

Meeting Summary – PAC Meeting #2 – July 25th, 2019

Airport Manager Gary Judd began the meeting at 3:00 PM with a welcoming statement and request for introductions. There were nine PAC members in attendance representing the City of Bend Economic Development Department, Airport Management, City Council, County Planning Department, State of Oregon Department of Aviation, local corporate pilots, local recreational pilots, and airport neighbors. There were several interested members of the public also in attendance to observe the meeting. For a complete list of attendees please see the meeting sign in sheet.

Matt Rogers of Century West presented an overview and agenda for the meeting as well as a brief summary of the planning process and schedule to date. Matt also provided an update on the current status of the **Aviation Activity Forecasts** submitted to FAA – SEA ADO on June 6, 2019 in Working Paper #1. Matt explained that due to the substantial growth experienced and projected to continue for BDN it was standard operating procedures for the forecasts to be reviewed by FAA HQ in Washington DC. At the time of the PAC meeting no formal comment on the forecasts had been received from the FAA, but consultants and City staff agreed that the information to be presented in the Proposed Facility Goals and Facility Requirements section was still prudent to the overall planning process. It was also determined that future discussions about significant known growth, Airport facilities expansion, and compatible land use planning on and around the Bend Municipal Airport will still need to be discussed. Pending FAA feedback and final determination on the aviation activity forecasts it was discussed that the planning team would proceed forward in the planning process by utilizing the proposed projections and subsequently responding to FAA approval of the forecasts appropriately.

Mike Dane of Century West presented a summary of the **Critical/Design Aircraft** which is the Cessna Citation Bravo (ARC B-II) and several minor existing non-standard conditions that will need to be addressed as the plan progresses.

After the summary discussion of non-standard conditions, the planning team facilitated a **Scenario Planning** discussion with the PAC. Of the four different scenarios presented, the PAC members present at the meeting seemed to agree that the current situation at BDN was somewhere between the “Aviation has a bright future” and “Status Quo” scenarios presented. However, the discussion quickly turned towards a clear need to define and establish the long-term vision for the Airport as well as the adjacent non-aviation land uses. It was discussed that this could best be accomplished through the development of a plan that guided Bend Municipal Airport in the direction of the “Aviation has a bright future” scenario. It was discussed that this scenario made the most sense to PAC members and felt most appropriate given existing conditions in Central Oregon, Deschutes County, and the City of Bend.

The next topic discussed by the PAC was the **Proposed Facility Goals and Facility Requirements** developed by planning consultants based on input received during Regional Stakeholder Meeting #1, PAC Meeting #1, Airport User Surveys, public comments, airport user comments, and focused discussions with City/Airport staff and other regional stakeholders.

The proposed facility goals and requirements were discussed within the context of the regional setting of the Airport, landside elements, airside elements, and the airport administrative elements.

Regional Setting

The regional setting discussion was focused primarily on sustaining the long-term economic viability of the Airport through future compatible land use planning for the areas on and around the Airport. The conversation veered more towards a discussion of identifying the appropriate long-term planning and land use designations and/or mechanism for protecting the future Airport property from encroachment of incompatible land uses. Several potential alternatives discussed by PAC members that are worth future consideration amongst the PAC include:

- Maintain existing EFU zoning and low-density residential around Airport (status quo) and impose new restrictions that limits future development/subdivision around the Airport.
- Rezone land with no agricultural production value around the Airport to “County Rural Commercial/Industrial.”
- Annex (UGB expansion) and rezone land around the Airport to Urban Commercial/Industrial.
- Identify a new County Comprehensive Plan Designation of “Airport Employment District” within the County’s defined “Sphere of Influence” for the Airport.
 - Is the “sphere of influence” a ½ mile buffer around the property line of the Airport?
 - What are the type of land uses that can occur within the “Sphere of Influence?”
 - Land use risk analysis? -- If annexation passes, what is the land use process?

Landside Elements

The landside elements discussion revolved around the discussion of apparent hangar shortage that is largely due to underutilized hangar space more so than not enough hangar space available.

A discussion on the legality of the Sponsor providing lease rate rebates and surcharges for underutilized hangar space aviation related uses in hangars was discussed.

The landside elements discussion also included a conversation on the existing non-standard condition of hangars encroaching on Taxilane Object Free Areas observed in the SW development area. The most apparent alternatives were discussed which included:

- limiting the wingspan of aircraft in designated areas by placing appropriate signage
- planning for the redevelopment of the hangar area at the end of useful life of hangars

After a discussion between the PAC and planning consultants on the type of aircraft (typically smaller single-engine Cessna type aircraft with < 40’ wingspans) utilizing the SW hangar development area, the PAC consensus appeared to lean towards maintaining the existing hangars and limiting the wingspan of aircraft that can use the area.

Airside Elements

The airside elements discussion focused on the runway lengths proposed, which seemed adequate to a local corporate pilot. It was discussed that the proposed length is longer than the current runways at Redmond by 700’ but that there are also plans for an extension at Redmond. It was clarified that the runway lengths identified for planning analysis will likely be refined when it comes time to fund, design, and construct the proposed improvements. However, it was discussed that the lengths presented are appropriate for the planning level analysis.

Airport Administrative Elements

The airport Administrative elements Goals and Facility Requirements were presented.

Following the Facility Goals and Requirements discussion, several **Conceptual Development Alternatives** depicting primary runway extensions and the proposed secondary runway concepts were presented and discussed among the PAC. It was clear that there is much more analysis that has yet to be done, but conceptually the areas depicted for construction of the extension and secondary runway were the most probable locations identified for future consideration of a second runway with the exception of one comment directed at the SE Development concept. It was recommended by a member of the PAC that the SE Development concept be replaced with a true Eastside Parallel Runway concept.

Another concept that was introduced, but not depicted in the presentation materials, was the idea of the construction of a secondary runway/taxiway facility at an offsite location designed to serve the frequent flight training touch-and-go operations that are known to saturate the airspace at BDN. There are numerous challenges to construction of an offsite runway that were discussed and they include: funding and FAA eligibility, proximity to Redmond and Bend, access, land acquisition, does it just become another airport, and more. It seemed there was consensus among the group that this concept should be included for future consideration.

Matt Rogers closed the meeting at 5:05 PM.