at Hillsboro. The Port hopes to get approval from the FAA for such an installation at some time in the future and thereafter, whenever the FAA budget and expenditure priorities permit, to have such an installation made at Hillsboro.

Based upon my personal familiarity with the Federal Aviation Regulations, the applicable FAA procedures, directives

OREGON STATE BOARD OF AERONAUTICS
ROTH DEVELOPMENT CORPORATION APPLICATION
FOR SITE APPROVAL OF SUNSET AIRSTRIP
EXHIBIT No. 5

and technical standards, and upon numerous conferences and consultations with various FAA personnel, Sunset Airstrip would not prevent the installation of an ILS for runway 12 at Hillsboro. This fact clearly appears from the instrument approach plates which are being submitted to the Board as exhibits. At numerous airports with approved instrument approaches, other airports lie along and beneath the final approach course. In several instances the adjoining airport is located approximately at the site of the outer marker for an ILS approach to the instrument runway.

Hillsboro Airport has a control zone which extends in a five mile radius from the center of the airport. The proposed Sunset Airstrip is within the Hillsboro control zone by approximately a quarter of a mile. Because of this location within the control zone the basic VFR weather minimums apply, and require a ceiling of 1,000 feet and flight visibility of at least 3 miles before any operations can be conducted from the Sunset Airstrip except under special VFR conditions. FAR § 91.105.

When the weather conditions are at or above VFR minima, all pilots have individual responsibility to locate and avoid other aircraft. This is illustrated in IFR Exam-O-Gram number 20 in which the FAA says: "The IFR pilot cannot be protected from, or may not even be advised of, VFR traffic."

The Port of Portland has told the Board that runway 12 is used about one-quarter of the time. Only straight in

approaches to runway 12 would create any VFR traffic over Sunset Airstrip. The only arriving VFR traffic which is in an area for a straight in approach to 12 is traffic from an arc ranging from Tillamook through Seattle. Thus under VFR conditions it appears that Hillsboro traffic would fly over the Sunset Airstrip only during a fraction of the 25% of the time that 12 is in use. When VFR traffic does fly over the Sunset Airstrip the pilots have to exercise their own responsibility for collision avoidance. In this instance the responsibility is made easier by the fact that we propose for Sunset Airstrip a pattern of not more than 500 feet above ground level. Thus Sunset Airstrip traffic would be well below arriving Hillsboro traffic under VFR conditions.

Normal vertical separation between IFR aircraft is 1,000 feet. En Route Air Traffic Control, FAA Handbook No. 7110.9, ¶ 276 at page 54. Under special VFR weather conditions controllers may clear special VFR aircraft with vertical separation of 500 feet below any conflicting IFR traffic. Id ¶ 335 at page 66. It appears from the diagram submitted that traffic for Sunset Airstrip would be approximately 500 feet below a 3° glide slope for an ILS on 12. Separation minima of this sort are not required for VFR traffic, but the fact that the proposed Sunset Airstrip meets the IFR/special VFR clearance criteria illustrates the fact that Sunset Airstrip traffic would not conflict with traffic for Hillsboro Airport.

A further illustration of this lack of conflict comes from the FAA obstruction clearance requirement for approach areas. If a $2\frac{1}{2}^\circ$ glide slope is used the floor of the ground obstruction clearance area is computed at a ratio of 50:1 for the first 10,000 feet past the runway threshold and at 40:1 for the next 40,000 feet. United States Standard for Terminal Instrument Procedures, FAA Handbook No. 8260.3 ¶ 932 at page 133. At this slope ratio, the floor of the obstruction free zone would be approximately 515 feet above the terrain at Sunset Airstrip. The floor of the obstruction free zone thus is higher than the proposed traffic pattern. If terrain considerations require a glide slope angle steeper than $2\frac{1}{2}^\circ$, the height of the obstruction free zone is raised correspondingly. For a $2\frac{3}{4}^\circ$ glide slope angle the inner section slopes at 40:1 and the outer section at 34:1. For a 3° glide slope the inner section slopes at 34:1 and the outer section slopes at 29.5:1. Id at 134.

It should be emphasized that the obstruction zone mentioned above is not the zone where aircraft conducting an ILS operation will be flying. This is because the clear area slope mentioned above is designed to provide obstruction clearance minima of 250 to 1,000 feet between the altitude of the aircraft and the controlling obstruction. The precise clearance requirement varies for different stages of approach. See generally United States Standard for Terminal Instrument Procedures, FAA Handbook No. 8260.3 at ¶¶ 230-244, pp. 15-32.

The glide slope interception altitude, which is normally at or near the outer marker, is the minimum altitude allowed for flight until the glide slope is intercepted. Siting Criteria for Instrument Landing Systems, page 3, Bureau of Facilities Manual V-A-7. I.e., the aircraft may not fly below the glide slope interception altitude until it has intercepted the glide slope, normally at the outer marker. The glide path beam width is 1.4° . Airman's Information Manual at 1-13. The glide path indicator in an aircraft has a scale of ten "dots" which divide the 1.4° beam width into equal segments. This indication in the aircraft provides a "fly up" indication of 5 dots and a similar "fly down" indication. The FAA says: "extreme caution should be used to avoid exceeding a deviation of three dots (of about one-half scale) below the glide slope up to the middle marker. . . ." Ibid. This means that the pilot is told to avoid flight more than $.35^{\circ}$ below the nominal glide path center. At the location of the Sunset Airstrip this means that the pilot on the ILS will be no lower than approximately ¹⁴⁰~~80~~ feet from the nominal height at which the glide path crosses the airport. Even under these conditions, which are mentioned by way of illustration only, several hundred feet of separation are still provided.

