

March 22, 1968

Mr. Hans J. Sperber  
Chief, Airports Branch  
Federal Aviation Administration  
FAA Building, Boeing Int'l. Airport  
Seattle, Washington 98108

Dear Mr. Sperber:

In response to Mr. Lloyd B. Ericsson's letter of March 21, 1968 to me, and his separate letter of the same date to you, and with reference to the materials supplied to you regarding the Roth Development's proposed airport near North Plains, I request FAA's answer to the following question:

"Would the establishment of the proposed airport by Roth Development Corporation, under conditions now under consideration by the staff of the Oregon State Board of Aeronautics, including a 500 foot AGL or lower traffic pattern, and radio contact with the Hillsboro Control Tower to the extent agreed to by the tower chief, and certain other conditions, preclude the granting of FAAP funds to the Port of Portland for establishment of additional facilities as outlined in your letter to Mr. Ericsson of March 5, 1968, reference SEA-600?"

If you desire any additional information, please advise.

Sincerely,

Robert W. Dunn  
Director

cc: George Hext  
Port of Portland

*cc of Sperber's answer to  
Lloyd Ericsson if not  
indicated in Sperber's letter*

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

DUSENBERY, MARTIN, BEATTY & TEMPLETON

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

OUR CABLE ADDRESS  
"DUSLAW"  
PORTLAND, OREGON

March 21, 1968

Mr. Robert Dunn  
Oregon State Board of Aeronautics  
Salem Municipal Airport  
3040 25th St. S. E.  
Salem, Oregon 97310



Dear Bob:

Since the Board directed you to make inquiry of the FAA about the effect, if any, of the establishment of Sunset Air Strip (Roth Development's airport), on approval of FAAP funds for an eventual ILS installation at Portland-Hillsboro airport, we request you to ask the following specific question:

"Would the establishment of the proposed airport by Roth Development Corporation, under conditions now under consideration by the staff of the Oregon State Board of Aeronautics, including a 500 foot AGL or lower traffic pattern, and radio contact with the Hillsboro Control Tower to the extent agreed to by the tower chief, and certain other conditions, preclude the granting of FAAP funds to the Port of Portland for establishment of additional facilities as outlined in your letter to Mr. Ericsson of March 5, 1968, reference SEA-600?"

Please advise us of any reply from the FAA.

Cordially,

*Lloyd B. Ericsson*  
Lloyd B. Ericsson *ml*

LBE:mk

cc: Roland Smith  
Port of Portland  
Hans J. Sperber  
Federal Aviation Administration  
Daniel Peterson  
Federal Aviation Administration

DUSENBERY, MARTIN, BEATTY & TEMPLETON

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ROBERT M. CHRIST  
LLOYD B. ERICSSON  
FREDERICK T. SMITH  
SIDNEY TEISER  
OF COUNSEL

March 21, 1968



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

Re: Roth Development Corporation;  
Hillsboro Localizer Install-  
ation; SEA-600

Dear Mr. Sperber:

Thank you for your letter of March 5. At its hearing on March 8, 1968, the Oregon State Board of Aeronautics indicated some desire to consider approval under certain conditions of the proposed Roth Development Corporation residential private airstrip. This is the airstrip which I discussed with you on the telephone.

The Board requested the Director of the Board to inquire of the FAA whether establishment of the Roth airstrip would prevent the proposed instrumentation of Runway 12 at Hillsboro, a question not answered by your letter of March 5. We are taking the liberty of asking Mr. Dunn of the Board to put a specific question to the FAA, and a copy of our letter to Mr. Dunn is enclosed.

We also enclose for your information a set of the exhibits presented on behalf of our client Roth Development Corporation to the Oregon State Board of Aeronautics. You will see that we find similar co-existing installations in many parts of the United States.

Because development plans and a considerable amount of private capital are awaiting the Board's determination, and this in turn is in part dependent on your reply, we would appreciate early advice of the position of the Federal Aviation Administration.

