

Friends of French Prairie

Friends of French Prairie
is an Oregon non-profit corporation

PO Box 403 | Donald, Oregon 97020 | www.friendsoffrenchprairie.org



September 27, 2019

Betty Stansbury, Director
Oregon Department of Aviation
3040 25th Street SE
Salem, OR 97302

Reference: Written Testimony to Public Hearing, Aurora State Airport, Sept. 24, 2019

This written testimony is submitted in response to the notice referenced above to seek public comment regarding “land use plans and statewide planning goals” and the “findings of compatibility” the Dept. of Aviation intends to prepare for presentation to the State Aviation Board on October 31, 2019.

Friends of French Prairie (FOFP), through our attorney, is in receipt of a your letter dated August 21, 2019, in which you clarified and corrected previously provided information, specifically our statement by letter to us that the Aurora Airport Master Plan had not been adopted by the State Aviation Board. Rather you stated that “On October 27, 2011, the OAB approved the Master Plan for submittal to the Federal Aviation Administration. Subsequent to this, the FAA approved the Airport Layout Plan (ALP) on October 12, 2012. The Master Plan was revised to incorporate changes suggested by the FAA and the ALP. It was printed in final form December 2012.”

The notice for the above referenced hearing states that following the hearing, “The Aviation Board is scheduled to hold a public hearing and *consider adoption of the Master Plan* at the October 31, 2019 Oregon Aviation Board meeting to be held at the Sunriver Resort” where the Dept. of Aviation will present the information gathered at the hearing.

How can the Aviation Board consider adoption of the Master Plan on October 31 if, in fact as your letter asserts, the Master Plan was already adopted on October 27, 2011?

This is another example of the Dept. of Aviation playing coy with the land use requirements incumbent upon it, and seeking to characterize “approval” of the master plan and the airport layout plan by the FAA as constituting approval and adoption compliant with Oregon state law.

In 2009 Dept. of Aviation and its consultant WH Pacific began a master planning process to update the Aurora Airport Master Plan. The result was the so-called 2012 Aurora Airport Master Plan. However, the process was broken and fraught with problems from the outset.

1. Planning Advisory Committee. A Planning Advisory Committee was formed, and meetings were held during the master plan process, but the PAC was so marginalized by ODA and its consultant that on September 14, 2010 a letter was sent by representatives of Clackamas County, City of Wilsonville, Charbonneau Civic Affairs, Friends of Marion County and Deer Creek Estates to the Chair of the Aviation Board complaining about this and requesting a meeting. The letter contended the process was rushed, had inadequate discussion about major elements, pursued air traffic control tower construction before the master plan process was complete, and was clearly marching to satisfy a preconceived outcome. There was no response to the request. Exhibit 1

2. Composition of the Planning Advisory Committee. Formation of the Planning Advisory Committee should have been accomplished consistent with the ODOT State Agency Coordinating agreements that were binding for ODA at the time, yet when it was formed it did NOT include a DLCDC representative, or representatives from the Mid-Willamette Valley Council of Governments, the Oregon Department of Agriculture, the Oregon Department of Transportation, the Federal Aviation Administration, or the Confederated Tribes of the Grand Ronde. It therefore failed to coordinate with these agencies as well as other affected municipalities.

3. ODA Recommendation of Runway Alternatives. On March 31, 2011 Dept. of Aviation and its consultant presented the Master Plan Update to the Aviation Board at an OAB meeting in Salem. Of the various alternative, the “No Build” alternative was recommended to OAB by the Dept. of Aviation because “a runway extension onto farmland would be infeasible because of the negative impact upon Farmland.” Though it was reported as such in both The Oregonian and The Woodburn Independent, that recommendation never appeared in the minutes of the OAB meeting. Exhibit 2.

4. FAA Dialogue about Runway Extension. Following the March 31, 2011 Aviation Board meeting, and at the direction of OAB, the Dept. of Aviation entered into dialogue with the FAA’s Regional Office in Seattle about alternatives to extend the runway. “New” Preferred alternatives were drawn up with two scenarios: north and south for lengthening the runway by means of a displaced threshold. These alternatives were presented to OAB on April 28, 2011 with no prior public notification or public comment period, even though this constituted a significant change in the previously recommended No Build Alternative, and thus failed to comply with the public involvement requirements of Statewide Planning Goals.

5. FAA Guidance of Airport Master Plans. The dialogue between the Dept. of Aviation and the FAA resulted in a communication from the FAA that it would support only a longer runway extension to the south. This was presented to the PAC on June 7, 2011 as a done deal, with no public notification, to public comment period and no public hearing, even through accepting an “FAA-approved” 1,000 foot runway extension was a significant change in the master plan and escalated the cost from \$0 for the No Build Alternative to \$7 Million for the 1,000 foot runway extension. The FAA’s own guidance document for airport master plans states the goal as:

To prepare and present a plan to the public that adequately addresses all relevant issues and satisfies local, state and federal regulations.

And under the section titles “Limitations of FAA Actions” states:

Sponsors must not construe the acceptance of an airport master plan by the FAA as an approval of the entire master plan document. The FAA only approves components of a master plan, not the entire document. The key elements that the FAA reviews and formally approves are:

- *Forecasts*
- *Selection of critical aircraft*
- *Airport layout plan (ALP)*

6. Approval of the Final Chapters. On October 27, 2011, the State Aviation Board held a meeting in Portland, OR. The Agenda for that meeting stated: there was an Action for Item 4, “Aurora Master Plan Final Chapters.” No mention is made of approval of the final and entire Master Plan. Further, the Oregon State Aviation Board Meeting Minutes for that same meeting under the section titles **Aurora Master Plan Final Chapters (PowerPoint)** describes “Raines Anderson from WH Pacific and Heather Peck of ODA briefed the Aviation Board on the Aurora Master Plan’s final chapters.” This *briefing* was followed by ***ACTION ITEM – The Oregon Aviation Board Approves the Aurora Master Plan Final Chapters***, which passed unanimously. Again, the stated action was taken on the approval of the “final chapters,” not final approval of the entire master plan.

Reviewing the audio transcript of the OAB meeting makes this clear, as the presenter of the Final Chapters (Raines Anderson) makes clear that the Displaced Threshold option (north) and 1,000 foot extension (south) options have been reviewed by the FAA and says “*if* FAA rejects the displaced threshold option, then we recommend the Board accept the 1,000 foot extension.” The presentation continues and at about 22 minutes Anderson summarizes “Next Steps” saying they are looking “*for direction [from OAB] to submit to the FAA to start the 90-Day review period,*” and upon receiving a final answer back from the FAA will update the plan, and then will “*bring it back to OAB for final approval.*” At 29:46 Chair Gardiner says, “OK, I will entertain a motion to approve the master plan as submitted and fire it off to the FAA.” Motion passed unanimously.

It is worth noting that there is a significant difference between OAB “approving” chapters for submission to the FAA and OAB “adopting” the final version of an airport master plan after

updating it to include the final FAA approval. As noted in No. 5 above, the FAA “approval” is limited to Forecasts, Selection of critical aircraft and Airport layout plan. Only after final approval from the FAA regarding those three components could the Aurora Airport Master Plan have been finalized and THEN presented to the OAB for approval and adoption. Final approval by the FAA including approval of the 1,000 foot extension to the south would require change to the Airport Layout Plan, a necessary step before the Final Plan could be presented and approved by OAB. Finally, no public notice, public hearing or public comment period was associated with this so-called final action, as would have been required for adoption of the final version of the 2012 Aurora Airport Master Plan. This was clearly a stealth move by Chair Gardiner to give the appearance of legal process, but to try and sneak approval through and avoid due process. Exhibit 3: Agenda, Minutes and transcript of audio file.