The Board has the statutory power to prescribe conditions under which approval would be granted. We suggest to the Board that if it feels siting and air traffic considerations warrant, we would accept conditions on approval such as:

1) establishment of a lower traffic pattern than the 500 foot pattern originally proposed (perhaps 400 feet); 2) a requirement of mandatory radio contact between users of the Sunset Airstrip and the Hillsboro Tower to the extent permitted and agreed to by the chief of the Hillsboro Tower. In connection with this latter point, Hillsboro Tower personnel, including the chief, have indicated that they would be pleased to provide traffic advisory service under VFR conditions to assist in maintaining visual location of and separation of aircraft within the control zone area.

Dated this 8th day of March, 1968.

John G. Roth, M.D.
John G. Roth

Subscribed and sworn to before me this 8 day of March, 1968.

Charles B. Purcino
Notary Public for Oregon
My Commission Expires 1-4-70

PROPOSED ROTH AIRPORT - NORTH PLAINS

This statement is supplementary to the remarks made concerning subject at the hearing held at the Washington County Court House on December 14, 1967. I should like to expand somewhat on the remarks made at the previous hearing concerning the plans that The Port of Portland has for the development and expansion of the Portland-Hillsboro Airport. There has been a lot of publicity recently regarding the Port's plan to extend PIA into the Columbia River or build an entirely new airport at another location. What the publicity doesn't cover is that this expansion program is just a part of the Port's overall Aviation Planning Program.

At the present time, the Port staff and the consultants are planning a System of Airports to aid in allowing PIA to continue its primary function of serving commercial aviation. This airport system will provide adequate and convenient basis for General Aviation aircraft which otherwise could and probably would use up airfield capacity needed for commercial aviation at PIA.

As part of this airport system, it is planned to develop two fully instrumented general aviation airports capable of being expanded to serve aviation related

industrial requirements and possibly to finally become the metropolitan areas second commercial airport or airports. In all, we are planning five to seven possible airports in the metropolitan area. Some of these airports are already in existence and will be expanded - others will be created.

By its geographical location and other ideal considerations, the Portland-Hillsboro Airport will be the first and the largest of this airport family to be completely developed. At the present time, we are about midway in an expansion and development program that will run into a million dollars and will be completed by June of this year. The Port has applied for a grant in aid of well over a million dollars to extend Runway 12-30 to 5400 feet, giving it instrument capability.

These are the first two projects of a multi-million dollar development and expansion program. This long range planning and expenditure of public funds is designed to furnish the flying public in the metropolitan area such as the proponents of this flight strip with adequate and convenient airports within fifteen or twenty minutes of their homes or their businesses. Therefore, we cannot see the need of an airport within the control zone nine minutes by road away from a fully instrumented general aviation airport with all the attending facilities.

We wish to reiterate our objection to this flight strip from a flight safety standpoint. This particular proposed location will generate traffic within the approach zone and directly in the path of landing or take-off from Runway 12. This is creating a hazardous condition. At the present time, this type of traffic is already being generated from the Olinger Strip which is not located on an extended center line but is located west and north of the airport and is within the control zone. We believe this traffic also creates a hazardous condition but there is nothing that can be done about the Olinger Strip as it was in existence prior to the Port's taking over the Portland-Hillsboro Airport.

At the present time, the FAA is installing a fan marker at Farmington, Oregon. We are advised that the fan marker will go into operation in 30 to 45 days and when it does, it will reduce the traffic minimums for the Portland-Hillsboro Airport to the following altitudes and ceilings:

Take Offs	500' ceiling	1 mile visibility
Day or Night Circling Approaches		
65 knots or less	400' ceiling	1 mile visibility
Over 65 knots	500' ceiling	1 mile visibility
Anything above two engines	500' ceiling	1-1/2 mile visibility

Page 4

To be listed as an alternate airport on a flight plan,
the minimums will be 800' ceiling and 2 miles visibility.

It is evident that with these lower traffic minimums, an airport in the
proposed location would compound the hazardous conditions we are objecting to.

RCS:smt
2/8/68

Robert W. Dunn

December 18, 1967

Ralph W. McGinnis

Roth Development Co. Site Hearing (North Plains)

Hearing was held in the Washington County Court House at 1930 on December 14, 1967.

Paragraph No. 3 of ORS 491.100 was read to the persons in attendance, detailing the authority, duties and power delegated to the Board. Paragraph No. 6 of ORS 492.010 which defines an airport was read. ORS 492.180 was then read, detailing the requirement for site approval. Then ORS 492.190, which gives the approval conditions, was read to those persons in attendance.

Dr. John Roth explained the proposal. He stated that this would be a housing development with hangars by their homes. They have investigated many sites but adequate land is not too available. The traffic pattern would be established at 500' south of the highway and away from the homes. He stated that the 3^o glide slope would put aircraft about 1500' above the ground at that point. This will be a home type of operation, non-commercial with all hangar structures compatible with homes. They intend to restrict traffic as much as possible. They plan 9 lots and the runway and major traffic flow would be on week ends. They do not plan lights at this time. There would be no flight operator and leases would not permit any commercial operation. Fueling would not be restricted at homes. Roth Development Co. would be responsible for maintenance of the airport. He stated that annexation to the City of North Plains is in process.

Dano Miliucci stated that A. R. Johns plans culdesac development in connection with the airport.

Glen Sanford, Mayor of North Plains, spoke in support of the proposal. He stated that their plans call for zoning for an area 2 miles around North Plains and they favor the development, if traffic patterns are not over the existing City. This is mainly a rural area.

