

OREGON STATE BOARD OF AERONAUTICS

AIRPORT - CONTACT REPORT

airport	date
SUNSET AIR STRIP (N.Plains)	11-27-70
staff member	
McGinnis	
person(s) contacted	
None	
subject	
INSPECTION	

This is turf strip, laying NE/SW. It is a housing development with
hangars in conjunction. The strip appears to be firm although wet.
There are seven homes on the strip now.

May 13, 1970

Department of Transportation
Federal Aviation Administration
P. O. Box 92007, Worldway Postal Center
Los Angeles, California 90009

Gentlemen:

The Sunset Airstrip at North Plains, Oregon was given site approval by our Agency September 3, 1968. I have attached a copy of the conditions of the site approval that the Board attached to this site approval. On January 20, 1970 our Agency issued an Airport License for this airport with the same conditions applying to this Airport License.

We are not aware of any violations of these conditions as of this date. If you need further information, please advise.

Sincerely,

ROBERT W. DUNN
Aeronautics Administrator

Ralph W. McGinnis
Assistant Administrator
Air Operations & Safety

st
Enclosure

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

WESTERN REGION
P.O. BOX 92007, WORLDWAY POSTAL CENTER
LOS ANGELES, CALIFORNIA 90009



7 MAY 1970

State of Oregon
Board of Aeronautics
Salem Municipal Airport
3040 25th Street S. E.
Salem, Oregon 97310

Dear Sir:

We are currently reviewing the proposed Letter of Agreement between the Federal Aviation Administration Tower at Hillsboro, Oregon and the Roth Development Incorporated establishing procedures for use of Sunset Airport. We understand that your office has issued a permit for the Sunset Airport with certain restrictions. We would appreciate it if you could forward us a copy of these restrictions so that our review of the proposed Letter of Agreement would be more meaningful.

Sincerely,

Don M. Davis

DON M. DAVIS
Chief, Airspace & Program Standards Branch
Air Traffic Division



Bel



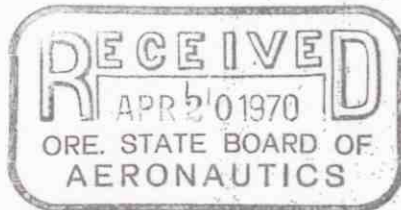
BOARD OF AERONAUTICS

3040 25th STREET S.E. • SALEM, OREGON • 97310 • Phone 364-2171 Ext. 1374 - 1394

April 14, 1970

TOM McCALL
GOVERNOR

Mr. Gordon Sherman
Route 1, Box 338D
Cornelius, Oregon 97113



BOARD MEMBERS
J. Y. LANSING, Chairman
ARD L. BENNETT, V-Chmn.
ERT L. ELFSTROM, Jr.
ER LOENNIG
ERT E. VEATCH
RT W. DUNN,
Aeronautics Administrator

Dear Mr. Sherman:

On March 12, 1970, we wrote to you stating that information available to us indicates you may have an airport and that if you do, Oregon Law requires it to be licensed annually for a fee of \$1.00. The letter also pointed out that the law exempts airports which were in existence on July 5, 1947 from the licensing requirement.

The law makes no distinction as to the size or nature of an airport, nor to the purpose for which it is used. As long as it is in use it requires a license. In addition, if it is within five miles of an existing public use airport it may also require site approval under the law.

In order that we can clear our records it would be appreciated if you would advise us whether you have an airport. If you do have one, was it in existence on July 5, 1947, and is thus exempt from licensing? If you do have an airport, and it does require licensing, please forward to this office the licensing application furnished with our previous letter, together with the required sketch of the airport. The sketch should show the airport location, dimensions, nature of surface, elevation above sea level and location and nature of any obstacles that may exist. Please indicate if the airport is open to the public or is for private use only. The license fee should accompany the application.

Your early reply to this letter will be most helpful to us, particularly in our endeavor to identify and evaluate all airports in the state which might be useful in emergency situations.