7. FAA runway extension approval and public process. In November 2012, Dept. of Aviation received a letter from the FAA confirming support for a 1,000 foot extension of the runway to the south. At some point thereafter, revised Chapter 5 of the master plan was published. This included a new "Supplemental Data" section detailing the 1,000 foot runway extension to the south. No public notice of this change to the original preferred alternative was given; the PAC was not informed; and no public process occurred. The master plan page on ODA's website was then updated with the revised Chapter 5, without notice and with no indication of the date of the text change.

8. ODA Staff admission that the master plan was not approved. On January 8, 2015, after two years of either no answer or incomplete and inadequate answers to the question “has the 2012 Aurora Airport Master Plan been approved” and requesting release of the “final version” of the master plan, Jeff Caines, ODA Aviation Planner, confirmed to Friends of French Prairie that ODA had “discovered” it did not have the required SAC agreements or corresponding Oregon Administrative Rules in place to approve the master plan in a manner compliant with Oregon land use laws and rules. He stated that once that process is complete, "the agency will be able to address the formal adoption of airport Master Plans." This statement acknowledges the now-recognized failure by Dept. of Aviation to comply with the SAC agreements, but also ignores the fact that there were binding SACs in place from ODOT. This statement also CONFIRMED that the Aurora Airport Master Plan had not been adopted by the Aviation Board. Exhibit 4.

9. ODA notice re: State Agency Coordination Agreement. On February 10, 2017, Dept. of Aviation issued a public notice regarding its own State Agency Coordination Agreement which stated that: *The Oregon Department of Aviation is responsible for the State’s Aviation System plan which is an element of the State’s Transportation System Plan for all transportation modes. Statewide Planning Goal 12 (Transportation) requires state and local transportation plans in order to facilitate the flow of goods and services so as to strengthen local and regional economies. The goal requires plans to consider all modes of transportation and specifically identifies aviation (air) as a mode of transportation.*

Oregon's statewide goals are achieved through local comprehensive planning. State law requires each city and county to adopt a comprehensive plan and the zoning and land-division ordinances needed to put the plan into effect. Oregon's planning laws apply not only to local governments but also to special districts and state agencies. The laws strongly emphasize coordination – keeping local plans and state programs consistent with each other, with the goals, and with acknowledged local plans.

This statement confirmed the known requirement to comply with Statewide Planning Goal 12 (and others) that the requirement applies to Dept. of Aviation as a state agency. Exhibit 5.

10. Release of ODA Flowchart describing adoption of master plans. Following approval by the Aviation Board of its own State Agency Coordination Agreement, which is essentially the same as the previous ODOT State Agency Coordination Agreement under which it was supposed to be operating, Dept. of Aviation released a Flowchart titled “Adoption of Final Master Plans,” which clearly defines that the Planning Advisory Committee and Public Participation” portion is the initial phase of the process. The Public Advisory Committee in the Aurora Airport Master Plan process was marginalized on purpose and the Dept. of Aviation bypassed the Public Participation requirements as it went through the master plan changes to result in a 1,000 foot runway extension. Following that initial phase of the process comes “Compliance with statewide planning goals.” As demonstrated by communication from Jeff Caines in 2015 and David Astorga in 2017, compliance with statewide planning goals did not occur. Following the first two phases is “FAA Approval of Airport Layout Plan” which is then followed by adoption of the master plan by the Aviation Board. In the case of the Aurora Airport Master Plan, FAA approval of the Airport Layout Plan for a 1,000 foot extension or the runway was established before the Planning Advisory Committee and Public Participation phase was completed, and the second phase, “Compliance with statewide planning goals was bypassed. Exhibit 6.

11. Oregon Solutions Assessment Report. In response to significant opposition to the request of ODA to the Legislative Emergency Board for retroactive permission to apply for \$37M in FAA funds for airport expansion, the Legislature commissioned Oregon Solutions to conduct an Assessment Report which was delivered in December, 2018. In the Findings section, a number of Substantive Issues were detailed, and in the section 3.2.6 Land Use, it is pointed out that Marion County “did not formally adopt the 2012 plan but instead, through a resolution, acknowledged and supported it.” It goes on to point out that “The county, however, says they saw the 2012 plan as ‘a capital projects plan, which did not qualify as a land use master plan because it lacked essential land use components (i.e. consideration of state statutes and rules, land use goals, etc.’ Additionally though, it states that “The adoption of an airport master plan is a component of a local land use plan and provides a basis for coordinated planning and regulation of land use at the airport site.” The need for clarification is pointed out regarding the action taken by Marion County, “there are varying legal interpretations about the validity of the plan by policy experts and counsel of the action by Marion County,” and goes on to state in a footnote: “Interviewees shared with us that LCDC is the only entity that can legally “acknowledge” a land use plan (see ORS 197.015(1) and ORS 197.251).” Available at:

http://www.friendsoffrenchprairie.org/pdf/Oregon_Solutions_Aurora_State_Airport_Assessment_final_combined_12-12-18.pdf

12. ODA Director says 2012 Master Plan not adopted by OAB. In response to a letter of inquiry sent on behalf of Friends of French Prairie, Director Stansbury stated by letter of April 24, 2019 that “The last Aurora Airport Master Plan was completed in December 2012 but it has not been submitted to the board for adoption,” and went on to further state that “The board adopted ODA's State Agency Coordination (SAC) program in 2017. This has been sent to the Department of Land Conservation and Development for review and certification by the Land Conservation and Development Commission. Adoption of the 2012 Aurora State Master Plan is on hold until this process is complete,” and concluded by stating that “Once ODA's SAC program is certified, ODA will comply with any applicable requirements in the SAC program when adopting the airport master plan.” Exhibit 7.

13. ODA Director “corrects and clarifies” previous statements. On August 21, after “consulting” with commercial interests at the Aurora Airport, Director Stansbury sent a letter to “correct and clarify” here earlier statements that the 2012 Master Plan had not been approved, now asserting that it had been approved by the OAB at its October 27, 2011 meeting in Portland—although “final approval of the master plan” does not appear in the minutes of that meeting. Exhibit. 8.

14. Prejudicial nature of ODA and OAB hearings. On August 21, 2019, Dept of Aviation released the notice for this hearing on “land use compatibility” relative to the Aurora State Airport Master Plan to be held on September 24, knowing full well that the subject is of major interest to many “interested parties,” not least of which are Clackamas County, City of Wilsonville and City of Aurora. Notice of only five weeks left insufficient time for those municipalities to adequately provide public notice to their own citizens and forced City Councils to make this an agenda matter with very limited public notice and public comment, and is a clear indication that Dept. of Aviation is seeking to once again rush the master plan process with the intent to achieving a preconceived outcome in a manner inconsistent with the spirit and law of the Oregon Land Use System. The structure of this hearing and of the Aviation Board meeting on October 31 in Sunriver, which by design limits testimony before the agency to a total of two hours, and only two minutes per witness; prohibiting testimony before the Aviation Board; and requiring written testimony intended for the board to be filed by October 4, 27 days in advance of the board meeting and almost certainly before the results of and recommendations resulting from the agency hearing are known or published, all serve, intentionally no doubt, to block meaningful participation in the noticed process. Friends of French Prairie, through its attorney, sends a protest letter to ODA. Exhibit 9.

15. Friends of French Prairie files LUBA Appeal. On September 10, 2019, Friends of French Prairie, citing “certain land use decision or limited land use decision of ODA and OAB, filed a Notice of Intent To Appeal the assertion by Director Stansbury that the 2012

Aurora Airport Master Plan had been approved at the October 27, 2011 OAB meeting. Exhibit 10.