Roland Smith, Port of Portland, spoke in opposition to the proposal. He stated that the purpose of the Aviation Dept., Port of Portland, is to foster, operate and build aviation. He objected on the grounds of three reasons. No. 1 - This site is on the extended centerline of runway 30. An ILS is planned for this runway and the FAA will not approve the ILS if this airport is approved. No. 2 - They question the need for an airport in this area. It takes 10 minutes to drive from the Hillsboro airport to this site. The Port has planned to spend \$960,000.00 on the Hillsboro airport for development soon. No. 3 - They plan to extend this runway and obtain the clear zone at a cost of nearly \$2,000,000.00. Clear zones must have 2500' with no obstruction, then a 3^o slope to infinity. He stated that this site is more hazardous than the previous site since it is on the extended centerline. This airport would be within the Hillsboro control zone. The bottom of the glide slope would be 600' above this airport. He stated that the ILS has not been approved or programmed by the FAA yet. He introduced written objections from the Port and a drawing of the planned expansion.

All who wished to speak had been heard and hearing was adjourned at 2045.

Washington County Court House

1930

12-14-67

Roth Development Site

Alvin R. Sandford Mayor, North Plains, Oregon
J. Thomas North Plains Ore

Paul Federico - A. K. Goka Genl Contrs, Inc
St + Julia M Johnston - Forest Grove.

Esther S Roth 885 SW Chiltonham Portland
Ellen Roth Portland, Oregon

Lloyd B. Ericsson 1107 1st Place, Portland City of Roth Develop
Dan J Milincer 1525 SW MARTHA PORTLAND GENERAL
John G. Roth, M.D. CONTRACTOR
Roland C Smith Post of Portland PIA
INC

BOARD MEMBERS
ROBERT E. VEATCH, KLAMATH FALLS
CHAIRMAN
JOHN Y. LANSING, PORTLAND
VICE CHAIRMAN
EDWARD L. BENNETT, GOLD BEACH
ROGER LOENNIG, HAINES
WILLIAM F. MADDRON, EUGENE



*pending
orig on app file*

TELEPHONE (503) 363-1463

STATE OF OREGON
BOARD OF AERONAUTICS
SALEM MUNICIPAL AIRPORT
3040 25TH STREET S. E.
SALEM, OREGON 97310

April 19, 1968

Mr. Hans J. Sperber, Chief
Airports Branch, Seattle Area Office
Federal Aviation Administration
FAA Building, Boeing Field
Seattle, Washington 98108

Dear Mr. Sperber:

In reply to your letter of April 15, 1968, we request that you complete your aeronautical study of the proposed Sunset Airstrip at North Plains, Oregon.

My Board is withholding approval of the Sunset Airstrip pending a determination by FAA as to whether or not the proposed Sunset Airstrip would prevent the implementation of an ILS Approach at Portland-Hillsboro Airport. Until we have a specific determination by FAA on this point, we can not approve the Sunset Airstrip site.

Knowing the great concern of Roth Development Corporation for having an immediate determination of this question, I request your cooperation in expediting the formal airspace determination.

Sincerely,

Robert W. Dunn
Director

mj

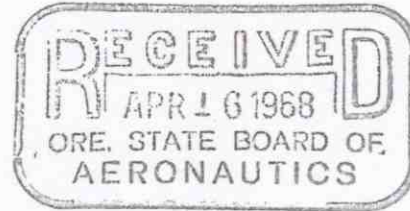
cc: Mr. George D. Hext
Mr. Lloyd B. Ericsson

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
SEATTLE AREA OFFICE
FAA BUILDING, BOEING FIELD
SEATTLE, WASHINGTON 98108

April 15, 1968

IN REPLY
REFER TO: SEA-600

Mr. Robert W. Dunn, Director
Oregon State Board of Aeronautics
3040 25th Street Southeast
Salem, Oregon 97310



Dear Mr. Dunn:

This is in reply to your March 22, 1968 letter regarding possible effects that establishment of the proposed Sunset Airstrip at North Plains, Oregon would have on FAAP grants for the development of the Portland-Hillsboro Airport. It should be noted that establishment of the proposed airport may affect not only the FAAP grants, but also FAA funded facilities.

As stated in my letter of March 5, 1968 to Mr. Ericsson, FAA will not participate in the extension of Runway 12 nor install the planned navigational aids unless adequate approaches are assured. Application of the criteria of Mr. Ericsson's Exhibit No. 6 and No. 7 will show the seriousness of the potential conflicts. Such conflicts would virtually preclude the proposed instrumentation at the Portland-Hillsboro Airport and would require a complete restudy of the proposed FAAP participation. These conflicts would not be resolved by a local agreement concerning communications with the Portland-Hillsboro Control Tower, since information so relayed would be advisory in nature and not regulatory.

At the request of Dr. Roth our aeronautical study was suspended and a formal airspace determination has not been issued. It is recommended that you withhold final action on the case until you have received our determination. We will reopen the case and complete our determination at the request of Roth Development Inc.

Sincerely yours,

Hans J. Sperber
Hans J. Sperber
Chief, Airports Branch
Oregon and Washington

cc: Mr. George D. Hext
Mr. Lloyd B. Ericsson

*Lloyd Ericsson
4-16-68*

*Final decision
re airspace*

Received April 10, 1961
Hand delivered to
O. S. B. A. office

PROPOSED APPROVAL CONDITIONS

The Oregon State Board of Aeronautics approves the Roth Development Corporation proposal for establishment of an airstrip to be known as Sunset Airstrip, across Sunset Highway south from the City of North Plains, Oregon, on the following conditions:

1. No more than 25 families with aircraft shall have easements for the use of the airstrip at any one time.
2. In the event it becomes necessary for the operation of Portland - Hillsboro Airport, Roth Development Corporation agrees to grant to the Port of Portland, without charge, airspace easements over the runway and taxiway of Sunset Airstrip.
3. Roth Development Corporation's Sunset Airstrip, as proposed, is apparently designed to meet Oregon State Board of Aeronautic's standards for this type airport. The approval is on the condition that it is so constructed.
4. The designated traffic pattern at Sunset Airstrip shall be on the south side of Sunset Highway and on the south side of the airstrip, so as to avoid overflights of the town of North Plains. Traffic pattern altitude shall be not more than 500 feet above the ground or 700 feet msl.
5. To the maximum extent possible, and subject to agreement of the tower chief at the FAA control tower, Portland -

Hillsboro Airport, all traffic using Roth Development Corporation's Sunset Airstrip shall be in radio contact with the Hillsboro control tower.