Sincerely,

ROBERT W. DUNN
Aeronautics Administrator

William F. Coleman
Assistant Administrator
Planning & Administration

st - 4-13-70

*The Airport were we live
is an Sunset air strip on
air acres. Both development
fee is paid by both development
thank you
Gordon Sherman*

License # 16

Bill

1-19-70

Sketch not required

*See file for
rest.*

APPLICATION FOR AIRPORT LICENSE

TO: OREGON STATE BOARD OF AERONAUTICS
3040 - 25th Street, S.E.
Salem, Oregon 97310

Application is hereby made in accordance with Section
492.210 Oregon Revised Statutes for an Airport License for
Sunset Air Strip Airport,
at or near North Plains, Oregon,
for calendar year 1970. So far as is known to applicant: (a)
Such airport conforms to minimum standards of safety; (b) Safe
air traffic patterns have been or can be worked out for such
airport and all existing airports and approved airport sites in
its vicinity; and (c) Due notice has been given the Federal
Aviation Administration, in any case where such notice is required,
regarding any proposed construction.

Application fee of \$1.00 is enclosed.

Dated this 16 day of January, 19 70.



Ivy A. Roth
Name

Treasurer
Title

1600 N. E. 25th Avenue
Address
Hillsboro, Oregon 97123

Enclosure - \$1.00 Fee

September 6, 1968

Dr. John G. Roth
Roth Development, Inc.
1600 Northeast 25th Street
Hillsboro, Oregon 97123

Dear Dr. Roth:

This letter will constitute a certificate of approval provided for in Oregon Revised Statute 492.170 for the Sunset Airstrip site at North Plains, Oregon, as requested by you.

The Board, in granting this approval, determined that this site is adequate for this airport, that it does conform with minimum standards of safety, and that air traffic patterns can be established that do not conflict with other traffic patterns.

The Board, in granting this approval, placed certain conditions as part of the approval. These conditions are:

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, Inc. agrees to grant to the Port of Portland, without charge, airspace easements over the runway and taxiways at Sunset Airstrip.
3. The Sunset Airstrip shall be constructed to meet at least the minimum airport standards established by the Board of Aeronautics.

Dr. John G. Roth
September 6, 1968
Page 2

4. Ingress and egress to the airport are conducted in accordance with procedures coordinated with the Chief, Hillsboro Airport Traffic Control Tower and the Oregon State Board of Aeronautics. These procedures will include but are not restricted to:
 - a. Arrival paths
 - b. Departure paths
 - c. Traffic pattern
 - d. Communication requirement
 - e. Communication procedures
 - f. Air traffic control instructions

Regarding your site, the Board discussed and considered the general public interest and safety, the safety of persons receiving instruction concerning, operation, use, or travel 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 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 governmental agencies. The effective date of this approval is September 3, 1968.

Sincerely,
ROBERT W. DUNN, Director

Ralph W. McGinnis
Assistant Director for Safety

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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



August 29, 1968

Dr. John G. Roth
Roth Development Inc.
1600 Northeast 25th Street
Hillsboro, Oregon 97123

Dear Dr. Roth:

In regard to your proposal to establish Sunset Airport near North Plains, Oregon, as described by Federal Aviation Administration Notice of Landing Area Proposal, FAA Form 2681 dated November 5, 1967, an aeronautical study, Airspace Case No. 68-SEA-14-NR, initiated in accordance with Federal Aviation Regulation 157, has resulted in the determination that the Federal Aviation Administration has no objection to the establishment of the airport providing the following conditions are met:

1. Use of the airport is restricted to the personal use of the owners/residents.
 - ~~2.~~ Ingress and egress to the airport are conducted in accordance with procedures coordinated with the Chief, Hillsboro Airport Traffic Control Tower. These procedures will include but are not restricted to
 - a. Arrival paths
 - b. Departure paths
 - c. Traffic pattern
 - d. Communication requirement
 - e. Communication procedures
 - f. Air Traffic Control instructions

and OSBA

A copy of this letter is being furnished to Mr. Robert W. Dunn, Director Oregon State Board of Aeronautics for his information.

Sincerely,

HANS J. SPERBER
Chief, Airports Branch, SEA-600
Oregon and Washington

cc: Mr. Robert W. Dunn, OSBA ✓



CLASS OF SERVICE
fast message
unless otherwise char-
acter is indicated by the
proper symbol.