16. City of Wilsonville files LUBA Motion to Intervene. On September 20, 2019, City of Wilsonville filed a Motion to Intervene in the Friends of French Prairie LUBA Appeal, citing Petitioners challenge [of] Respondents' noticing of land use decisions and compliance with Statewide Goal 1, Citizen Involvement, and Statewide Goal 2, Land Use Planning. Exhibit 11.

17. Motion to intervene in LUBA appeal discloses cause of ODA Director's August 21 letter. On September 17, 2019, Kellington Law Group filed a Motion to Intervene in the Friends of French Prairie appeal to LUBA. The motion and its attachment demonstrate that Director Stansbury's correction and clarification letter was the result of a consultation with those named in the motion: the Aurora Airport Improvement Association, Bruce Bennett, Wilson Construction Company and Tony Helbling. Those parties make clear that they believe the Director was wrong and uninformed and demand a retraction of her previous assertion that the 2012 Aurora Airport Master Plan had not been approved by the OAB. Exhibit 12.

18. Relevance of the 1976 Master plan. In the past two years as ODA and development interests at the Aurora Airport have sought funding for expansion, up to and including seeking permission in 2018 from the Legislature to apply for \$37 Million in funds from the FAA, much has suddenly begun to be made of the 1976 Master Plan. Specifically, the 1976 Master Plan is cited because in the Airport Requirements section it states that "the runway Should be increased to about 6,000 feet and single gear pavement strength increased to 60,000 pounds." That statement is aspirational, and the context is airport requirements across a timespan to 1995. Runway length numbers do not stand by themselves. The justification for runway lengthening is tied to Total Operations, Based Aircraft and Constrained Operations as described below. The 1976 Master Plan also contemplates in the same time period that Total Operations will grow to 209,000. Data from the ATADS database for ACTUAL operations at Aurora show only 63,603 operations in 2018—less than one third the forecast operations for 1995 projected the 1976 master plan. The reason master plans are updated is to keep them current and relevant. The 1976 master plan is valuable for little more than illustrating just how far short of reality future forecasts can actually be. It also called for the State to "continue to work closed with Marion and Clackamas Counties to develop compatible land use planning," and exactly the opposite happened when ODA, a State agency, entered into an IGA with Marion County to exclude Clackamas County from the Aurora Airport impact area. The plan called for the State to "schedule periodic reviews of the Master Plan. It should be revised whenever necessary to keep it current." This has not occurred, and is a particularly egregious shortcoming given the availability of three years of Actual Operations data from the FA ATADS database. Exhibit 13.

Outdated Master Plan

In addition to the above stated irregularities and outright violations of the letter and spirit of Oregon’s land use system, the fact is that the 2012 Aurora Airport Master Plan is now almost eight years old and outdated because among other things it relies on outdated information.

It should be noted that all the data regarding Total Operations and Based Aircraft were estimates and forecasts based on estimates. Since the Air Traffic Control Tower went live in October of 2015, there is now three complete years of ACTUAL operations data available from the FAA’s ATADS database. It shows that ACTUAL operations for those years were 38 to 51 percent below forecasted Operations for those years were:

	2015	2016	2017	2018
Forecast Ops*	98,321	99,924	101,528	103,131

In fact, the comparison of Forecast Operations to Actual ATADS operations is as follows:

	2015	2016	2017	2018
Forecast Ops*	98,321	99,924	101,528	103,131
Actual ATADS Ops		48,377	58,152	63,603
Forecast Error		51.6%	42.7%	38.3%

Similarly, year-to-date ATADS operations for 2019 are below forecast, and indicate that Total Operations for the entire year will be lower than 2018:

	Jan-Jul 2016	Jan-Jul 2017	Jan-Jul 2018	Jan-Jul 2019
Actual ATADS Ops	26,968	32,322	37,063	35,421
Change		19.9%	14.7%	-4.4%

Similar results can be seen in Based Aircraft. The 2012 Master Plan forecast based aircraft as follows:

	2015	2016	2017	2018	2019	2020
Forecast Based Aircraft	379	384	389	396	401	405

Whether through incompetence or a conscious effort to create a false impression, the ODA web page for the Aurora State Airport states that the airport “accommodated 94,655 annual operations,” a blatant overstatement of operations activity compared to ACTUAL ATADS data for the airport. See attachment.

However, the Constrained Operations Study commissioned by Dept. of Aviation and conducted by Century West includes a “Validated Based Aircraft” count of 349. A comparison of the forecast for 2018 and the ACTUAL based aircraft is:

		2018
Forecast Based Aircraft*		396
Actual Based Air		349
Forecast Error		11.9%

In addition, the 2012 Master Plan listed Constrained Operations at 485, while the 2018 Constrained Operations Study shows them growing to 645. Thus this study, being used to further justify FAA approval and funding for runway lengthening. The study seeks to show a 33% increase in constrained operations compared to the 2012 Master Plan, while Total Operations for 2018 are 38.3% lower than forecast.

See Exhibit 13 for full detail and analysis.

Dept. of Aviation continues to misrepresent Total Operations at the Aurora State Airport, in spite of having ACTUAL data from the FAA ATADS database. As recently as September 15, 2019, the web page for Aurora Airport on the ODA web site states that the airport accommodates 94,655 total operations, when the ATADS database shows that in 2018 Total Operations were 63,603, and Year-to-date operations for 2019 (thru July) show 35,421 and on track to be approximately 60,000 for the full year. Exhibit 15.

It is time to re-do this outdated master plan, and do so with an open and transparent planning process that is fully compliant with Oregon's statewide planning goals, and which utilizes current and actual data to make expansion determinations which are paid for by taxpayer funds and will have a significant adverse direct and indirect impact on local agriculture..

Sincerely



Benjamin D Williams

Friends of French Prairie

**Members of the Planning Advisory Committee
to the Aurora State Airport Master Plan**

Charbonneau Country Club • City of Wilsonville • Clackamas County
Deer Creek Estates • Friends of Marion County

Mark Gardiner, Chair
State Aviation Board
Oregon Department of Aviation
3040 25th St. SE
Salem, OR 97302-1125

September 14, 2010

**RE: Request for meeting to discuss Aurora State Airport master planning
process and role of the Planning Advisory Committee**

Dear Mr. Gardiner:

As local-government and community-organization members of the Planning Advisory Committee (PAC) to the Aurora State Airport Master Plan, we have grave concerns that our participation in the process is not intended to be meaningful. We see serious deficiencies in how the process is being conducted by the consultant, W.H. Pacific, and we seek to resolve these issues of concern.

In a nutshell, **we are very concerned that the Aurora Airport master planning process is being rushed on a condensed schedule—reduced by one-third from the original timeline—without adequate discussion of issues at the PAC level in order to satisfy preconceived outcomes of a few special interests that may be detrimental to the greater public good.** It seems fairly clear that the consultant intends to march steadily through construction of ‘chapters’ of the master plan, according to a predetermined timetable, regardless of whether or not there has been adequate discussion at the PAC of the issues. This is not the meaningful public-input practice that the Federal Aviation Administration (FAA) recommends for stakeholders in the master-planning process.

The FAA is quite clear, as outlined in the document ‘Airport Master Plans,’ AC 150/5070-6A, that **stakeholders must have an early opportunity to meaningfully comment before major decisions are made.** Stakeholders in the master-planning process have been asked to enunciate their individual goals, but there has been no discussion on how to integrate these into establishing the ‘strategic role’ and the ‘study goals’ as outlined by the FAA. ODA and consultant W.H. Pacific have specifically rejected the establishment of a ‘vision’ for the Airport as a starting point, something several members of the PAC requested at the outset of the process.

