

October 3, 2019

COPY

Betty Stansbury, Director  
Members of the Oregon Aviation Board  
3040 25th Street SE  
Salem, OR 97302  
via email: [Betty.STANSBURY@aviation.state.or.us](mailto:Betty.STANSBURY@aviation.state.or.us)

RE: AIRPORT LOCATION APPROPRIATE IN AG LANDS OUTSIDE AN URBAN AREA  
AURORA AIRPORT MASTER PLAN FINDINGS OF LAND USE COMPATIBILITY

Dear Ms. Stansbury and Members of the Board:

This letter is to submit evidence that the existing location of the Aurora Airport in a place surrounded by agricultural lands, is very appropriate and helpful in terms of potential environmental impacts, and is common for airports of this type. For this reason, it is also incorrect to assume the airport would be better located inside an urban growth boundary of the City of Aurora.

Airport planning and noise impact analysis is a professional expertise of mine and I practice it as an Oregon licensed civil engineer and architect. Over the past 35 years my work on master plans, noise reports, hangars, and/or ALP Updates has been at over 35 airports including work at the following airports:

Aurora	Pendleton	The Dalles
Astoria	Troutdale	Hillsboro
Portland International	Chiloquin	McDermitt
Independence	Florence	Renton
Madras	Hermiston	Boardman
Lexington	Lake County	Mulino
Albany	Condon	Wasco County
North Bend	Christmas Valley	Bend
Prineville	Baker City	Hood River

In this work all over the state of Oregon, I have learned that it is not by accident that many of these airports are located away from the closest urban area, where they are surrounded by agricultural lands. Rather, where possible, airports were intentionally located at some distance from the edge of towns and villages, because that results is: a) less noise impact, and b) safer areas for off-airport emergency landings.

By being slightly away from urban areas, the noise footprint from the airplane approaches and departures can remain over the surrounding agricultural or resource lands, rather than being directly over or close to established noise sensitive land uses such as residential areas or schools. Similarly, if agricultural lands are surrounding an airport, this is a very significant safety advantage as then if an airplane inadvertently either has problem on takeoff, or landing, there is much increased areas where the airplane can set down, if required for emergency, without affecting the denser urban areas.

In the case of Aurora Airport one can see on the attached Google Earth aerial photo from 2019 that it is surrounded by agricultural lands. Going directly south on the runway heading there are no

urban areas beneath the flight path. Going north on the runway heading one goes first over agricultural lands before reaching the City of Wilsonville. Those intermediary lands have been agreed upon by land use planners as being ones that should not be brought into urban development. Going east there are miles of agricultural land before reaching the City of Canby. Going west there are miles of agricultural land before reaching the City of Newberg. It is very clear from the attached aerial photo that Aurora Airport is well surrounded by agricultural lands. Flight paths in and out can function, using noise abatement flight paths, from any significant impact to surrounding urban areas.

This is an ideal setting for Aurora Airport, exactly for the reasons cited above: a) reduced noise impact, and b) safety for aircraft and the community. For most public airports in Oregon which do not have scheduled service this is common. Even if the adjacent city owns the airport and operates it, they commonly do not attempt to bring it within their urban boundary, because that potentially results in noise sensitive uses moving closer to the airport in intervening lands. Thus, even Eugene has their major airport outside of their urban growth boundary. Airports are commonly left to remain outside of the urban area because that provides benefits of reduced environmental impact and increased safety.

In conclusion, we believe that the current location of Aurora Airport, surrounded by agricultural lands, outside of an urban growth boundary, is a very proper and appropriate land use setting. The airport should not be brought into an urban area, as that would lessen the safety of the airport, and it would increase the environmental problems of noise impact on noise sensitive uses in the urban area. Fortunately, cows and crops do not at all mind the airplanes approaching and departing overhead, and are in fact compatible with the nearby Aurora Airport.

Respectfully,

A handwritten signature in black ink that reads "Aron Faegre". The signature is written in a cursive, flowing style.