Sincerely,

Lloyd B. Ericsson

LBE:mk  
Enc.

cc: Bob Dunn  
Oregon State Board  
of Aeronautics

Roland Smith  
Port of Portland

Daniel J. Peterson  
Federal Aviation  
Administration

March 22, 1968

Mr. George Hext  
Aviation Manager  
Port of Portland  
P. O. Box 3529  
Portland, Oregon 97208

Dear George:

I am sure that Smitty briefed you on the action my Board took at its Medford Meeting on March 8th regarding the Roth Development proposal for an airport near North Plains.

As soon as we have FAA's answer on this, let's get together and see whether other action is necessary to insure proper protection for the Portland-Hillsboro Airport.

Sincerely,

Robert W. Dunn  
Director

mj  
Encl.

09-132

09-132

March 11, 1968

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

Refer to: SEA-02-68-6

Dear Mr. McKnight:

In response to your notice of February 5, 1968, concerning the erection of three broadcasting towers within the Hillshero control zone and adjacent to the Olingor airstrip, please be advised that the Aviation Department of The Port of Portland is entering an objection.


Our first objection is the fact that these towers will exceed the obstruction standards of Subpart C, FAR Part 77.

Secondly, the tower construction within a control zone and directly adjacent to an active airstrip (Olingore) constitutes a hazard to the flying public.

If there is a hearing on this matter, the Aviation Department of The Port of Portland would appreciate being notified to further voice its objection.

Sincerely,

THE PORT OF PORTLAND

  
ROLAND C. SMITH  
Manager, General Aviation

RCS:cal

cc: L. Basky  
C. D. Kent  
J. K.

R. Smith & Co. Inc. is a subsidiary proposed  
by Roth Development Co.

RECEIVED  
8 A.M. MAR - 6 1968  
THE PORT OF PORTLAND

	Action	Info
Gen. Mgr.		
Asst. Gen. Mgr.		
Aviation	2	
Ind. Devel.		
Marine		
Civ. Engr.		
Compt.		
Personnel		
Planning		
Pub. Affairs		
Sp. Projects		
Attorney		
Consultant		
No. of Copies		3

Mr. [unclear]  
09-120  
~~09-174~~  
09-132

March 5, 1968

SEA-600

Mr. Lloyd Ericsson  
Attorney at Law  
Standard Plaza Building  
Portland, Oregon 97204

Subject: Portland-Hillsboro Airport, Hillsboro, Oregon

Dear Mr. Erickson:

In yesterday's telephone conversation you inquired about proposed development of Runway 12 at Portland-Hillsboro Airport. I would like to confirm our discussion as follows.

An extension of Runway 12 to the northeast is presently shown on the FAA approved Airport Layout Plan. Actual extension of the runway is proposed by the Port of Portland in approximately one year. Toward this end, the Port has filed a Request for Aid for acquiring land necessary for the extension, and the Port's request is given very favorable consideration. Runway 12 is designated the instrument runway, and the FAA is planning to install, pending budgetary considerations, the following navigational aids: Localizer Marker (LOCOM); Runway End Identifier Lights (REIL); and Approach Light System and Sequence Flasher Lights (ALS/SFL). Protection of the approaches to Runway 12-30 is essential for planned and orderly development of the airport and FAA could not participate in the extension of Runway 12 and install the aforementioned navigational aids unless adequate approaches are assured.

If you need further information in the matter, please let us know any time.

Sincerely yours,

ORIGINAL SIGNED BY  
HANS J. SPERBER

Hans J. Sperber  
Chief, Airports Branch  
Oregon and Washington

cc: Mr. George D. Hext  
Aviation Manager  
Port of Portland



# EAGLE FLIGHTWAYS, INC.

Portland-Hillsboro Airport • Hillsboro, Oregon 97123 • 648-7151

February 22, 1968



Mr. Robert W. Dunn  
Director  
Board of Aeronautics  
3040 25th Street S.E.  
Salem, Oregon

Dear Bob:

It was with extreme interest that both Mr. Johnson and myself attending the board meeting on the 9th of February. This meeting gave us an insight into the procedural functioning of the State Board of Aeronautics.