We observe from the conduct of ODA that installation of an air traffic control tower is being actively pursued prior to development of the new master plan and without consultation with the PAC. The fact that ODA is acquiring funds to build a control tower in the absence of any cost estimate and without first conducting planning demonstrates a serious lapse in judgment. ODA has indicated that concurrent to the master plan update, the agency has contracted for an air traffic control tower siting study; again an issue that the PAC should discuss has been arbitrarily removed the planning process.

Further, it seems clear that the role of the PAC has been deliberately marginalized. The forecast of future activity at the airport has apparently been compiled and is about to be sent to the FAA for

approval without any advance discussion with the PAC. It is notable that there is no accurate information available on current activity levels, since there are no records of landings and take-offs. Any methodology used to generate undocumented current activity numbers to use as a starting point for future usage projections surely should require very close scrutiny. But the PAC has not been given that opportunity for review and discussion.

Despite the absence of any discussion of the 'strategic role' and 'study goals' and any review of the activity forecast with the PAC, the process developed by the consultant, under the direction of ODA, appears to be one of justifying the preconceived idea that runway expansion and strengthening is required at Aurora Airport. The Scope of Work, dated June 19, 2009, states on page 3 that consultant "W.H. Pacific will prepare a letter on behalf of ODA to request statements [presumably from large jet operators] to *help justify* an extension" of the runway (emphasis added). This would seem to clearly demonstrate an intent that undermines any pretense of a meaningful process.

We are not aware of any impact analysis based on a forecast of future activity that was developed. In short, this appears to leave the simplistic assumption that if the demand can be somehow justified, then it must be supplied, no matter the impacts. Common sense tells us that increasing the size and types of airplanes, and the increase in the frequency of their use, will have impacts. Going from a general aviation airport with mostly small, propeller-and-piston-engine light-airplane and smaller jets under 45,000 pounds to an airport catering to larger, heavier turbine-engine jet aircraft calls for a serious, reasoned analysis of impacts.

The Aurora State Airport is located in the French Prairie area of "foundation farmland," which the Oregon Department of Agriculture indicates contains Oregon's highest-quality agricultural soils, and has been able to co-exist with its neighbors as a small-aircraft airport. However, the airport is within a mile of the Portland Metro Urban Growth Boundary and dense residential development to the north. There are serious traffic-congestion problems on roads around the airport and on nearby Interstate 5 at the Boone Bridge "bottleneck" over the Willamette River. As the FAA document 'Airport Master Plans' makes clear, the regional setting of the airport must be examined "because the impact of airport planning decisions can extend well beyond the airport property line." What will be the impacts of this greater development at the airport be on noise, pollution, the surrounding farm lands, off-site surface transportation facilities including the interstate highway, and nearby residential areas? What, if any, mitigation should occur?

While the PAC's role has been marginalized, ODA plans to select interviewees outside of the PAC and master-planning process who will be asked to give their views on at least one of the major master-planning issues. The Scope of Work, page 8, states that "up to 20 people [will be interviewed] regarding future activity at the airport." That is a critical task. Who are these people and how has ODA directed the consultant to choose them? What meaningful process is there for the PAC in this regard? Again, there has been no discussion by the consultant with the PAC on this matter.

The Scope of Work, page 5, lists the main areas under which data will be collected. Under Item E, Environmental Inventory, there is no mention of collecting data on noise and traffic impacts on nearby communities and on their transportation infrastructure, key aspects listed by the FAA on page 123 with the title 'Environmental Overview for Master Plan Purposes,' FAA AC 150/5070-6B. Nor

is there any discussion in the Scope of Work of National Environmental Policy Act (NEPA) requirements and whether or not an Environmental Impact Statement (EIS) is required. The Scope of Work states that noise contours will be developed, but only to show existing conditions and those five years into the future. As the activity forecasts will be generated for five years, 10 years and 20 years into the future, the noise contours should be developed for the same time periods.

We are very concerned that the Aurora Airport master planning process is being rushed through on a condensed schedule without adequate discussion of the issues at the Planning Advisory Committee level in order to satisfy the preconceived outcomes of a few special interests. This is not the meaningful, due process input the FAA intended in their Master Plan process.

We respectfully request that a meeting be arranged at the earliest opportunity for the undersigned with you, the Acting Director of ODA, the consultant, and appropriate representatives of the FAA to discuss these concerns. Furthermore, we request that this letter be memorialized as a part of the record of the Aurora Airport Master Plan update. Too many issues of previous inside dealings connected with ODA's handling of matters at the Aurora Airport have recently come to light, and it is important that now, under new management direction, ODA not be a part of a process that lacks meaningful input, good planning, and transparency.

We thank you for your time and consideration.

Respectfully submitted by the undersigned members of the Planning Advisory Committee to the Aurora State Airport Master Plan.



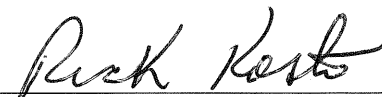
Tony Holt, Chair, Civic Affairs Committee
Charbonneau Country Club



Jim Bernard, Commissioner
Clackamas County Board of Commissioners



Steve Hurst, Councilor
City of Wilsonville City Council



Rick Kosta, President
Deer Creek Estates Homeowners' Association



Roger Kaye, President
Friends of Marion County

A proposal rejects lengthening the runway for at least two decades Aurora State Airport won't grow under plan

The Oregonian, April 7, 2011
Molly Young, The Oregonian

The Aurora State Airport runway would remain 5,000 feet long for two more decades under a proposal released last week that capped a three-week debate about a runway extension.

The state's aviation board will consider the proposal during its April 21 meeting. A public comment period will remain open until then.

Although many area officials agreed with the initial plan, at least one airport businessman said he hopes state planners reconsider an extension.

"Strictly for political reasons, they're not recommending it," said Bruce Bennett, who owns Aurora Aviation at the airport. "To see jobs and safety compromised for the perceived benefit of a handful of people, I don't think is a good plan."

The airport meets federal requirements for a longer runway. But the proposal suggests strengthening the existing runway instead. The decision could save the state as much as \$5 million.

Rainse Anderson, an aviation consultant hired by the state to lead the master planning process, said, "We thought we had justification for a runway extension." But the state doesn't have funds to cover an extension that could cost as much as \$6 million, Anderson said.

He estimated increasing the current runway's weight capacity would cost \$1 million. The increase would mean planes weighing as much as 60,000 pounds could take off from the airport.

Several area homeowners supported a no-build option, saying the airport was already busy --and loud --enough. But many people who work at or fly into the airport argued a runway extension was a critical safety measure.

Wilsonville city councilors highlighted potential negative impacts on farmland and Columbia Helicopters, which is headquartered on the northeast edge of the airport. Last week's proposal cites both concerns as reasons against a longer runway.

But Bennett, the businessman, said planners afforded too much weight to noise concerns voiced by neighbors. "They want the airport quieter --as do I --but fighting to limit the runway will not do that," he said. "Those are two different subjects."

Bennett said he plans to meet with other airport property owners to create a counterproposal that would extend the runway on its north and south ends.

The proposal also outlined more than 10 specific areas of airport development, including:

- * A runway protection zone that would cover several homes. Anderson said there are no immediate plans to acquire the properties, near the intersection of Oregon 551 and Keil Road.
- * Possible development at an adjacent property along Northeast Airport Road, which now houses Beyond the Reef Theological Center.
- * A potential spot for the Aurora Rural Fire Protection District to store emergency equipment.
- * A run-up area for preflight procedures and zones for new hangars and businesses, dependent on private development.



Oregon

John A. Kitzhaber, MD, Governor

EXHIBIT 3



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Oregon Aviation Board Meeting Agenda

Date: October 27, 2011

Location: PDX – Port of Portland HQ – Chinook Room
(Located on the 8th floor in the new Port of Portland Headquarters Bldg.)