FEDERAL AVIATION AGENCY
NOTICE OF LANDING AREA

- ESTABLISHMENT } Complete All Sections
 ALTERATION }
 DEACTIVATION Complete Sections A and I only

NAME OF PROPONENT (Individual or Organization)

Roth Development Inc.

ADDRESS (Number, Street, City, Zone and State)

1600 N. E. 25th Hillsboro, Oregon
97123

A. LOCATION OF LANDING AREA (Attach aeronautical chart showing plotted position)

1. NEAREST CITY OR TOWN North Plains	2. COUNTY Washington	3. STATE Oregon	4. DISTANCE AND DIRECTION FROM NEAREST CITY OR TOWN Miles Direction 0.49 N 45°E
5. NAME OF LANDING AREA Sunset Air Strip	6. LATITUDE 45° 35' 30"	7. LONGITUDE 123° 01' 30"	8. ELEVATION 200

B. PURPOSE (If new landing area - state if landing area is for public or limited private use; list localities to be served. If alteration - briefly describe proposed changes and reasons therefor.)

Limited Private Use - to serve the immediately adjacent housing in an airstrip - residence development

DATE CONSTRUCTION

To Begin:

Feb. '68

Estimated to be Completed

Jan '70

C. OTHER LANDING AREAS WITHIN 20 MILES

1. NAME	2. MILES TO	3. DIREC. TO
Hillsboro Airport	4.77	S 42°E
Scappoose Airport	10.89	N 40°E
Beaverton Airport	11.80	S 56°E
Olinger Air Strip	2.67	S 12°W

F. OBSTRUCTIONS WITHIN 5 MILES (If available, attach U.S. Geological Survey quad sheet or equivalent; show obstructions in accordance with applicable obstruction criteria. Also attach master plan if available.)

1. TYPE OF OBSTRUCTION	2. MILES TO	3. DIREC. TO
800' M.S.L. range of hills running east and west	5	N

D. LANDING AREA DATA

INDICATE MAG. BRG. OF R/WAYS		240-60	
1. LENGTH OF RUNWAY (Feet)	Actual		
	Proposed	3,000'	
2. WIDTH OF RUNWAY (Feet)	Actual		
	Proposed	200'	
3. TYPE OF SURFACE	Actual		
	Proposed	Turf	

G. OPERATIONAL DATA

	PRESENT Append Letter E if estimated.	ANTICIPATED 5 YEARS HENCE
1. NO. AND TYPE OF BASED AIRCRAFT (Annually) Multi-engine	None	None
Single engine	None	E 12
2. NO. AND TYPE OF LANDINGS (Monthly) Air Carrier	None	None
General Aviation	None	E 75
3. ARE IFR OPERATIONS ANTICIPATED	<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES, WITHIN	YRS.

H. LICENSING (Check applicable boxes)

Application for airport licensing
 has been made to will be made to not required
 State County Municipal Authority

I. CERTIFICATION

I hereby certify that all of the above statements made by me are true, complete and correct to the best of my knowledge.

SIGNATURE OF PERSON MAKING CERTIFICATION

J. Roth, M.D.

Date

5 November '67

Title

President

E. NOISE ABATEMENT FACTORS (Distance and direction to schools, hospitals, churches and residential areas within 2 miles)

1. IDENTIFY	2. MILES TO	3. DIREC. TO
North Plains	0.49	N 49°E

BOARD MEMBERS

WILLIAM F. MADDRON, EUGENE, CHAIRMAN
ROBERT E. VEATCH, KLAMATH FALLS
VICE-CHAIRMAN
ALVA C. GOODRICH, BEND
JOHN Y. LANSING, PORTLAND
ROGER LOENNIG, HAINES



STATE OF OREGON
BOARD OF AERONAUTICS
3040 25TH STREET S.E.
SALEM 97310

ROTH DEVELOPMENT, Inc.

AIRPORT SITE HEARING
HILLSBORO

The hearing was held in the Washington County Court House, at 2000 PDT, July 10, 1967. The attendance record is attached to this resume of comments.

DR. JOHN ROTH:

He and two other persons planned this as a residential type strip, houses with attached hangars. They intend to restrict the use of the strip to those persons having home sites there as much as possible. They have planned it for one acre for each home site. It is planned for VFR operations only, and their forecast is for one operation per day during the week, and five per day on weekends. The pattern would be at 500', and all aircraft using the strip would be in contact with the Hillsboro tower. The strip will have white "X"s on it.

HOLT WARRENS:

Has operated out of Olingers strip for years and had no traffic conflict with Hillsboro traffic.

MERRILL ROTH:

They intend to make every effort to promote safety.

ROLAND SMITH:

The General Aviation Division, Port of Portland, is opposed to the approval of this strip for traffic conflict reasons. Their future development plans would make runway 12 an ILS runway and this site would be in the approach area. They have recently changed their taxiway construction project to provide the minimum clearances required for an IFR approach. He feels that FAA might refuse an ILS at Hillsboro if this site is approved. He felt that this airport is not needed since it is less than two miles from a General Aviation Airport.

NORMAN RALSTON:

Feels that any person should be able to keep his ship at his home.

ERNEST ZUCHER:

Lives across the road, north, and a short distance west. He is opposed because the strip would have an adverse effect on homesite development on his property. He has taken no action as yet, but has it under consideration. He feels that low flying aircraft would disturb his cattle, although aircraft from Hillsboro do not affect the cattle.

There were no representatives of the FAA at this hearing. The chief of the Hillsboro tower was contacted by phone, 10 July 67, regarding the hearing. He stated that they knew of the hearing, but would not attend.