WESTERN UNION TELEGRAM

W. P. MARSHALL
CHAIRMAN OF THE BOARD

R. W. MCFALL
PRESIDENT

SYMBOLS	
DL	= Day Letter
NL	= Night Letter
LT	= International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

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1968 AUG 28 PM 6 05

PR SEA409 PDF 3 EXTRA=SEATTLE WASH 28 443P PDT=

ROBERT W DUNN=

DIRECTOR OREGON STATE BOARD OF AERONAUTICS

3040 25 SOUTHEAST SALEM ORG=

REPLYING YOUR LETTER AUGUST 8 1968 RE SUNSET AIRPORT
NORTH PLAINS OREGON FEDERAL AVIATION ADMINISTRATION
PLANS ADVISE PROPONENT TO OBJECTION ESTABLISHING
AIRPORT PROVIDING FOLLOWING CONDITIONS MET. 1. USE
RESTRICTED TO PERSONAL USE OF OWNERS RESIDENCE 2.
INGRESS AND EGRESS PROCEDURES TO BE ESTABLISHED

August 8, 1968

Mr. Robert O. Blanchard, Area Manager
Federal Aviation Administration
FAA Building - Boeing Field
Seattle, Washington 98108

Dear Mr. Blanchard:

On March 22nd of 1968, in a letter addressed to Mr. Hans J. Sperber, I asked for 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 EAAP 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-6.09?"

Mr. Sperber's answer of April 15th, 1968 did not give a yes or no answer, but discussed what possible effect the proposed Sunset Airstrip at North Plains would have on a future ILS approach at Portland-Hillsboro Airport. Mr. Sperber also informed me that "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."

In my letter of April 19th, 1968 to Mr. Sperber, I requested that the FAA complete their aeronautical study of the proposed Sunset Airstrip, and requested FAA's cooperation in expediting the formal airspace determination.

At the July 29th meeting of our Board, which you attended, I was instructed by the Board to advise the Federal Aviation Administration that our Board would make a determination on approval or disapproval of the proposed Sunset Airstrip by August 29th with or without FAA's determination of the answers to the questions we have asked of FAA.

Mr. Blanchard

-2-

August 8, 1968

To paraphrase the request we received from FAA for comments on proposed airport developments, if we do not receive a determination from FAA by August 29th, we shall assume that FAA has no adverse comments regarding the proposed development of Sunset Airstrip at North Plains.

Sincerely,

Robert G. Dunn
Director

mj

cc: George Hext
Lloyd Ericsson

DUSENBERY, MARTIN, BEATTY & TEMPLETON

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

OUR CABLE ADDRESS
"DUSBLAW"
PORTLAND, OREGON

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

August 1, 1968

Mr. Robert Blanchard
Area Manager
Federal Aviation Agency
Boeing Field
Seattle, Washington

Dear Mr. Blanchard:

On behalf of Roth Development, we would like to express our appreciation for your assistance in procuring an early determination from the FAA on the proposed Sunset Airstrip.

In connection with the specific inquiry previously made, I thought it might be helpful to provide you with a copy of the exhibits (with the exception of Exhibits 1-3) which we provided the Oregon State Board of Aeronautics and also the operating departments of the FAA.

We are quite certain that, irrespective of the airspace determination, the establishment of Sunset Airstrip would not require denial of federal funds for further improvements at Hillsboro. We have come to this conclusion on the basis of the exhibits we enclose herewith, including the approach plates which show several dozen other co-existing airport pairs, with approved instrument approaches at the dominant facility. Further facts are given in the testimony of the applicants. It also appears that the spacing of Sunset vis-a-vis Hillsboro is such that FAA criteria for VFR operations with simultaneous operation of heavy twins in the Hillsboro pattern and light twins in the Sunset pattern is assured.

Mr. Robert Blanchard
Page 2
August 1, 1968

We further note that the proposed instrument approach for Hillsboro, as stated by Mr. Suffran, provides for a minimum descent prior to crossing the compass locator/outer marker (at approximately the Sunset Airstrip location) of approximately 500 feet above the pattern altitude for Sunset Airstrip. In this connection the fact that the Hillsboro tower could clear Special VFR traffic to cross the compass locator/outer marker at an altitude 500 feet below the instrument flight altitude appears highly relevant. In other words we can see little objection to a small quantity of VFR traffic under advisory control which is flying in exactly the same area and altitude as the traffic controller could authorize Special VFR traffic. Further, regulations prohibit operations from Sunset Airstrip during conditions less 1,000 foot ceiling and 3 miles visibility, (since the airstrip is located just within the control zone) unless a clearance is obtained.