Time: 10:00 a.m. to 2:00 p.m. (with a working lunch)

Presenting Agenda: Board Chair, Mark Gardiner and Director of Aviation

BOARD INFORMATION & ACTION ITEMS

#	Type	Start	End	Item	Lead(s)
1	Info	10:00	10:15	Call to order & introductions	Gardiner
2	Action	10:15	10:30	Approval of minutes from last board meeting	Gardiner
3	Info	10:30	10:45	Public comments – Limited to 2 minutes per speaker	Gardiner
4	Action	10:45	11:15	Aurora Master Plan Final Chapters	Peck/Anderson
5	Info	11:15	11:45	Aurora Airport Master Plan Comments	Gardiner
6	Info	11:45	12:15	Director's Update (Working Lunch) Calendar Events Legislative Update Administrative Change Update (DAS>ODOT) Airport Manager Recruitment	Swecker
7	Info	12:15	12:30	Budget Review	Pease
8	Info	12:30	1:00	Construction Projects Update Aurora Master Plan Aurora Tower Joseph Runway Rehab Chiloquin Runway Rehab Siletz Bay Obstruction Removal Cottage Grove Obstruction Removal	Peck

Oregon State Aviation Board

Meeting Minutes

October 27, 2011 Portland, Oregon

Pursuant to notice made by press release to newspapers of general and local circulation throughout the state and mailed to persons on the mailing list of the Committee, a meeting of the Oregon State Aviation Board was held on October 27, 2011, at Portland International Airport (PDX) in the Port of Portland's Headquarters Building, in the Chinook room.

Board Members in attendance included: Chair Mark Gardiner, Vice-Chair Chris Corich, Board Members: Larry Dalrymple, Nan Garnick and Joe Smith.

Department of Aviation employees in attendance included: ODA Director, Mitch Swecker, ODA Fiscal Manager, Cindy Pease; ODA Planning Manager, Heather Peck; ODA Administrative Assistant, Roger Sponseller.

Presenters and guests in attendance included: ODA Director, ODA Fiscal Manager, ODA Planning Manager. Raines Anderson, WH Pacific.

CALL TO ORDER – INTRODUCTIONS

- The meeting started at 10:00 a.m.

ACTION ITEM – Approval of minutes from August 25th Aviation Board meeting.

Motion to approve by Larry Dalrymple

Motion 2nd by Chris Corich

Motion passed unanimously

Public Comments:

David Gamble: Mr. Gamble remarked to the board that 2 minutes was, he felt, not long enough for a person to make a point to the board on any subject. Mr. Gamble also commented on the barn and hangar tear-down at Mulino and that with the agency's budget already constricted perhaps ODA should try consolidating its efforts.

Aurora Master Plan Final Chapters (PowerPoint):

Raines Anderson from WH Pacific and Heather Peck of ODA briefed the Aviation Board on the Aurora Master Plan's final chapters.

ACTION ITEM – The Oregon Aviation Board Approves the Aurora Master Plan Final Chapter.

Motion to approve by Larry Dalrymple

Motion 2nd by Chris Corich

Motion passed unanimously

Aurora Master Plan Public Comments:

There were no public comments regarding the Aurora Master Plan Final Chapter.

Director's Update (handouts):

Mitch Swecker: ODA's Director, Mitch Swecker, briefed the board on the agency's current operational issues. Topics covered included:

- Calendar Events
- Legislative Update
- Organizational Changes (DAS to ODOT)
- Quarterly Pilot and Aircraft Registration Report
- Airport Manager Recruitment
- Vale Airport
- Joseph Mowing Agreement

ACTION ITEM – The Oregon Aviation Board Agrees to Drop the Insurance Requirement for the Mowing Agreement at Joseph Airport from \$1,500,000 to \$1,000,000.

Motion to approve by Larry Dalrymple

Motion 2nd by Nan Garnick

Motion passed unanimously

Budget Review (handouts):

Cindy Pease: Ms. Pease briefed the board on the agency's current financial standings. Issues covered by Ms. Pease included:

- Revenue Sources
- Revenue of AV/Jet Fuel Tax
- Actual Revenues
- Operations Cost Drivers
- Actual Operating Expenditures
- Search and Rescue
- Aircraft Registration
- Pavement Maintenance Program
- Cash and Limitation Balances
- Aurora State Airport Profitability Statement
- Mulino State Airport Profitability Statement
- Oakridge State Airport Profitability Statement
- Cape Blanco State Airport Profitability Statement
- Bandon State Airport Profitability Statement
- Pacific City State Airport Profitability Statement
- Upcoming Timeline – Budget Process and Focuses

The board discussed.

Construction Projects Update (handout):

ODA's Projects & Planning Manager, Heather Peck, briefed the board on the status of several construction projects. Topics covered included:

- Aurora Master Plan.
- Aurora – Air Traffic Control Tower.
(Contract with Mead & Hunt is being finalized. Design to begin by October 1st.
Project bidding is anticipated to begin in early 2012.)
- Joseph – Runway Rehab.
(Construction is 90% complete with the final punch-list walk to be on October 6th.
Construction anticipated to be completed October 16th.)
- Chiloquin – Obstruction Removal & Runway Rehab.
(IFE is complete. The environmental review is anticipated to get started on
October 1st with construction scheduled for 2012.)
- Siletz Bay – Obstruction Removal.
(Obstruction design services are 100% complete. Obstruction removal bids were

received 9/28/11.)

- Cottage Grove – Obstruction Removal.
(Environmental study is ongoing.)
- Bandon – Obstruction Removal & Runway Blast Pad.
(Construction is 100% complete. The project is in punch-list and closeout efforts)
- Statewide Pavement Maintenance
(Multiple airports are completed; verbal schedule update.)

The board discussed.

WORK SESSION - ODA Core Functions (handout):

Mitch Swecker briefed the board regarding the framework to determine Core Functions for the Oregon Department of Aviation. Points covered in the briefing included:

- 10 Year Plan Guiding Principles.
- Reframing the 2 Year Budget Cycle.
- Proposed 2013 – 2015 Budget Process.
- Finishing the Strategic Plan (10 Year Framework).
- Policy Level Budget Instructions by Outcome Area.
- Mapping Programs to Outcome Areas.
- Develop Performance Metrics.
- Target Allocation.
- Interim Legislative Session.
- Finalize Budget Instructions.
- Budget Instructions – Request to Buy.
- Proposal Review.
- Initial Agency Budget Proposals.
- Initial Proposal Review.
- Buying Team Feedback.
- Finalize Proposals.
- Buying Team Recommendations.
- Buying Team Recommendations Due by October 15th.
- Governor's Recommended Budget (GRB).
- Outcome Based Budgeting Outcomes.

The board discussed.

Executive Session:

The Oregon Aviation Board went into Executive Session at 12:00 p.m.

Meeting ended at 12:20 p.m.

Next Aviation Board meeting is tentatively set for November 28, 2011.

8	Info	12:30	1:00	Bandon Obstruction Removal PMP	Peck
9	Action	1:00	1:30	Work Session – ODA Core Functions/Structure	Gardiner
10	Discussion	1:30	2:00	Executive Session (If Required)	Gardiner

Persons with disabilities who require special accommodations please call (503)378-2211 at least 48 hours before the meeting.

The board will provide time in the meeting as listed on the October 27, 2011 agenda for members of the public to speak to the board. Individuals who would like to speak must sign the public comment sign-in form at the meeting and are limited to 2 minutes per speaker. The board may discontinue the public forum after a reasonable time if there are a large number of speakers.

NOTE: Due to the uncertain length of time needed for each agenda item, the board may hear any item at any time during the meeting. If a specific time is indicated for an agenda item, an effort will be made to consider that item as close to the time as possible. Scheduled times may be modified if participants agree. Those wishing to hear discussion on an item should arrive at the beginning of the meeting to avoid missing that item.

