

Auburn Municipal Airport Planning – May 23, 2006

Auburn Aviation Association / City of Auburn  
Airport Development Plan Meeting  
May 23, 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

The purpose of this meeting was to further plan the orderly development of the Auburn Municipal Airport. After the excellent work begun at our initial meeting in March, it is clear that a very useful outcome of our further planning sessions will be four strong, focused documents: (1) Development Plan, (2) Marketing Plan, (3) General Financing Plan, and (4) Leasing Policy. The focus of this second meeting was the creation of a **Development Plan**.

Attending were Bob Richardson, City Manager; Bob Snyder, City Council; Jerry Martin, Airport Manager; Don Anderson, Tom Murray, Dan (sorry, I did not get Dan's last name), and Glen Hartlieb, airport users and interested parties, and Wayne Manning, facilitator.

Three areas of development were identified:

1. Hangars
  - a. Private and commercial storage
  - b. Commercial business
2. FBO Services
  - a. Avionics
  - b. Maintenance
  - c. Paint
  - d. Upholstery
  - e. Engine overhaul
  - f. Restoration
  - g. Fuel
3. General Services
  - a. Restrooms
  - b. Pilot / passenger lounge
  - c. Terminal operations building
  - d. Pilot shop
  - e. Rental car vendor
  - f. Restaurant
  - g. Flight school
  - h. Part 135 operation
  - i. Museum (incorporating Bill Clark contribution and history)
  - j. Park

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We identified the currently available areas where development can easily take place:

1. east end
2. Denham acquisition
3. parcel immediately to the west of where the airport manager's office used to be
4. area on the far west end where CAP is currently located

Although we recognized the future availability of the acreage north of the runway, and its importance in long-range development, we focused on the south side and development that could occur over the next five to seven years.

As we looked at the areas immediately available for development several logical and doable possibilities emerged:

1. Hangars
  - a. East end: about 70 or so, depending on size. Mostly private storage and commercial operations that do not require ready public access.
  - b. North boundary of the Denham acquisition: about 10 private or commercial.
  - c. Parcel west of the old manager's office: Power Aviation (Dan Flom) has current plans to build a new maintenance facility here.
  - d. Far west end: a good possibility exists here for corporate hangars associated with businesses in the Industrial Park.

Some domino effect can be seen with item c. above. The existing wooden structure connected to the current Power Aviation hangar (where Horizon Aviation was) has a limited life. This area would be ripe for re-development, which includes the ramp area immediately to the north. This also true for the building now housing Wings restaurant, and its ramp area, and the two buildings immediately to the east of Wings, owned by the City. These structures will need to be replaced sooner, rather than later, and incorporated into the overall development strategy.

2. FBO Services
  - a. Located primarily along the south boundary of the Denham acquisition, accessible from a road on the boundary. These are businesses that require public access and some parking.
3. General Services
  - a. The vision for these businesses and services includes a new entrance to the airport, located where New Airport Road currently ends, just east of Wings, and extending north to include the fuel island ramp area, and east and west, covering 6-7 acres in all. These facilities might be visualized as being in a fan-like arrangement off the end of the entrance road, grouped logically according to function. See the list on page 1, item 3 for the kinds of businesses that could be located in this core area.
    - i. In many respects, Wings is the heartbeat and social center of the airport. We see this as being even more true in the new entrance setting, particularly when other airport services, such as a pilot shop, flight school, and a charter service

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are close by. The main building at Executive Airport in Sacramento is a good example of this kind of design.

- b. The group's original vision of a "park" became a public area in a "gallery" format, perhaps above the new restaurant or the museum, where the public could observe airport operations and have food and drink. Airport users could continue using the current outdoor activity space on the open parcel on the east end until that is no longer available. We can consider a more permanent park area further east near the airport beacon for user group events.
- c. A possible museum strategy would be to take part of the front façade of the Bill Clark hangar and incorporate it into the museum entrance, creating the effect of walking into the hangar and into airport history. As much Clark memorabilia as possible would be ideal here, including the Stearman if that can be negotiated with the Clark family, along with other airport history. The current Clark hangar site would then be available for a new hangar, recapturing its economic value.

Other valuable suggestions included:

- We should keep track of tenant leases near the proposed entrance area, e.g. those along Rickenbacker Way, south of Power Aviation. As a particular lease reaches termination, consider relocating the business into a new facility and incorporate the site into the entrance plan.
- Promote the Industrial Park to businesses who have aviation departments with aircraft sizes suitable for our airport.
- Closely monitor activity on the north side as the County begins to develop its property along our northern boundary. We want to make certain the airport is accessible from that side so that future airport development can occur.

A clear, coherent picture is emerging for smart and functional development of our airport facility. Our immediate goal is to articulate a Development Plan that can be implemented within the next 5-7 years. We will also want to identify a longer range but less detailed vision that will guide the precise execution of the Development Plan, so that nothing we do now will prohibit future desired projects.

Our next meeting is scheduled for Tuesday, June 20, at 6:30 p.m. in the Barnstormer building. We will focus on the specific steps required in each of the three areas (1- Hangars, 2- FBO Services, and 3- General Services) to bring them to full implementation. The more user input, the better... see you there!

Respectfully submitted,

Wayne Manning, principal  
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