All comments received by July 12, 1967 will be considered in our study of the proposal. Replies should refer to the aeronautical study number and be directed to the Chief, Air Traffic Branch, at the above address.

Fred S. McKnight

Fred S. McKnight
Chief, Air Traffic Branch

The above proposal has been reviewed and no objections are interposed.

SIGNED _____ DATE _____

REPRESENTING _____

Enclosures 2

Proposed Landing Strip

67-SFA-36-NR

HIO Traffic Pattern
1000' Agl

HILLSBORO

AIRPORT

COUNTY

Sewell

NW BRIDGEN ROAD

ELECTRIC

NW CORNELI

OR

UNDER CONSTRUCTION

Creek

EVERGREEN

JACOBSON

ROAD

SHUTE ROAD

NW NEIER-JURSEN RD

NW SEWELL ROAD

NW EDGEMAN RD

ROAD

NW 281ST AVE

NW 2720 AVE

NW 2697TH AVE

NW 2678TH AVE

NW 2620 AVE

LANE

ROAD

ROAD

FAIRGROUNDS

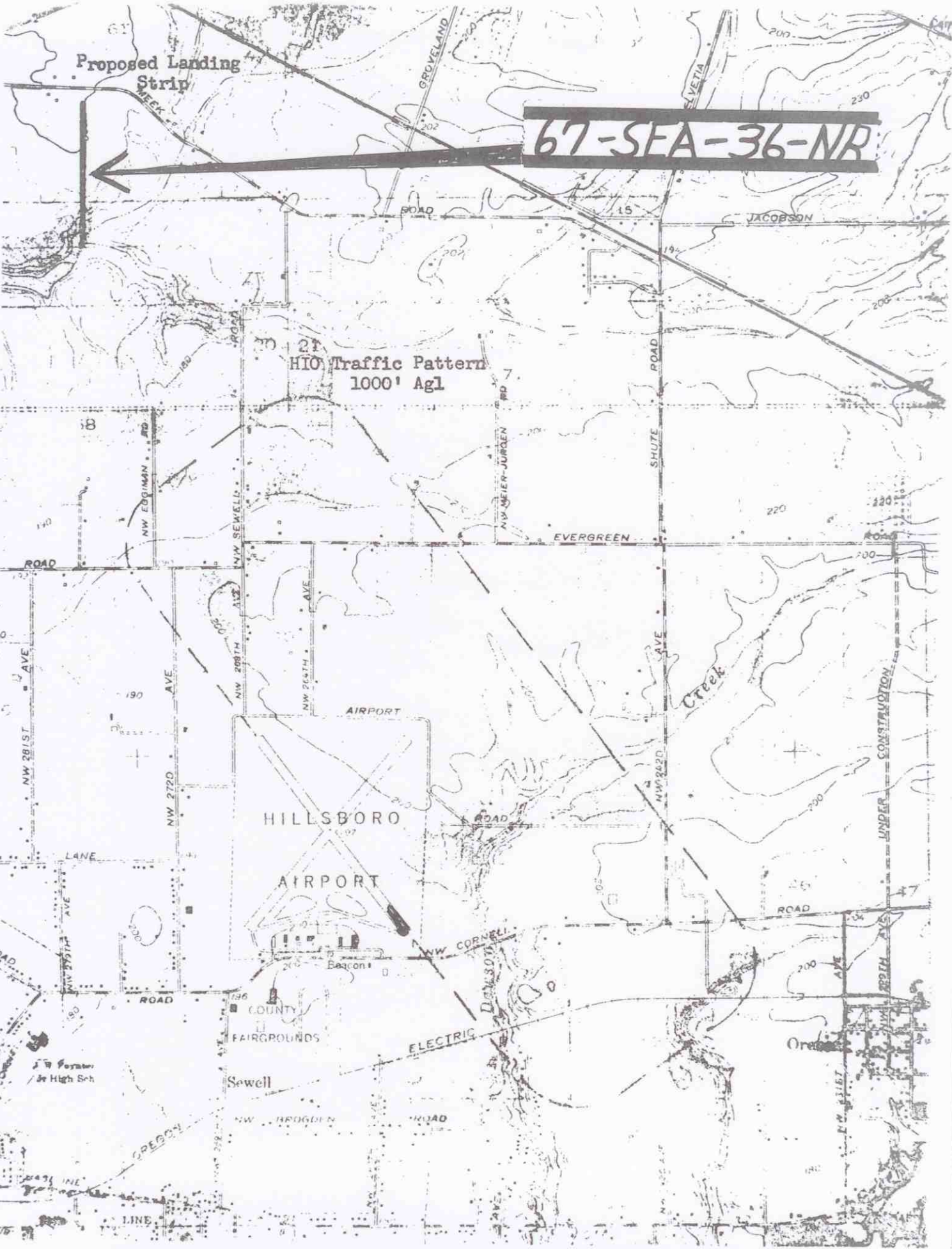
Beacon

LINE

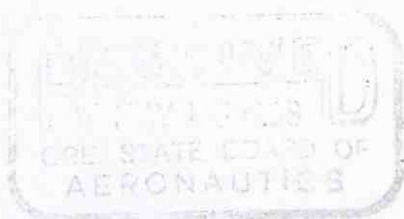
OREGON

High Sch

LINE



Sunset file



May 13, 1968

Mr. Fred S. McKnight
Chief, Air Traffic Branch
Oregon and Washington
Department of Transportation
Federal Aviation Administration
Seattle Area Office
FAA Building, Boeing Field
Seattle, Washington 98108

Dear Mr. McKnight:

Subject: Utilization of Airspace - Case 68-SFA-14-NR
Proposed Sunset Air Strip

In regard to the subject proposed air strip, please be advised that the Aviation Department of The Port of Portland wishes to go on record as continuing a strenuous objection to this air strip in its proposed location. This is within the control zone and on the extended centerline of Runway 12-30 of the Portland-Hillsboro Airport.