*Agenda may include additional or unscheduled items

**TRANSCRIPT OF OREGON AVIATION BOARD MEETING 10-27-11
(Transcribed 9-26-19)**

At 0:05 minutes

Chair: This is the relatively obscure Board of Aviation Board. Thanks to those of you for coming. And we will in fact have time for public comment. We will start with introductions. Let's start with you Raines, since you are on the corner there.

At 0:24

Raines: Okay. Raines Anderson, WH Pacific

At 0:26

Cindy: Cindy Pease, ODA Fiscal Manager

At 0:28

Heather: Heather Peck, ODA Planning Manager

At 0:30

Mitch: Mitch Swecker, ODA Fiscal Manager

At 0:32

Larry: Larry Dalrymple, Board Member, Pendleton

At 0:37

Mark: Mark Gardiner, Board Member Portland

0:38

Chris: Chris Corich, Vice-Chair, Portland

0:41

Nan: Nan Garnick, Board Member, Redmond

Joe: Joe Smith, Board Member

Roger: Roger Sponseller, Oregon Department of Aviation, Administrative Assistant

Members of the Public

David Gamble

At 3:54

Chair: We have the next item on the agenda is the Aurora Master Plan Final Chapters. I assume this is another of Raines.

At 4:02 minutes

Cindy?: We will let Raines go ahead present and get started and I am here for any questions, as well. Raines, do you want to present it?

At 4:11 minutes

Raines Anderson:

The attempt this morning is to very quickly go through the summary of the last advisory committee meeting. PAC number 6 that was held in the middle of September. And as you recall, at the end of June made a presentation here to the board regarding where we were with the alternatives and the preferred alternative and the board directed us at the time to put forward with our draft master plan two alternatives. One for the 800 foot extension or 800 foot displaced threshold to the north and a 1,000 foot extension to the south. And then both of those would be submitted to the FAA for their review and comment and the preferred alternative by the board is the 800 foot displaced threshold. So from that direction we prepare the Chapter 6 and Chapter 7 which is the ALP and the Capital Improvement Plan Chapters and so, those were presented with in the at that PAC meeting. Again, here's the agenda from that meeting and it was set up as we have set up the previous meetings where we get the presentation to the PAC and then have a essentially kind of an open house for the public to go around and end with the boards. And I've got all the drawings from Chapter 6 which is airport layout in here, if you have any questions. We didn't put them in the presentation because as you can see there, they are very detailed, very difficult to read up on the screen and so we just didn't take the time, but we did have those displayed at the meeting

and had a lot of participation of those that were there. There were about 15 of the PAC members, and probably in the neighborhood of 15 to 20 of the general public that was there, which is considerably down from, you know, 80 to 100 that I've seen throughout the whole process. So, and I will go over a couple of their comments later, so. Again, the purpose was to go over Chapter 6 and 7. I will go through these real quick. Went through the overview which talked about how did we get to where we were from the original preferred alternative back the March April time frame. And then the board's decision June 23. And go with the two options that I'd mentioned. And that was the 800 foot displaced threshold and then basically if the FAA comes back and does not approve the displaced threshold, then the board recommends pursuing the 1,000 foot extension. And in the CIP we actually show both of them, but we've got it broken out to where you can see the difference. And I'll show that in a minute. And you have in your binder there a CD of the full draft Master Plan and all the appendices. It's, it's a pretty large document so we thought we would save some paper and just give you the CD that you can look at in your leisure and if you have any questions, email me, call me and we can go through those. But, so again, this is the option of the 800 foot displaced threshold to the north and declare distances gives you on runway 17, 5,800 feet in terms of runway length in the take off direction. And then the 1,000 foot extension to the south. All the new pavement will be on existing airport property and then the hatched here is acquisition of the RPZ and the intent that all of the RPZ would remain in agriculture zoned the way it is right now. There is residential in this segment right here and those residents would be purchased. A couple of other things that we did was we moved the fire hall and it's not shown on this one, but the Aurora fire station's in this location and we brought it down over here adjacent to the, very close to the new tower location.

At 8:57 minutes

Chris: Okay chair. Comment for that?

At 8:58 minutes

Chair: The fire chief out there Rod Yoder asked if we would consider incorporating the firehouse, the place they store the fire truck with the

tower out of networking. He determined it wasn't economically feasible for him to join us in paying for that. To put a new firehouse in down by I-5. And so we kind of backed away from incorporating the firehouse with the tower. I think there's not going to be any economic benefit for us or them to do that. So, it's kind of going to go back where it was. Now, since I had that conversation, he sent me something else after a board meeting. Saying, they may want to reconsider it and I haven't had a chance to engage in it since then.

At 9:46

Chair: So what are they are putting in down by I-5?

At 9:52

Raines: They are putting in a new fire station by I-5. The Aurora Fire Station.

At 9:53

Chair?: What cross road is that? Is that Ehlen Road or?

At 9:58

Raines: I think so.

(Number of people speaking simultaneously including the woman who spoke at the beginning.)

At 10:00 minutes

Chair?: By the Interstate on ramp. Fairly close to that?

At 10:04

Raines: It gives them better access to their district.

At 10:05

Chair?: Right. So does that mean there wouldn't be all or just then.

At 10:12

Raines: They would just be responsible for paying for it.

At 10:14

Chair?: We just don't have the funds to do that. This is a not a Part 39 airport. It isn't a requirement to have a fire station on airport for non Part 39 which we will never be.

At 10:30

Raines: Another thing that we adjusted was there was a statement right here that you can't read, but it states that this property, which is off airport property is suitable for airport development. And that was, there was some objection to that and so we went ahead and we took that language off, because again, it is not really up to the state to determine the disposition of property off airport. So, it wasn't easy, easy change and the state will have.

At 11:05

Chair?: 1,000 Friends of Oregon

At 11:06

?:

The background for the folks who were involved that was the concern was that the previous master plans had included that kind of language what could be engaged in the FDC, to use in the land use process as a means of getting over objections to it. So, he really didn't want to be in that situation again where something it had no force of law in our mapping we use in those situations.

At 11:48

Raines: This just outlines what all the drawings within Chapter 6 begin. Those are all for your review Blaine to see those later.

At 11:57

Blaine: Okay.

At 12:02

Raines: This is the airport layout plan. And, again, it is a very technical drawing. You have all seen these before, and that's over behind Roger there. I point out here that we also have an indication of relocation of Keil Road, if the 1,000 foot extension were to occur then Keil would be closed, and so we were just showing a possible alternative route and that would go down to Ehlen Road. In our discussions with ODOT, they really don't want to see it being relocated here because of its close proximity to Ehlen Road. And the, so, there is an alternative. There was quite a bit of discussion over this with a number of the people from the public that were there, because

there was some property owners in here and, there's been some discussion on the local basis in the city of Aurora on just what to do with Keil Road, so there's already some people out there planning for this to occur, which is probably a good thing. But they are seeing the need in the future for that road to be relocated.

At 13:25 minutes

Chair?: Our conversation with the county has been that it's really a coordinated thing with them because that's property that would have the permitting for. So that's a notional idea right there. That might not be what happens at all, it's up to working with the landowner and the county.

At 13:43

Other: Right, and maybe the city.

At 13:45

Raines: There were, you know, a couple of other options that were tossed around at the meeting as we were in the discussion with individuals. So, again, that's just depicting one option.

At 13:56

Other: Okay.