During the discussion regarding the application for the Roth Development Airdrome, it became apparent to us that the State Board and Aviation in general has a problem of first magnitude. Specifically we are referring to the Oregon law as providing the State Board with no means for allowing the board to consider anything but existing conditions when these applications are made. Specifically we are referring to the fact that the Board negated the application for the Roth Development Airport on the basis of the future development of Aviation and the Hillsboro Airdrome. It would therefore seem in order that the Legislature be requested to modify the law so that both existing and future development plans be used as criteria for the establishment for future airdromes anywhere in the State. It is believed that the present law covering applications just within five miles of existing facilities and the existing conditions thereof is entirely inadequate. The State Board should be able to control all future applications for all airdromes in the State.

Further it would seem in the Publics and Aviations interest that the State Board of Aeronautics be expanded. As per discussion we have had earlier I would like to suggest that the Board be expanded to have on its membership individuals representing fixed base operators, commercial air carriers, legal and planning personnel. I am sure that you can also think of some other areas that would benefit aviation by having representation. This is not to say that we are critical of the existing Board. A broadening of the base we are confident will have a beneficial affect upon the public and the aviation communities.

February 22, 1968  
Page 2

If I can be of further assistance to you regarding either of the above parameters or in any other way concerning matters of aviation please do not hesitate to contact me.

Sincerely,

EAGLE FLIGHTWAYS, INC.



Bob Bell

BB:nj



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

SEATTLE AREA OFFICE  
FAA BUILDING, BOEING FIELD  
SEATTLE, WASHINGTON 98108

February 6, 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:

Enclosed for your information is a copy of Form FAA 2681 with an attached sketch and map submitted by the Roth Development Company notifying this Agency of the establishment of a private airport near North Plains, Oregon.

We would appreciate any comments you may have concerning this action.

Sincerely yours,

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

Enclosures



# HILLSBORO CHAMBER OF COMMERCE

P. O. BOX 394 • 174 E. MAIN STREET  
HILLSBORO, OREGON 97123 • (503) 648-3311

January 15, 1968

Mr. Bob Dunn  
State Board of Aeronautics  
Salem, Oregon 97301

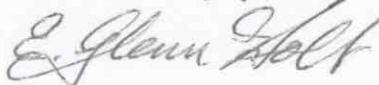
Dear Mr. Dunn:

It has been brought to our attention that there is to be a hearing in the near future on the Roth Airstrip, which is located 4.7 miles northwest of the Port of Portland hillsboro Airport. If so, we would appreciate being notified so that one of our representatives might be present to get all the details and voice our opinion pro or con.

As I understand it, the Port of Portland would not be able, legally, to extend the main runway at the Hillsboro airport to the desired length if this airstrip is okayed.

We are quite concerned about this matter as we do want our local airfield to advance with the advancement of aeronautics in years to come and not have one small strip stop this progress.

Very truly yours,



E. Glenn Holt  
Manager

EGH/af



December 18, 1967

Dear Sir;

This is to clarify the runway purposed at North Plains by Roth Development Inc.

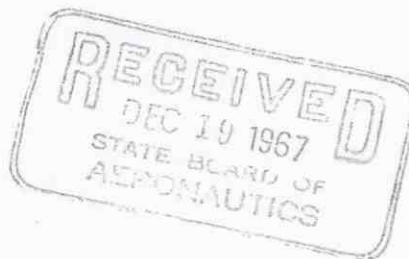
The total length of property we have available is 3000'. We purpose a 2000' runway and a 1000' displace threshold for operations. from either end.

If you have any other questions I can answer please contact me.