At the present time, the FAA and the Port are midway in a development and expansion program that will run into a million dollars and will be completed some time this summer. The Port has applied for a grant in aid of well over a million dollars to extend Runway 12-30 to 5,400 feet giving it instrument capability.

The proponents and the Port have been advised by the Airports Branch of the FAA that they will not participate in the extension of Runway 12 or install planned navigation aids unless adequate approaches are assured. They state that the serious potential conflicts would virtually preclude the proposed instrumentation of Hillsboro Airport and would require a complete restudy of the planned PAAP participation in the airport development and expansion.

Our second objection is from a flight safety standpoint. This particular proposed location will generate traffic within the approach zone and directly in the path of landing or take-offs from Runway 12. This is creating a hazardous condition. At the present time, this type of traffic

Mr. Fred S. McKnight
Page 2

is already being generated from the Olinger Strip within the control zone which is not located on an extended centerline but is located west and north of the airport.

We believe this traffic also creates a hazardous condition, but there is nothing that can be done about the Olinger Strip as it was in existence prior to the Port's taking over the Portland-Hillsboro Airport.

The traffic conflicts and compromise to flying safety caused by an air strip in this location cannot be resolved or reduced by a local agreement with the Hillsboro ATC tower since any communication would lack positive control and only be advisory in nature.

The FAA and the Port forecasts that the Portland-Hillsboro Airport will be developed into a larger than utility class airport. In conjunction with the FAA, this long-range planning and expenditure of public funds is designed to furnish the flying public in the metropolitan area, such as the proponents of this flight strip, with adequate and convenient airports 15 or 20 minutes from their homes or businesses. Therefore, we cannot see the need of an airport within the control zone only 9 minutes by road away from a fully instrumented General Aviation airport with all the attending facilities.

Very truly yours,

THE PORT OF PORTLAND

Original signed by
ROLAND C. SMITH

ROLAND C. SMITH
Manager, General Aviation
Aviation Department

RCS:cal

bcc:
G. M. Baldwin
G. D. Hext
Planning
L. Dansky - Hillsboro Tower Chief

North Plains

DUSENBERY, MARTIN, BEATTY & TEMPLETON

VERNE DUSENBERY
WILLIAM C. MARTIN
JOHN C. BEATTY, JR.
DAVID TEMPLETON
RICHARD L. BIGGS
ROBERT M. CHRIST
LLOYD B. ERICSSON
FREDERICK T. SMITH
KEVIN P. O'CONNELL

ATTORNEYS AT LAW
1107 STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 224-3113

OUR CABLE ADDRESS
"DUSLAW"
PORTLAND, OREGON

June 28, 1968

Mr. Robert Dunn
Oregon State Board of Aeronautics
3040 25th Street Southeast
Salem, Oregon 97310

Dear Bob:

This will confirm our telephone conversation in which I advised you that Roth Development, Inc., does not plan to appear at the Board meeting on July 3. This is for the reason that the FAA has now scheduled "Informal Airspace Meeting No. 1" in Hillsboro on July 9, and we will not have the necessary answer from the FAA until after that date.

I hope that the FAA will act expeditiously enough that we will be in a position to appear at the August meeting. I am enclosing five copies of this letter for transmittal to the members of the Board.

Cordially,



Lloyd B. Ericsson

LBE:mk
Enclosures

cc: Mr. Merrill Roth
Dr. John Roth
Mr. Darryl Usher



PROPOSED ROTH AIRPORT - NORTH PLAINS

This statement is supplementary to the remarks made concerning subject at the hearing held at the Washington County Court House on December 14, 1967. I should like to expand somewhat on the remarks made at the previous hearing concerning the plans that The Port of Portland has for the development and expansion of the Portland-Hillsboro Airport. There has been a lot of publicity recently regarding the Port's plan to extend PIA into the Columbia River or build an entirely new airport at another location. What the publicity doesn't cover is that this expansion program is just a part of the Port's overall Aviation Planning Program.

At the present time, the Port staff and the consultants are planning a System of Airports to aid in allowing PIA to continue its primary function of serving commercial aviation. This airport system will provide adequate and convenient basis for General Aviation aircraft which otherwise could and probably would use up airfield capacity needed for commercial aviation at PIA.

As part of this airport system, it is planned to develop two fully instrumented general aviation airports capable of being expanded to serve aviation related

industrial requirements and possibly to finally become the metropolitan areas second commercial airport or airports. In all, we are planning five to seven possible airports in the metropolitan area. Some of these airports are already in existence and will be expanded - others will be created.

By its geographical location and other ideal considerations, the Portland-Hillsboro Airport will be the first and the largest of this airport family to be completely developed. At the present time, we are about midway in an expansion and development program that will run into a million dollars and will be completed by June of this year. The Port has applied for a grant in aid of well over a million dollars to extend Runway 12-30 to 5400 feet, giving it instrument capability.

These are the first two projects of a multi-million dollar development and expansion program. This long range planning and expenditure of public funds is designed to furnish the flying public in the metropolitan area such as the proponents of this flight strip with adequate and convenient airports within fifteen or twenty minutes of their homes or their businesses. Therefore, we cannot see the need of an airport within the control zone nine minutes by road away from a fully instrumented general aviation airport with all the attending facilities.

We wish to reiterate our objection to this flight strip from a flight safety standpoint. This particular proposed location will generate traffic within the approach zone and directly in the path of landing or take-off from Runway 12. This is creating a hazardous condition. At the present time, this type of traffic is already being generated from the Olinger Strip which is not located on an extended center line but is located west and north of the airport and is within the control zone. We believe this traffic also creates a hazardous condition but there is nothing that can be done about the Olinger Strip as it was in existence prior to the Port's taking over the Portland-Hillsboro Airport.