At 13:58

Raines: So then we moved into Chapter 7 which is the development of the capital improvement program. And, it's divided into three phases. The short term, which is phase 1. It's a five year period from 2012 to '16 intermediate phase. Phase 2, another five year period from '17 to '21. Then long term is a ten year period from '22 to '31. And then we also conducted a financial analysis of the state's expenses and revenues. And, so this is real quick a summary of the first phase. The first project that is getting under way is the air traffic control tower. And then portions of the service road that would service the tower. It's like a perimeter road that would also alleviate traffic and any incursions that might happen on the airport keeping automobiles away from the parallel taxiway at the intermediate taxiway that is at the airport. Again, safety related item. Pavement management plan and then another major item here is the ramp reconstruction. And that's the Aurora Aviation ramp that's the state owner property and

that would be upgraded to 60,000 pounds to match the taxiway and runway pavement strength. And then there are some taxi lane and hangar development all that is private funding. A little over 2 million dollars. And then later in the period in 2016, is the starting the environmental assessment for the runway improvements. So it's about four or five years out. And then we get into phase 2.

At 15:56

Other: Bryce, before you leave, we met with the FAA recently and they've locked their money down through 2013. So these time lines are fairly ambitious. I'm not sure that we can do them in the timelines that are listed right there. We're probably looking closer to 2017.

At 16:14

Other: The tower. Looking at the tower.

At 16:20

Raines: The things that would occur is we have a PMP in '13 and '16 as well, but yeah, the major items that would need some discretionary money might be that ramp relocation. That may slide as well a little bit.

At 16:35

Other: It's a bit unfortunately. I think it needs to be done, but I think we're constrained by what the FAA has locked there, at least through 2013. They don't want to change anything through 2016. So we can work them. We actually have a meeting with them on the first, second, or third of November. So we can talk about it.

At 16:45

Other: Right.

At: 17:06

Raines: Whether it would be successful, because that would require some additional funding there. They are discretionary. Then in phase 2, I'm not going to go through this than to point out that, here we have the displaced threshold costs highlighted. And then the runway extension highlighted, so. We have a couple. Again, it will be one or the other. So phase 2, with the displaced threshold, the subtotal is 7 and a half million and it would be 20 million for the runway extension. Again, the main difference in the cost, a little longer pavement, but really the

property acquisition that would be associated with the runway extension for the RPZ and the homes there. So, that's the major difference between those two alternatives. And then phase 3 just continues on with airport development PMP and so on for a total program of 20 million with a displaced threshold and almost 25 million for the runway extension over the twenty year period. Any questions on the scappy (phonetic)?

Then we went through the financial analysis portion. I'm not going to spend a whole lot of time on this, because you already know a lot about the finances in Aurora, expense and revenue. So we will go through that and we just looked at the history over the last four years and then projected ahead. For 2011, and then on through the planning period looking at what the revenues would be and the expenses and then the operating income in those periods. And this just outlined the analysis that we went through for the financial.

(Coughing in the background, and unable to hear all of what was said.)

At 19:15

Raines: And from a comment stand period, that standpoint, when we came back from the comment period. There were a number of things that surrounded, like I said, Keil Road. The location of the fire hall. A couple of individuals there were wondering about losing their homes and how that process would work. Other word from further south of the airport had questions about noise and planes flying over their house and those types of things so. Again, nothing out of the ordinary that we haven't heard before at the meetings. It was a pretty sedate meeting actually in comparison, so. And unfortunately that was your first meeting and you didn't get to see all the fun.

(A discussion with several people all talking at once.)

At 20:14

Raines: So then we went through what the next steps will be and we had a public comment period to the end of September and we only received, I don't know, it was a letter from Tony Holt, the Charbonneau folks.

That I think all of you received. If not, it's, I think it's in the packet. Or it's definitely in the appendices of the plan. And then there were just a couple other minor comments that we received, some other individuals. Again, very minor in comparison, so. And this just outlines what will happen at. **We're basically looking for the plan that you have is to give us direction to go ahead and submit it to FAA and have them, so they can start their 90 day review period. Divisional review. And, so at that time, I think it's also appropriate to request that the district office, the regional office submit the request from ODA to have the plan reviewed or at least the displaced threshold concept reviewed back in D.C. We know what we're going hear again. We just ask the same question, we know the answer to that from the regional and district office level. So, I think it, uh, it would be a discussion and I've had some discussions with Sam Allison and Bruce Fischer with the FAA and both of them are saying, yes, it needs to go somewhere else to where they look at that. So that's all I was planning on presenting today. And answering any questions you might have, and then again looking for direction from the board on the next step.**

At 22:20

Other: We have this as an action item for a board vote today. So are there any questions from board members, to Raines, or the rest of the team?

At 22:29

Other 2: Are we are going to have to wait for answers from FAA before you submit it to Marion County?

At 22:34

Raines: **Yes. And what we will do too is we'll get the answers from the FAA and then finalize the plan, bring the plan back here for your final approval and then start the process with the county. And we talked a little bit about that at the last meeting in terms of going through their approval process which is a fairly lengthy process, so.**

At 23:04

Unidentified woman: And they are interested in starting that process?

At 23:05

Other: FAA?

Woman: No, county.

At 23:06

Other: Did you send a courtesy copy to Clackamas County?

At 23:12

Other: We will.

At 23:13

Other: They are part of the PAC. We don't want to hear them . . . push them out again.

At 23:24

Other: They've been included since Day 1.

At 23:26

Other: Ben, anything?

Ben: No.

At 23:28

Other: Chris, anything?

Chris: No.

At 23:31

Other: We do have public comment period built in. I don't know if there is anyone interested in public comment about the Aurora master plan?

At 23:38

Other 2: Did you make them come up with an exact dollar amount that the tower's going to cost?

At 23:45

Other: We're having engineering working on that.

At 23:51

Other: We are getting an estimate from them and then you will get the exact cost on bidding.

At 23:54

Other: And how much are you getting from Connect Oregon 2 for the tower?

At 23:56

Other: 2.6 million.

At 24:01

Lady: And its location is interesting.

At 24:04

Other: Everyone okay?

At 24:13

Other: I can come back a little bit. I can jump ahead a little bit and start on some of the record update stuff while we're waiting.

At 24:21

Other: Dave. It's the first line right there.

At 24:24

Dave: 2.6 million.

At 24:27

Other: Right there. FAA shares 250. ODA's.

At 24:34

Other: Actually, the FAA's share is included in the ODA shares.

At 24:35

Other: The FAA has now changed their mind on putting money into the tower?

At 24:42

Other 2: They paid for the site survey.

At 24:51

Other: So that's that 250.

At 24:54

Other 3: So since Larry raised the question about the county, the other participant there, where we've had some challenges with the City of Wilsonville.

At 25:05

Other: You have done well.

At 25:08

Other 3: And we now have a much more simpatico relationship with the City of Wilsonville. So that stuff is all smoothed out.

At 25:20

Other: We did.

At 25:21

Other 3: This was an extensive involved process in Clackamas County, Wilsonville, and all along Marion County, the fire district and the City of Aurora.

At 25:35

Other: You guys handled that very well. It is not an easy issue.

At 25:37

Other 3: So I think that's it.

At 25:39

Chair: And we worked. We had very good input from people like 1000 Friends. They had productive suggestions about how we might pursue things. They were not anti-airport. Not against anything happening, just wanting to make sure we did as much as we did to preserve farming.

At 25:56

Other: They want the process to go through properly.

At 25:58

Other: Out of curiosity, since we have time. Those two parcels, one in particular that we wanted to change the comment about developable land. The other one just isn't right. Why are they included in the PLP if they are not part of aviation-farm dwelling-you know?

At 26:22

Other 3: Basically, well this is aviation development. This is being developed by HDS right here. Okay. And so, we're just showing because we've got Airport Road coming down, Keil Road here, Hart Road here. You know. If we're going to show this as a parcel. That is Aviation Lane. That just happens to be in between, you know, state property and private property.