Sincerely;



Roth Development Inc.  
Darryl Usher, V. Pres.  
764 Birchwood Drive  
Hillsboro, Oregon 97123



Washington County Court House

1930

12-14-67

Roth Development Site

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

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

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

Lloyd B. Ericsson 1107 1st Plazo, Portland ~~attn: Roth Development~~  
Dano J Milucci 1525 SW MARTHA PORTLAND <sup>A R JOHNSON</sup> GENERAL  
John G. Roth, M.D. CONTRACTORS  
Roland C Smith Post of Portland PIA  
INC.

TO: Robert W. Dunn

DATE: December 18, 1967

FROM: Ralph W. McGinnis

SUBJECT: 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° 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° 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.

dw

## 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

## AVIATION DEPARTMENT OBJECTIONS

OSBA AIRPORT SITING HEARING - WASHINGTON COUNTY COURT HOUSE - DEC. 14, 1967

1. The location of this strip is directly on the extended center line of runway 12, proposed and designated instrument runway for Portland-Hillsboro Airport. In this proposed location, traffic for this air strip would definitely reduce the instrumentation capability and in all probability would preclude the FAA's designation of our runway 12-30 as an instrument runway.

2. This objection is from a flight safety standpoint. A landing strip in this particular area will generate traffic within the approach zone and directly in the path of landing or takeoff from runway 12. This would create a hazardous condition.

3. We question the need of an airport in this particular area in view of the fact that The Port of Portland is developing the Hillsboro Airport to maximum capability as a general aviation airport. We are about midway in a program of development that will run into almost a million dollars. This program should

Page 2

be completed by June, 1968. We have another project planned which will exceed the present one and cost approximately two million dollars. This includes extending runway 12-30 to 5400 feet giving it instrument capability. At the same time, the clear zones will have to be protected at a 50:1 ratio rather than the present 40:1 ratio. Attached is a drawing showing the clear zone of the extended runway. It also shows the approach zone and the relative distances and elevations in relationship to this proposed airport.

In conclusion it is felt that although the proposed airport is further out, it is a far more hazardous location than the originally proposed airport off of Meek Road. This is due to its location on the extended center line within the approach zone. The original proposed airport, although closer in, was 3,000 feet northeast of the center line and outside of the 50:1 approach portion of the zone.



RCS:smt  
Enclosure

PROPOSED ROTH AIRPORT - NORTH PLAINS

The following is supplemental information to the Aviation Department's objection to subject strip written May 13, 1968.

There has been a change in the Port's and the FAA extension plans of Runway 12/30 since the above objection was written.

Due to the relocation of Cornell Road being shelved temporarily, the extension plans of Runway 12/30 have been changed. To instrument this runway, it will be necessary to place a localizer in the middle of Runway 12/30, 500 feet from the present threshold to clear the localizer, therefore, displacing this threshold by 1,000 feet. This displacement will necessarily have to be added to the extension of Runway 12. At the present time, we are planning to extend the runway 2,060 feet instead of the 1,350 feet in the original plan. (See hand-out.) This means that the 50:1 approach zone would run out as indicated with an elevation of 207 feet AGL and the 40:1 criteria beyond that would show a clearance of only 447 feet AGL just south and adjacent of the proposed Roth strip. As can be seen, a 500-foot traffic pattern to this

strip would penetrate this clearance altitude. We believe that this would further compromise not only the safety of an instrument approach but would further jeopardize FAA participating in a program to instrument this runway at Portland-Hillsboro Airport.

It is further submitted that Mr. Hans Sperber of the Airports Branch, in his letter to Mr. Erickson, the proponents attorney, and to Robert Dunn, of the Oregon State Board of Aeronautics, very definitely indicated that the establishment of an airport in the proposed location would virtually preclude the proposed instrumentation of the Portland-Hillsboro Airport.

Dear Sir;

We enclose a Notice of Establishment of Airport. Please note that this replaces a project of which you were given notice on May 22, 1967 and to which you gave your disapproval.