Again we would like to mention our appreciation for your cooperation in pressing this question to an early resolution.

Respectfully yours,

Lloyd B. Ericsson

LBE:dm
Enclosures

cc: Bob Dunn, OSBA
Merrill Roth
John Roth
Darryl Usher
Dano Miliucci

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
SIDNEY TEISER
OF COUNSEL

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

OUR CABLE ADDRESS
"DUSLAW"
PORTLAND, OREGON

July 31, 1968



Mr. Robert Blanchard
Area Manager
Federal Aviation Agency
Boeing Field
Seattle, Washington

Dear Mr. Blanchard:

On behalf of Roth Development, we would like to express our appreciation for your assistance in procuring an early determination from the FAA on the proposed Sunset Airstrip.

In connection with the specific inquiry previously made, I thought it might be helpful to provide you with a copy of the exhibits (with the exception of Exhibits 1 - 3) which we provided the Oregon State Board of Aeronautics and also the operating departments of the FAA.

We are quite certain that, irrespective of the airspace determination, the establishment of Sunset Airstrip would not require denial of federal funds for further improvements at Hillsboro. We have come to this conclusion on the basis of the exhibits we enclose herewith, including the approach plates which show several dozen other co-existing airport pairs, with approved instrument approaches at the dominant facility. Further facts are given in the testimony of the applicants. It also appears that the spacing of Sunset vis-a-vis Hillsboro is such that FAA criteria for VFR operations with simultaneous operation of heavy twins in the Hillsboro pattern and light twins in the Sunset pattern is assured.

We further note that the proposed instrument approach for Hillsboro, as stated by Mr. Suffran, provides for a minimum descent prior to crossing the compass locator/outer marker (at approximately the Sunset Airstrip location) of approximately 500 feet above the pattern

Mr. Robert Blanchard
Page 2'
July 31, 1968

altitude for Sunset Airstrip. In this connection the fact that the Hillsboro tower could clear Special VFR traffic to cross the compass locator/outer marker at an altitude 500 feet below the instrument flight altitude appears highly relevant. In other words we can see little objection to a small quantity of VFR traffic under advisory control which is flying in exactly the same area and altitude as the traffic controller could authorize Special VFR traffic. Further, regulations prohibit operations from Sunset Airstrip during conditions less 1,000 foot ceiling and 3 miles visibility, (since the airstrip is located just within the control zone) unless a clearance is obtained.

Again we would like to mention our appreciation for your cooperation in pressing this question to an early resolution.

Respectfully yours,

Lloyd B. Ericsson

LBE:dm
Enclosure

cc: Bob Dunn, OSBA
Merrill Roth
John Roth
Darryl Usher
Dano Miliucci

REVOKE IF FED FUNDS FOR DEVELOPMENT OF
HIO ARE HELD UP BY SUNSET STRIP ^{w/o PAYT FROM}
_{POP}
9 A/C LIMIT
EASEMENTS ^{FAA STANDARDS} EXCEPT INTERCHANGE
AIRPORT TO MEET FAA OR OSBA STANDARDS
PATTERN NOT OVER N. PLAINS 500' AGL
UNDER CONTROL OF HIO TOWER
EASEMENT FOR FLIGHT OVER FROM HIO



STATE OF OREGON

INTEROFFICE MEMO

FORM 124-SF-7

file
Sewest

TO: R.W. DUNN

DATE: 7-25-68

FROM: RW McGinnis

SUBJECT: AIR SPACE APPROVAL

HARRY SUFFRON called from the Air Traffic Branch of FAA in Seattle. He stated that their determination is that the ROTH site at North Plains will be refused air space approval. It is doubtful if it will arrive here by mail in time for the Board meeting.

8

09-132

July 10, 1968

TO: GEORGE D. HEXT
FROM: ROLAND C. SMITH
SUBJECT: PROPOSED (ROTH) AIRPORT - NORTH PLAINS

As you are aware, I attended the FAA Air Space meeting regarding subject hearing in the Hillsboro City Hall on July 9, 1968. The attached supplemental objections are the basis for our continued objections to this air strip.

