

FEDERAL AVIATION AGENCY
NOTICE OF LANDING AREA

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

NAME OF PROPONENT (Individual or Organization)

Roth Development, Incorporated

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

3323 S. W. Harbor Drive
Portland, Oregon 97201

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

1. NEAREST CITY OR TOWN Hillsboro	2. COUNTY Washington	3. STATE Oregon	4. DISTANCE AND DIRECTION FROM NEAREST CITY OR TOWN Miles Direction 3.41 S 21 W
5. NAME OF LANDING AREA	6. LATITUDE 45° 34' 20"	7. LONGITUDE 122° 57' 42"	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:

15 July '67

Estimated to be Completed

Sept. '67

C. OTHER LANDING AREAS WITHIN 20 MILES

1. NAME	2. MILES TO	3. DIREC. TO
Hillsboro Airport	2.33	S 18 1/2 E
Scappoose Airport	14.80	N 19 3/4 E
Portland International	17.99	N 85 E
Beaverton Airport	9.24	S 57 E

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
Hills - 1,000'	5	North
No other obstructions		

D. LANDING AREA DATA

INDICATE MAG. BRG. OF R/WAYS		160-340	
1. LENGTH OF RUNWAY (Feet)	Actual		
	Proposed	2,200'	
2. WIDTH OF RUNWAY (Feet)	Actual		
	Proposed	140'	
3. TYPE OF SURFACE	Actual		
	Proposed	Turf	
4. DIRECTION OF PRINCIPAL APPROACH	N	5. DIRECTION OF PREVAILING WIND	NE

G. OPERATIONAL DATA

1. NO. AND TYPE OF BASED AIRCRAFT (Annually)	PRESENT	ANTICIPATED
	Append Letter E if estimated.	
Multi-engine		None
Single engine	E5	E12
2. NO. AND TYPE OF LANDINGS (Monthly)	None	None
	General Aviation	E25
3. ARE IFR OPERATIONS ANTICIPATED	<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES, WITHIN YRS.	

6. DESCRIBE LIGHTING AVAILABLE, IF ANY

None

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
Church	1 3/4 est.	WNW

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.

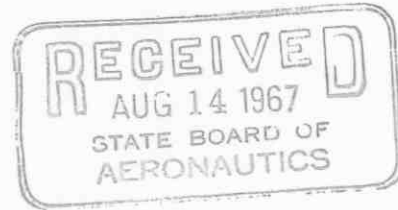
SIGNATURE OF PERSON MAKING CERTIFICATION


Date
5/22/67Title
Director

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

August 11, 1967

IN REPLY
REFER TO: SEA-600



Mr. Merrill R. Roth
Roth Development, Inc.
3323 Southwest Harbor Drive
Portland, Oregon 97201

Dear Mr. Roth:

Reference is made to your "Notice of Landing Area Establishment", Form FAA-2681, dated May 22, 1967, proposing establishment of an airport approximately 2 1/3 miles northwest from the Portland-Hillsboro Airport, Hillsboro, Oregon.

It has been determined that the proposed airport would adversely affect the safe and efficient use of airspace by aircraft due to its proximity to the existing Portland-Hillsboro Airport. Establishment of the proposed airport would adversely affect the safety of aircraft operating from the Portland-Hillsboro Airport as well as those operating from the new airport.

A copy of this letter is being furnished to Mr. Robert W. Dunn, Director, Oregon State Board of Aeronautics, for his information. If you have further questions concerning this matter, please do not hesitate to contact this office.

Sincerely yours,

Original signed by
Robert O. Blanchard

Robert O. Blanchard
Area Manager

Enclosure
Form FAA 2681

Hillsboro - Roth

August 11, 1967

Merrill R. Roth
Roth Development, Incorporated
811 NW 23rd Avenue
Portland, Oregon

Dear Mr. Roth:

This letter will constitute a certificate of approval provided for in Oregon Revised Statutes 492.170 for your airport site located at latitude 45° 34' 20", longitude 122° 57' 42" in Washington County. This approval is for a private airport for the use of the residents alongside the airport as you proposed, and is not for general public use. We request that you contact the Federal Aviation Administration's control tower at Hillsboro Airport to arrange for airport advisory service.

The Board, in granting this approval, determined that your site is adequate for the airport, that it does conform with minimum standards of safety, and that air traffic patterns are safe as you proposed and do not conflict with other traffic patterns.

The Board discussed and considered, regarding your site, the general public interest and safety, the safety of persons receiving instruction concerning, operating, using or traveling in aircraft, and the safety of persons or property on land or water, and the development and promotion of aeronautics in Oregon.

Any change in the character of the use as proposed by you in your request for approval of this site must be approved by the Board.

This certificate of approval for your airport site does not supersede the requirements of other government agencies.

The effective date of this approval is August 8, 1967.

Sincerely,

Robert W. Dunn
Director

mj

cc: Washington County Planning Commission
Federal Aviation Administration - Seattle

DUSENBERY, MARTIN, BEATTY & TEMPLETON
ATTORNEYS AT LAW
1107 STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 224-3113

OUR CABLE ADDRESS
"DUSLAW"
PORTLAND, OREGON

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

June 27, 1968

Mr. George D. Hext
Aviation Manager
Port of Portland
Box 3529
Portland, Oregon

Dear George:

Thank you for your letter of June 24. I understand from our discussion on Tuesday, June 25 that you will keep your eye open for a comparable and suitable site to which the Aviation Department would not object, and that you will let us know if any such site comes to your attention. I am sure that my clients would be more than willing to consider any such alternative site if it is comparable in terms of area, airport feasibility, price, and commuting time to Hillsboro and/or Portland.

Sincerely,

Lloyd B. Ericsson
Lloyd B. Ericsson

LBE:mk

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

June 24, 1968

Mr. Lloyd B. Ericson
Dusenbery, Martin, Beatty & Templeton
1107 Standard Plaza
Portland, Oregon

Dear Lloyd:

This is a confirming note regarding statements of assistance made by the Aviation Department regarding a proposed air strip of your client, Roth Development, Inc.

Although we object to the air strip in its presently proposed location, the Aviation Department will be more than happy to lend technical or any other assistance necessary for a new location outside of the Portland-Hillsboro Control Zone.

Very truly yours,

THE PORT OF PORTLAND

ORIGINAL SIGNED BY:
GEORGE D. HEXT

George D. Hext
Aviation Manager

RCS/lr