At the present time, the FAA is installing a fan marker at Farmington, Oregon. We are advised that the fan marker will go into operation in 30 to 45 days and when it does, it will reduce the traffic minimums for the Portland-Hillsboro Airport to the following altitudes and ceilings:

Take Offs	500' ceiling	1 mile visibility
Day or Night Circling Approaches		
65 knots or less	400' ceiling	1 mile visibility
Over 65 knots	500' ceiling	1 mile visibility
Anything above two engines	500' ceiling	1-1/2 mile visibility

Page 4

To be listed as an alternate airport on a flight plan,
the minimums will be 800' ceiling and 2 miles visibility.

It is evident that with these lower traffic minimums, an airport in the
proposed location would compound the hazardous conditions we are objecting to.

RS

RCS:smt
2/8/68

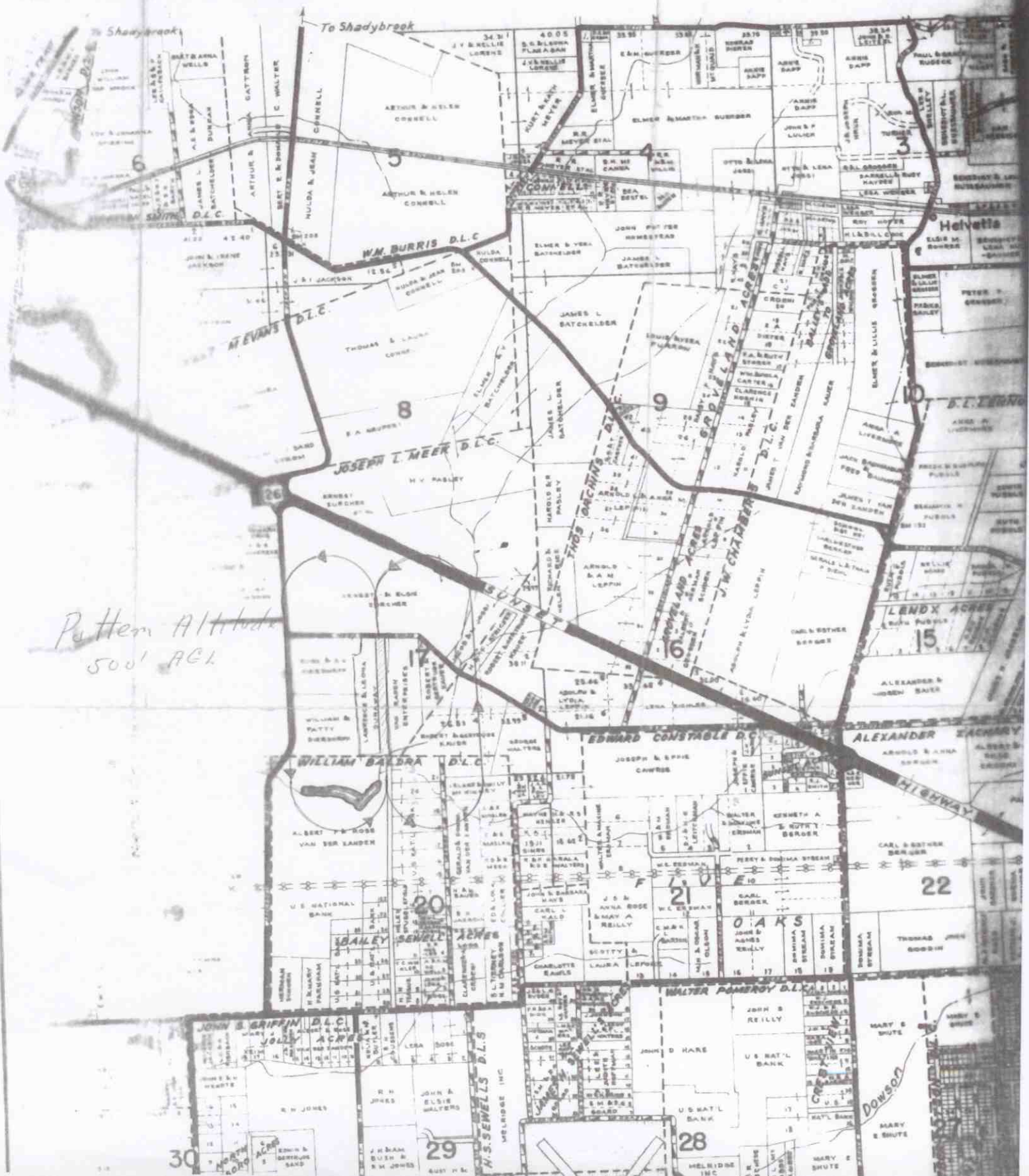
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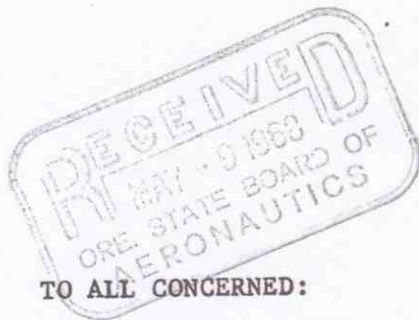
FOR SALE BY
METSKER MAPS

111 SOUTH 10TH ST., TACOMA WASHINGTON
1020 THIRD AVE., SEATTLE, WASHINGTON

TOWNSHIP 1 N., RANGE 2 W

WASHINGTON COUNTY OREGON.





DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
SEATTLE AREA OFFICE
FAA BUILDING, BOEING FIELD
SEATTLE, WASHINGTON 98108

May 1, 1968

IN REPLY
REFER TO: 68-SEA-14-NR

TO ALL CONCERNED:

The Federal Aviation Administration has received notice of the following proposal affecting the utilization of airspace:

Case: 68-SEA-14-NR

Name: Sunset Air Strip

Proponent: Roth Development, Inc.