The meeting was chaired by Mr. Harry Suffern and he was furnished with copies of the attachment. He made a statement at the close of the hearing that due to our changed thinking on the extension of Runway 12/30, he would have to take another look at this matter but would be getting out a decision as soon as possible.

We were the only objectors and Roth Development were the only proponents.



RCS:m1
Attach.

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.

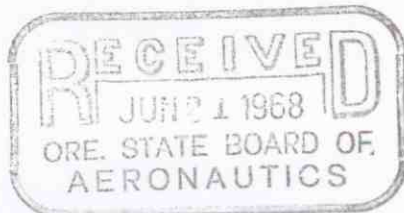
Number of

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

Type of

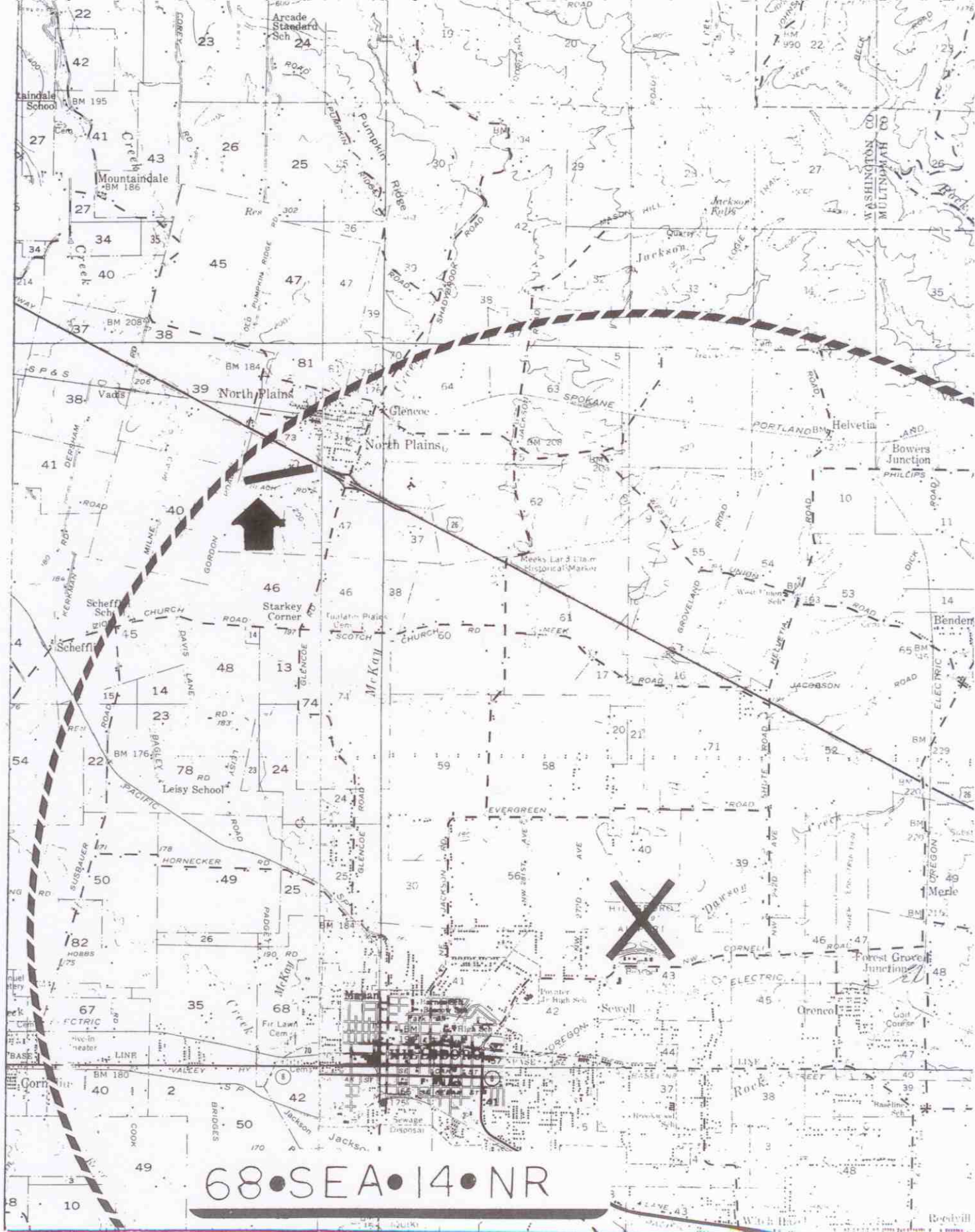
Operations: The airport is proposed as a limited private use airport to serve a residential development. 150 monthly operations are planned within 5 years.

