

## Auburn Municipal Airport Strategy Session – March 21, 2006

# Auburn Aviation Association / City of Auburn Strategy Session March 21, 2006

TO:

Evan Wolfe, president, Auburn Aviation Association  
Robert Richardson, Auburn City Manager  
Robert Snyder, Auburn City Council  
Jerry Martin, manager, Auburn Municipal Airport  
Members of the Auburn Aviation Association and interested parties

Members of the Auburn Aviation Association and interested parties, and Bob Richardson, City Manager; Bob Snyder, City Council; and Jerry Martin, Airport Manager met at 6:30 pm this date to brainstorm further development of the Auburn Municipal Airport, consistent with the Master Plan of record. Wayne Manning of Manning Consulting facilitated the meeting.

Participants brainstormed projects and development desires in four broad categories, without regard to merit or cost at this stage:

- Improvements / Infrastructure
- Businesses
- Activities / Services
- Security / Safety

We also added a fifth category called “Ramp” to collect ideas outside the previous categories.

At the end of the discussion the twenty-one participants were each given six adhesive dots to use in “voting” for the items each felt most important. All six could be used on one item if desired, or spread out in any combination. This was done without regard for logistical sequencing or funding. The point of this early meeting was to determine what the airport users believe to be issues of paramount importance.

I will list first the top six items weighted by the adhesive dot count, then list all the items in each category.

1. Hangars (Improvements/Infrastructure) – 12 dots
2. Cheaper gas / 2<sup>nd</sup> vendor (Businesses) – 7 dots
3. Airport Marketing Plan (Businesses) – 7 dots
4. Restrooms (Improvements/Infrastructure) – 6 dots
5. Development plan for the old Denham property (Businesses) – 6 dots
6. Available emergency equipment (Security/Safety) – 6 dots

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Hangars were far and away the item of most interest. A number of participants also have questions about current lease policies which we noted in the “Ramp” category.

Items 2 and 3 should be considered equal in importance, as should 4, 5 and 6. The listing is in the order they emerged in the conversation.

It should be noted that the City Manager commented that item 6, “available emergency equipment,” is in the implementation stage now and will be on site very soon. We chose to leave the item in place to show its current importance to users.

Here are the rankings under each category, including items with no “vote,” in order to capture them for future consideration.

### A. Improvements / Infrastructure

- a. Hangars – 12 dots
- b. Restrooms – 6 dots
- c. Precision instrument approach – 3 dots
- d. Ground control communications outlet – 3 dots
- e. Finance strategy – 3 dots
- f. Pilot / passenger lounge with online capability – 2 dots
- g. Transient parking signage (green line?) – 2 dots
- h. Taxiway signage – 1 dot
- i. East end overrun – 1 dot
- j. Maintain tetrahedron – 1 dot
- k. Develop a second park (use Project Auburn?) – 1 dot
- l. Identify future fill sites – 1 dot
- m. Terminal Operations building – 1 dot
- n. Rotating beacon – 1 dot
- o. Ground frequency – 1 dot
- p. Runway light controls – 0 dot
- q. Formal airport entrance – 0 dot
- r. More chocks – 0 dot

### B. Businesses

- a. Cheaper gas – 2nd vendor – 7 dots
- b. Airport marketing plan – 7 dots
- c. Development plan for old Denham property – 6 dots
- d. Strategy to attract startups – 4 dots
- e. Space for small businesses – 3 dots
- f. City policies/criteria for businesses – 2 dots
- g. 2<sup>nd</sup> flight school – 1 dot
- h. 2<sup>nd</sup> maintenance shop – 1 dot
- i. Small Business Development support (as in Sierra College’s SBDC) – 0 dot
- j. Criteria for Enterprise Zone – 0 dot
- k. Pilot shop – 0 dot

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- l. Paint/upholstery shop – 0 dot
  - m. Avionics shop – 0 dot
  - n. Part 135 operation – 0 dot
- C. Security / Safety
- a. Available emergency equipment – 6 dots
  - b. Vehicle signage, blind corner mirrors, etc. – 2 dots
  - c. Security plan – 1 dot
  - d. On site night monitoring – 0 dot
  - e. Perimeter fence – 0 dot
  - f. No perimeter fence – 0 dot
  - g. Emergency Response Plan – 0 dot
- D. Activities / Services
- a. Airport museum – 5 dots
  - b. Preserve Clark hangar – 3 dots
  - c. Transportation to off-site locations – 0 dot
  - d. Volunteer ride policy/plan – 0 dot
- E. Ramp
- a. Revenue sources – 2 dots
  - b. Lease questions – 1 dot
  - c. Accuracy in published airport data – 0 dots

### Observations:

While listed separately here for clarity, it is equally clear that several of these items can be combined in future discussions. For example

- Pilot / Passenger lounge and Terminal Operations building, and perhaps even including the formal airport entrance.
- All signage; taxiway, transient, vehicle
- Available emergency equipment and Emergency Response Plan
- Airport museum and Clark hangar preservation
- Transportation to off-site locations and volunteer ride policy/plan

These are a few of the possible combinations. Others may become obvious in future discussions.

Quite a bit of discussion occurred around some items that wound up getting low or no votes of immediate importance:

- Ground frequency
- Runway light controls
- Fencing, pro and con
- Transportation to off airport sites
- Funding questions

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The amount of discussion generated indicates great interest in these items, but lower in immediate priority than those items with higher weight. The one anomaly on this list is “funding questions.” The consensus seems to be that it is understood that adequate funding underlies most if not all of these items and therefore does not show up here as particularly weighted, but is the foundation for all of it.

At the bottom of this document are two email transcripts with additional comments the authors have requested be added to the record.

### Summary:

The Auburn Municipal Airport is surely a very valuable community and economic asset. The process begun at this meeting is a very useful first step toward enhancing our airport even further, making it even more of a vital link in our regional transportation system. The airport’s potential value as an economic engine for Auburn and the surrounding community cannot be overstated.

This conversation will continue through a series of meetings as we further refine these goals and begin to craft specific plans, factoring in funding and time, and expected revenue returns. Thanks to all who participated in this initial session. We will keep you advised of the meeting schedule and we invite your full participation. If there are other AAA members or interested parties whom you feel have a contribution to make, please invite them as well.

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