

Auburn Municipal Airport Planning – August 22, 2006

Auburn Aviation Association / City of Auburn Airport Development Plan Meeting August 22, 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

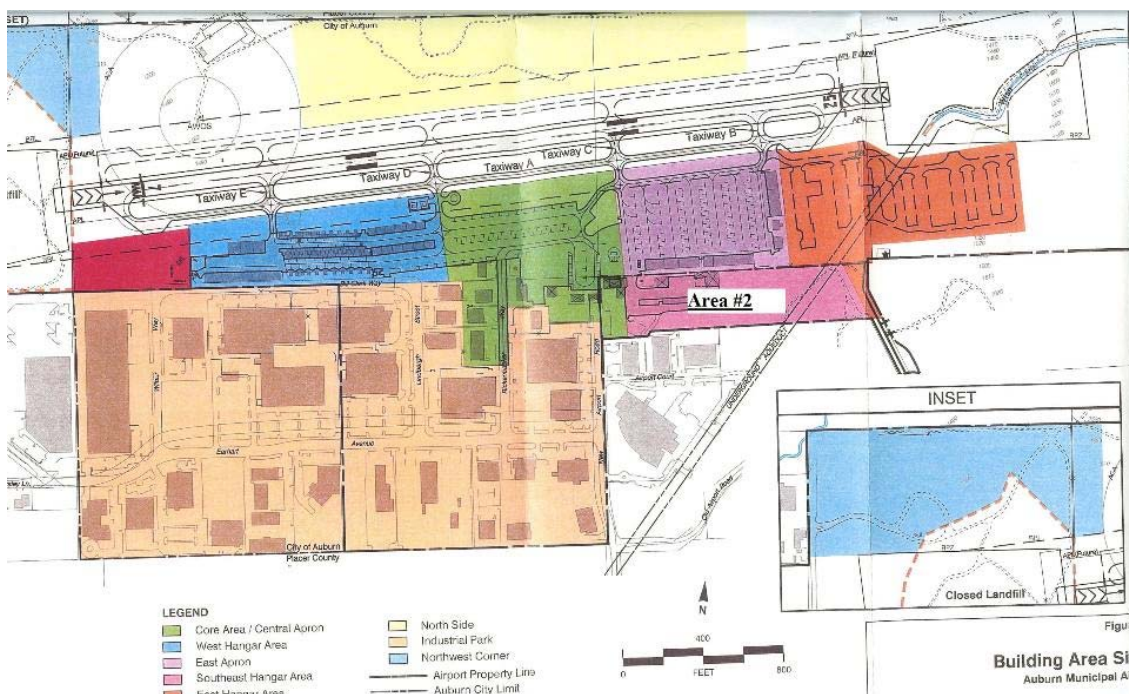
We held our fifth airport development plan meeting this date with city councilman Bob Snyder, city manager Bob Richardson, facilitator Wayne Manning, and a number of airport users and interested parties present.

The purpose of this meeting was to further define the kinds of businesses and appropriate uses of Area #2 (the Denham acquisition).

Bob Richardson provided an update regarding the East End hangar project (Area #1):

- The project will be under the general supervision of Public Works director Jack Warren. However, with a project of this scope, he will need support. The City is moving forward with an RFQ for a Project Manager (individual or company) who will oversee the day-to-day implementation of the project. This RFQ will be distributed by Friday, August 25, with a submittal deadline of September 29.

The group then discussed the kind of development most appropriate for Area #2 (see drawing).



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At our May meeting the group identified this area's best use as containing FBO services, such as:

- a. Avionics
- b. Maintenance
- c. Paint
- d. Upholstery
- e. Engine overhaul
- f. Restoration
- g. Fuel

Several scenarios were discussed:

- Put hangars on the north boundary (10-11 private, or fewer commercial) and businesses on the south boundary, along the access road. Customer parking, both vehicle and aircraft, are important considerations.
- Businesses only, to allow for adequate ramp space for customer aircraft parking.
- Sheriff and/or CHP in the far east end of this parcel.

The pros and cons of helicopter operations in this area were discussed, since such operations might limit the kinds of businesses who would want to be in the same area. It also seems likely, at this point, that the Sheriff's operations will be located in Area #1, nearer the runway, and away from commercial enterprises.

It became clear that several scenarios need to be identified, such as those above, and designed to the degree that infrastructure can be planned and implemented to allow for any of them, depending of future needs. This allows development in Area #2 to be market driven.

Our next step is to do the same analysis of Area #3 (refer to the green area just west of Area #2 in the above drawing) and then to articulate the steps necessary to arrive at a work plan. This will be our agenda for the next meeting on September 19th at 6:30.

For your review, our May discussion resulted in the following possible uses for Area #3:

- Restrooms
- Pilot / passenger lounge
- Terminal operations building
- Pilot shop
- Rental car vendor
- Restaurant
- Flight school
- Part 135 operation
- Museum (incorporating Bill Clark contribution and history)
- Park

As always, we encourage as many of you as possible to be involved in these discussions. It's YOUR airport... come and make your contribution to its future.

Respectfully submitted,

Wayne Manning, principal

Manning Consulting
350 Robie Dr.
Auburn, CA 95603
530-210-5887