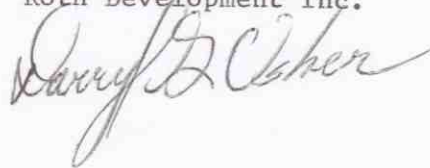
We propose a right hand pattern for runway 6 so as to avoid flight over the town of North Plains. Also the threshold of 24 will be displaced from the end. The purpose of this is to establish Sunset Highway as the basic north/northeast limit of the traffic pattern.

This airport is to be developed as a private residential airport project. There will be no commercial operations, and use will be limited to residents and their guests.

We anticipate no noise problems because of the highway separation from North Plains. The highway is heavily used by diesel trucks and there is a sawmill within half mile of the airstrip.

We will be pleased to cooperate with you in your evaluation of this operation, and to provide you with any additional information you desire. We would appreciate notification if you should receive any objection to the proposal.

Darryl G. Usher  
Roth Development Inc.



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 Developmen. 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: 0.49 Direction: 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.)

L 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

1. NO. AND TYPE OF BASED AIRCRAFT (Annually)	PRESENT Append Letter E if estimated.	ANTICIPATED 5 YEARS HENCE
	Multi-engine	None
Single engine	None	E 12
2. NO. AND TYPE OF LANDINGS (Monthly)		
	Air Carrier	None
General Aviation	None	E 75

4. DIRECTION OF PRINCIPAL APPROACH N. E.      5. DIRECTION OF PREVAILING WIND 200°

6. DESCRIBE LIGHTING AVAILABLE, IF ANY  
None

3. ARE IFR OPERATIONS ANTICIPATED  NO  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

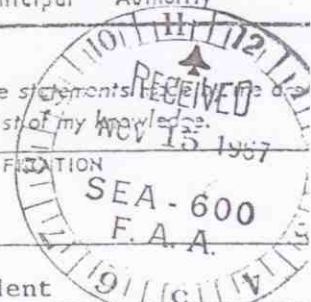
E. NOISE ABATEMENT FACTORS (Distance and direction to schools, hospitals, churches and residential areas within 2 miles)