Aron Faegre



CITY OF WILSONVILLE

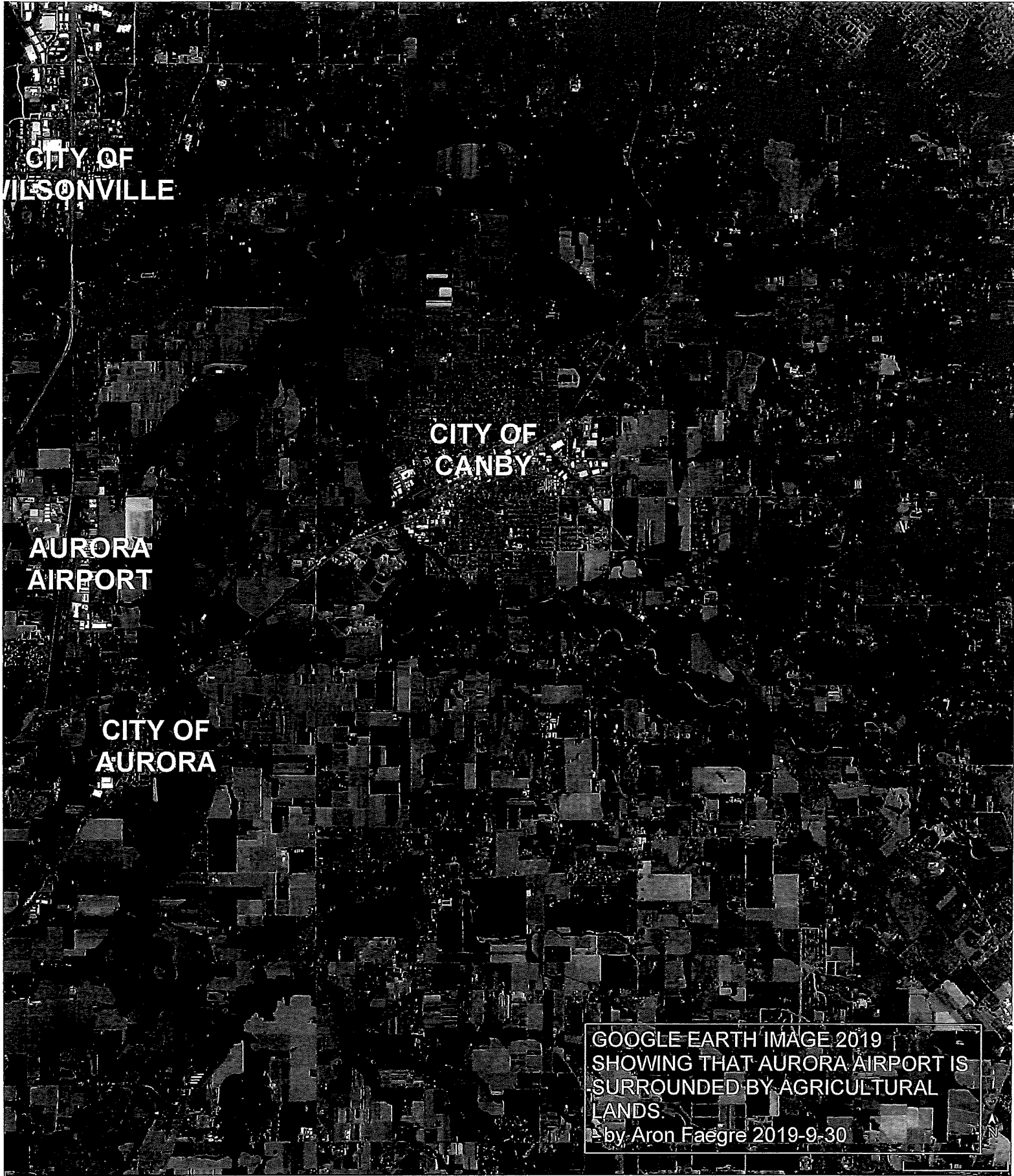
CITY OF CANBY

AURORA AIRPORT

CITY OF AURORA

GOOGLE EARTH IMAGE 2019  
SHOWING THAT AURORA AIRPORT IS  
SURROUNDED BY AGRICULTURAL  
LANDS.  
by Aron Faegre 2019-9-30

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