Location: 4.6 miles northwest of the Portland-Hillsboro Airport, Hillsboro, Oregon, at LATITUDE 45° 35' 30" NORTH, LONGITUDE 123° 01' 30" WEST.

Elevation: 200 feet AMSL

Runway: One 3000' x 200' turf runway aligned 060°/240° MAG.

NAVAID's: None Proposed.

Number of Based Aircraft: Proponent estimates there will be 12 aircraft based at the airport within 5 years.

Type of Operations: The airport is proposed as a limited private use airport to serve a residential development. 150 monthly operations are planned within 5 years.

Remarks: The enclosed chart provides a pictorial description of the proposal.

Your review of this proposal will be appreciated. Concurrence may be indicated in the space provided below. Objections to the proposal should be made by separate letter stating valid aeronautical reasons and an explanation of how it would adversely affect the safety of air navigation. All comments received by June 10, 1968 will be considered in our study of the proposal. Replies should refer to the aeronautical study number and be directed to the Chief, Air Traffic Branch, at the above address.

Harry A. Saffron

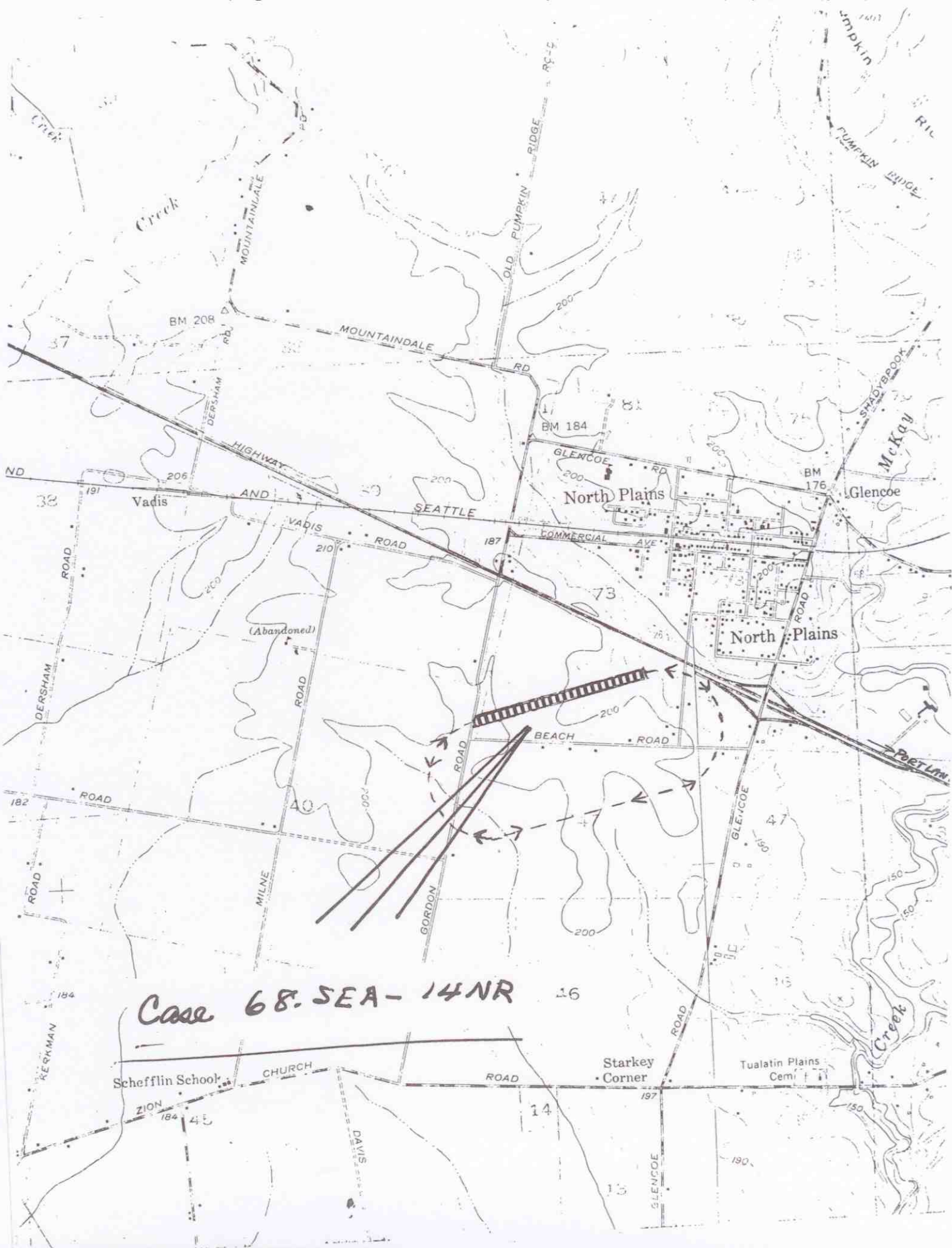
for Fred S. McKnight
Chief, Air Traffic Branch
Oregon and Washington

The above proposal has been reviewed and no objections are interposed.

SIGNED _____ DATE _____

REPRESENTING _____

Enclosure



Case 68-SEA-14NR

16

14

Starkey
Corner

Tualatin Plains
Cem

Schefflin School

CHURCH

ROAD

197

190

15

ZION

184

DAVIS

GLENCOE

Creek

47

North Plains

North Plains

Glencoe

McKay

PUMPKIN RIDGE

PUMPKIN RIDGE

OLD PUMPKIN RIDGE

MOUNTAINDALE

MOUNTAINDALE

Creek

BM 208

BM 184

BM 176

ND

Vadis

SEATTLE

COMMERCIAL AVE

BEACH ROAD

GORDON

MILNE

DERSHAM

(Abandoned)

VADIS

ROAD

ROAD

ROAD

182

184

KERMAN

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