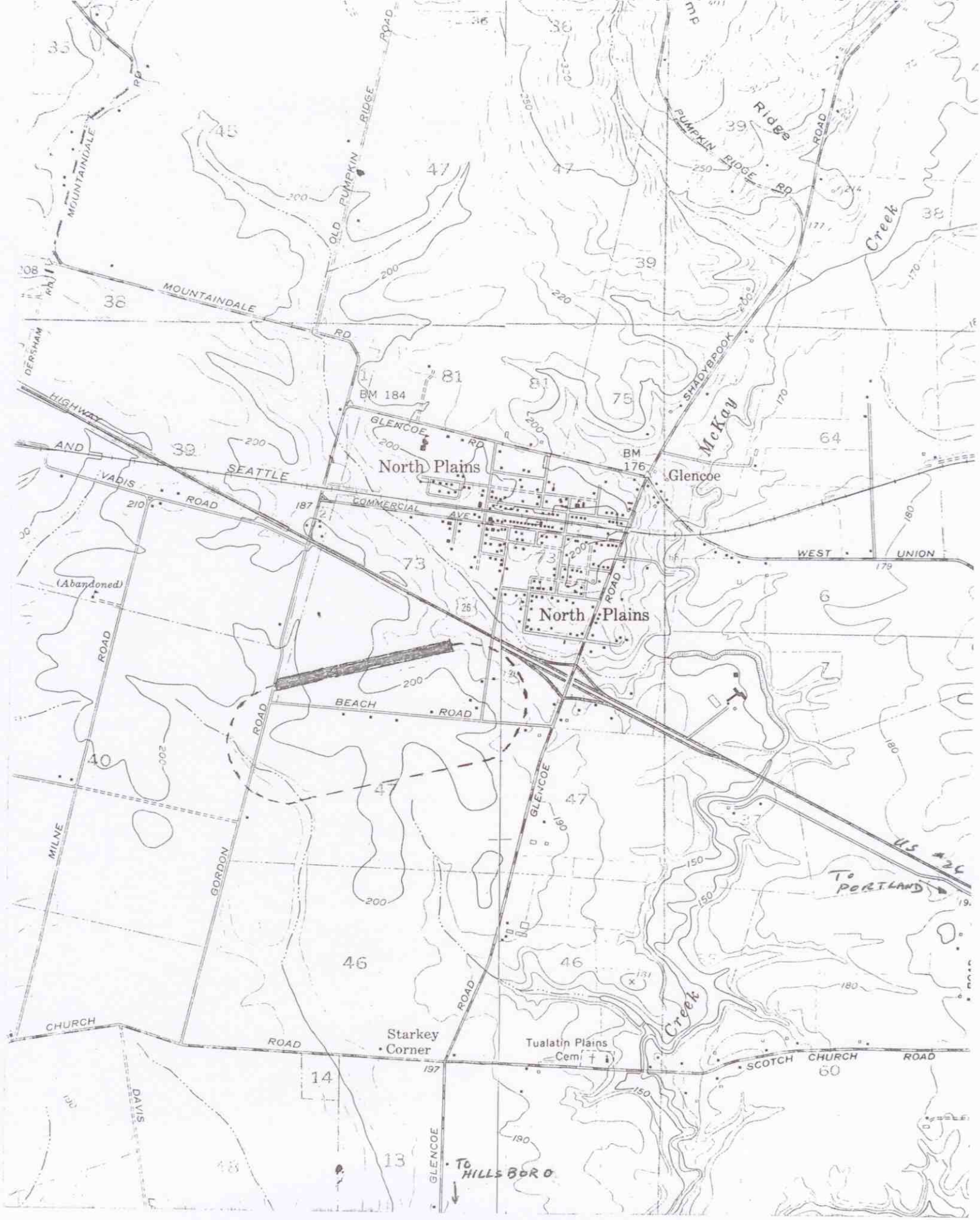
1. IDENTIFY	2. MILES TO	3. DIREC. TO
North Plains	0.49	N 49°E

I. CERTIFICATION

I hereby certify that all of the above statements 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







November 20, 1967

Hillsboro Argus  
150 S. E. 3rd Street  
Hillsboro, Oregon 97123

Gentlemen:

Please publish the following legal notice on November 22, November 30,  
and December 7, 1967.

Legal Notice

The Oregon State Board of Aeronautics will hold a public hearing at the Washington County Court House at 7:30 p.m. on December 14, 1967. The purpose of this hearing is to discuss the proposed airport site adjacent to the southwest corner of North Plains, Washington County, Oregon. All persons wishing to speak will be heard.

By Order of the Director  
Robert W. Dunn

Please forward a certificate of publication with your billing.

Sincerely,  
ROBERT W. DUNN, Director

Ralph W. McGinnis  
Assistant Director for Safety

dw

*Both development site  
North Plains site*

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

June 13, 1968

IN REPLY  
REFER TO:

TO ALL CONCERNED:

Seattle Area Office Informal Airspace Meeting No. 1 is scheduled to be held at 1:00 p.m. PDT on July 9, 1968 in Room 203 of the Hillsboro City Hall, 205 South Second Avenue, Hillsboro, Oregon. The following proposal affecting the utilization of airspace will be discussed.

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.  
(See enclosed charts.)