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

Enclosures 2



68 SEA 14 NR



Mountaindale School

Mountaindale

Arcade Standard Sch

North Plains

Glencoe

Scheff Sch

Starkey Corner

Leisy School

W. H. White Sch

Sewell

Forest Grove Junction

Croncol

Rock

Witch Hat

Red Hill

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

May 16, 1968

Mr. Fred S. McKnight
Chief, Air Traffic Branch
FAA Area Office
Boeing Field
Seattle, Washington 98108

Dear Mr. McKnight:

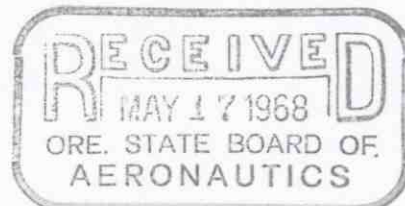
If it appears after your preliminary investigation that there remains some unresolved questions of air traffic safety, Roth Development, Inc. respectfully requests a public hearing at which time the proponent can bring forth evidence in support of its contention that there is no safety problem. We request this hearing be in Washington or Multnomah County, Oregon.

Sincerely,

Lloyd B. Ericsson

LBE:mk

cc: Mr. Merrill Roth
Dr. John Roth
Mr. Darryl Usher
Mr. Robert Dunn
Mr. George Hext
Mr. Len Densky



Roth Development, Inc.
1600 N.E. 25th.
Hillsboro, Ore., 97123

Mr. Fred S. McKnight
Chief, Air Traffic Branch
FAA Area Office
Boeing Field
Seattle, Wash., 98108



Dear Mr. McKnight:

This is in answer to your letter of 24 April 1968; your reference No. 68-SEA-14-NR.

There appears to be some misunderstanding about the status of our proposed airport and our "Notification of Landing Area". Perhaps a slight history of our activity in this area will help clarify matters.

Our form FAA-2681 was hand carried to your area office by our attorney on or about 15 November 1967. In talking to Mr. Dansky, of the Hillsboro Airport Tower in mid-February, he told me that a request for comments had not, as yet, been circulated. This was rather surprising to me inasmuch as part 625 specifies a 90 day period for evaluation. The fact that a request for comments had not even been circulated implied a further delay of at least another thirty days with an overall time of four months. I told Mr. Dansky that I did not see the use of such an evaluation in aiding the Oregon State Board of Aeronautics in its decision since the determination could not possibly be ready before the next board meeting. This was further confirmed by a telephone call to your office by Mr. Ericsson, our Attorney, two days before the board meeting.

At the meeting of the Oregon State Board of Aeronautics on 8 March 1968 it was decided to consult your office for further information. As a result both Mr. Dunn, Director of the State Board, and our attorney wrote you, asking certain questions. We considered that this was adequate notification that we were still in the process of establishing an airport. Apparently this was not so.

Our form FAA-2681 has now been on file in your office some five months. I would appreciate it very much if you would process it and complete the determination. If Roth Development, Inc. decides to abandon the attempt to establish an airport on the site specified I will notify you by letter.

Please do not hesitate to write if any further clarification is necessary.

Yours Sincerely,

J. Roth
John G. Roth, M.D.
Pres. Roth Development, Inc.

DUSENBERY, MARTIN, BEATTY & TEMPLETON

VERNE DUSENBERY
WILLIAM C. MARTIN
JOHN C. BEATTY, JR.
DAVID TEMPLETON
RICHARD L. BIGGS
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LLOYD B. ERICSSON
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ATTORNEYS AT LAW
1107 STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 224-3113

OUR CABLE ADDRESS
"DUSLAW"
PORTLAND, OREGON

April 30, 1968

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

Dear Bob:

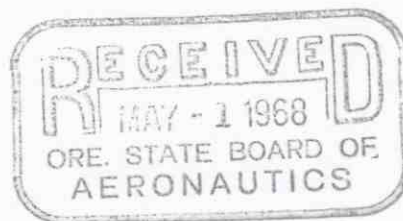
We would like to appear at the Board Meeting on May 3 to advise the Board of the current status of our efforts to obtain an answer from the FAA. Enclosed are five copies each of the recent correspondence concerning this matter. We are enclosing these so that you can make them available to the individual Board members for their review prior to the time of the meeting.