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

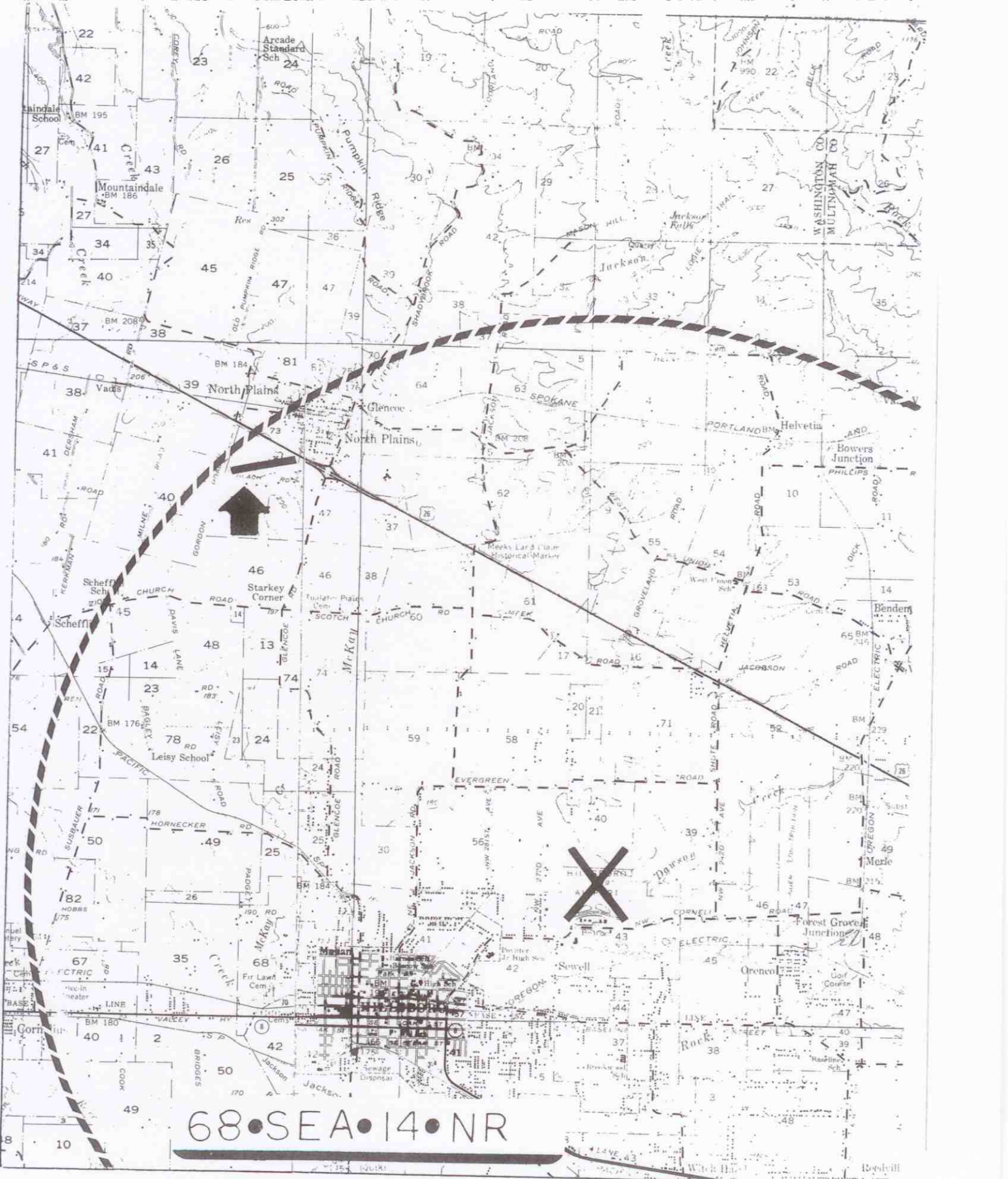
Operations: The airport is proposed as a limited private use airport to serve a residential development. 150 monthly operations are planned within 5 years.

This proposal was circularized to interested persons for comment on May 1, 1968, and objections were received. Interested persons are invited to attend the Informal Airspace Meeting to discuss the proposal. These discussions are intended to help the FAA determine what adverse impact, if any, the proposed action will have on the efficient use of airspace. If any participant wishes to make his comments made a matter of record, he may submit them in writing at the meeting or within five days following the meeting.



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

Enclosures 2



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