Sincerely,



Lloyd B. Ericsson

LBE:mk
Enclosures



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

April 24, 1968

IN REPLY
REFER TO: SEA-600

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



Dear Mr. Dunn:

Reference is made to your letter of April 19, 1968 regarding the proposed Sunset Airstrip at North Plains, Oregon. Enclosed is a copy of a letter sent to Dr. Roth requesting his advice as to disposition of his proposal.

If Dr. Roth advises us that the proposal is still active, we will proceed with the aeronautical study as prescribed by FAR Part 157, and our determination will be issued shortly after the close of a 30-day public circularization period. The effects of the proposed airport on the future development, including instrumentation, of the Portland-Hillsboro Airport, will be considered in making our determination.

We will be happy to discuss this case with you fully at any time, and welcome your comments regarding the proposal.

Sincerely yours,

for *Royal W. Mink*
Hans J. Sperber
Chief, Airports Branch
Oregon and Washington

Enclosure

VERNE DUSENBERY
WILLIAM C. MARTIN
JOHN C. BEATTY, JR.
DAVID TEMPLETON
RICHARD L. BIGGS
ROBERT M. CHRIST
LLOYD B. ERICSSON
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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

April 22, 1968



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

Re: SEA 600
Roth Development Corp.

Dear Mr. Sperber:

Your letter of April 15th fails to completely answer the questions we have raised with the FAA, and brings to my mind additional questions.

It appears from your letter that the Airports Branch of the FAA objects to the establishment of the Roth Development Corporation private airport. But I also gather from your letter that you find no statutory or regulatory authority for the suggestion that federal funds can be withheld from Hillsboro if the Roth airstrip were established. Please state whether or not this is correct.

It is relevant to the consideration of conflict with the proposed LOCOM (and later proposed ILS) that the Roth operation, being within the edge of the Hillsboro control zone, could only operate under basic VFR weather conditions unless an ATC clearance were issued. Thus the only traffic conflict could occur in VFR conditions.

I am puzzled by your comment that Exhibits 6 and 7 show the "seriousness of the potential conflicts." Exhibit 6 is the criteria for the bottom of the obstruction clearance plane - the 50:1 and 40:1 slope. Exhibit 7 shows spacing requirements for rectangular traffic patterns at adjacent airports. Under the criteria of Exhibit 6, the proposed traffic pattern of Roth Airport is under the floor

Mr. Hans J. Sperber
April 22, 1968
Page 2

of the obstruction clearance zone. E.g., a television tower or apartment house at the height of the proposed traffic pattern would not penetrate the obstruction free zone. Further the traffic pattern space is such that a large twin could operate at Hillsboro at the same time that a small twin was operating at Roth airstrip without causing any conflict under the standards of Exhibit 7.

We again ask you to now determine whether the Roth airport would preclude FAAP and FAA funded facilities for Portland-Hillsboro. If your answer is that it would preclude such funds we ask for your authority in the light of the approximately 26 U.S. airports which we have cited in our exhibits as having co-adjacent VFR airports in a relationship analogous to the Roth site and Portland-Hillsboro. If your answer is that it would not preclude such facilities then in all fairness you should say so.

Sincerely,

Lloyd B. Ericsson

LBE:mk

cc: Mr. Merrill Roth
Mr. Darryl Usher
Dr. John Roth
Mr. George Hext
Mr. Robert Dunn
Mr. Daniel Peterson

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

wj

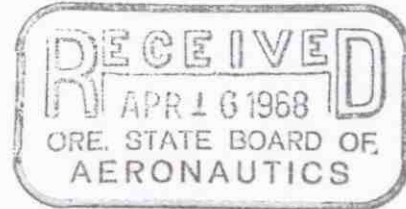
cc: Mr. George D. Hext
Mr. Lloyd B. Ericsson

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*

*Phil Hovey
re airspace*

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.