At 26:50

Other: That's a good point though, Raines, because this just aviation-related but it is not, the way they put it is not an airport accessed property which was the source of some confusion and then will continue to be given the nature of this airport. That, you know, people think that it's a through the fence operation, but it's not.

At 27:13

Other 2: Right.

At 27:18

Other: Right here.

At 27:21

Other: If we use that logic.

At 27:22

Other 4: So the FEDEX sorting them.

At 27:26

Other: Columbia Helicopters does not have access agreement with us. We are also in the same boat as HDS.

At 27:30

Other: Right.

At 27:33

Other 2: A lot of decisions were made relative to runway length. Based on them so.

At 27:41

Other: I think it's fine. I have been there, but I am taking that language out.

At 27:46

Other: This just shows it as a precaution.

At 27:52

Other: I did mention. I neglected to mention up here that we're looking at navigation easement with Columbia. Again, for height issues. And then for the parallel taxiway the displaced threshold goes through required parallel taxiway that would be property acquisition through here with Willamette Aviation.

At 28:20

Chair: Potentially be able get this part of this also in the run up area.

At 28:23

Other: Right.

At 28:25

Other: If this goes through, there would be a run up area right up to protect the north end. If it does not, in the south if the runway extends and goes through then the run up area would be right here at Aurora Aviation with it just adjacent to where the fuel tanks are now. Fuel tanks will be relocated in the run up area at that end.

At 28:44

Other: Dave's hangar's in here. It's what we'll do now according to the FAA.

At 29:00

Chris: We will stop on the taxiway. Run up and block everybody's access.

At 29:06

Chair: Okay Chris.

At 29:07

Chris: Just to point out a couple of other things. One other item, a

modification of standard, which a lot of times can be a big issue for the FAA. Because of the proximity to the Wilsonville-Hubbard Highway, the runway object free area basically comes right up to the highway, just right on it. So we've already talked to the FAA about gaining the modification standard for that, because they realize, it's right on the edge, and we're not going to relocate the highway for 10 or 15 feet when we encroach on the LFA. So.

At 29:47

Chair: Okay, I will entertain a motion to approve the master plan submitted and fire it off to the FAA.

At 29:56

Larry: So moved.

At 29:57

Chris: Seconded.

At 29:59

Chair: The discussion we have already talked about? All those in favor?

At 30:01

Group Aye.

At 30:03

Chair: Opposed? Excellent. Good work by the staff. Excellent work. Major milestone passed.

EXHIBIT 4

1. **From:** Ben Williams [<mailto:ben.williams@liturgica.com>]
Sent: Tuesday, January 06, 2015 3:38 PM
To: CAINES Jeff
Subject: Check in re: Dept. of Aviation SAC agreement

Jeff;

Greetings. I am President of Friends of French Prairie, a 1000 Friends affiliate. You may be aware that Mia Nelson, the 1000 Friends representative for Willamette Valley, has been on very limited work time for the past six months due to health reasons.

She suggested I reach out to you and request a status update on the SAC agreement with DOT relative to land use planning at Aurora Airport associated with the Master Plan update. I understand from her that last year you were in dialogue with OLC regarding the requirement for ODA to complete this.

Can you please advise on progress and status?

Thank you!

Ben Williams
Friends of French Prairie

2. **From:** CAINES Jeff [<mailto:Jeff.CAINES@aviation.state.or.us>]
Sent: Wednesday, January 07, 2015 1:39 PM
To: Ben Williams
Cc: SWECKER Mitch; HOWARD Joy B; PECK Heather
Subject: RE: Check in re: Dept. of Aviation SAC agreement

Ben:

Currently ODA is updating the Departments OARs [[Oregon Administrative Rules](#)] for the SAC [[State Agency Coordinating program](#)] agreement. Joy Howard is the Rules Coordinator for the Department. At this time ODA is creating a new Division [[within their OARs](#)] to address the SAC agreement - from there the agency all be able to address the formal adoption of airport Master Plans.

I do not have a specific timeline the Aviation Board will hold meetings about the updated OARs.

Jeff

[Jeff Caines, AICP](#)
[Aviation Planner / SCIP Coordinator](#)

3. **From:** Ben Williams [<mailto:ben.williams@liturgica.com>]
Sent: Wednesday, January 07, 2015 3:27 PM
To: CAINES Jeff
Cc: SWECKER Mitch; HOWARD Joy B; PECK Heather
Subject: RE: Check in re: Dept. of Aviation SAC agreement

Jeff;

Thank you for your quick reply! It's appreciated. As I said, I'm know to a lot of this, so want to start by confirming that creating a new Division in the OARs for (presumably) land use matters is in process, and this has to occur before the SAC can be undertaken. Please confirm.

Relative to the creation of the new Division for land use, is there a plan for public process therein? For instance, is there a plan for a Rule-making Advisory Committee in this instance, as is often the case at ODOT or LCDC?

Sincerely

Ben Williams

4. **From:** CAINES Jeff [mailto:Jeff.CAINES@aviation.state.or.us]

Sent: Wednesday, January 07, 2015 1:39 PM

To: Ben Williams

Cc: SWECKER Mitch; HOWARD Joy B; PECK Heather

Subject: RE: Check in re: Dept. of Aviation SAC agreement

The OAR will identify the process in which Master Plans for the State's airports can be adopted. This is similar to what local cities and county do for transportation plans. The purpose statement states: *"The purpose of this division is to establish the procedures used by the Department of Aviation to implement the provisions of its State Agency Coordination Program which assure that Department land use programs are carried out in compliance with the statewide planning goals and in a manner compatible with acknowledged comprehensive plans, as required by ORS 197.180 and OAR 660, Divisions 30 and 31."*

The State Agency Coordination (SAC) is a process for state agencies to adopt planning documents that show consistency with State Planning Goals. In the case of ODA, this would be airport Master Plans for the State owned airports throughout the state, including Aurora, Joseph, McDermitt, etc.

Once the OARs are in place the next step will be to formally adopt the individual Master Plan on the state (ODA) level. This is not to be confused with ORS 836.610 Local government land use and regulations which discusses local governments amending comprehensive plans and land use regulations. Or ORS 836.616 Rules for airport uses and activities which discuss uses within the boundaries of the airport.

As for the public process, Joy Howard is the one leading that task. I do not believe there is a rule making committee for this update because all ODA is doing is taking the existing rules from ODOT and modifying them to meet ODA's needs. In essence no "new" rules are being created, just modified.

Jeff

Jeff Caines, AICP

Aviation Planner / SCIP Coordinator

503-378-2529 - Office

503-507-6965 - Cell / Text

EXHIBIT 5

DAVID ASTORGA EMAIL

David Astorga – Feb. 10, 2017

Public Notice - Aviation State Agency Coordination Agreement

Good Afternoon,

You have been identified as a party of interest from ODA to receive public notices. This specific notice is in regards to ODA's State Agency Coordination (SAC) Agreement (see attachment). ODA is taking public comments on the proposed SAC Agreement. **This Agreement will be heard at the next Aviation Board meeting on March 7, 2017 in Salem, OR.**

Background:

The Oregon Department of Aviation is responsible for the State's Aviation System plan which is an element of the State's Transportation System Plan for all transportation modes. Statewide Planning Goal 12 (Transportation) requires state and local transportation plans in order to facilitate the flow of goods and services so as to strengthen local and regional economies. The goal requires plans to consider all modes of transportation and specifically identifies aviation (air) as a mode of transportation.

Oregon's statewide goals are achieved through local comprehensive planning. State law requires each city and county to adopt a comprehensive plan and the zoning and land-division ordinances needed to put the plan into effect. Oregon's planning laws apply not only to local governments but also to special districts and state agencies. The laws strongly emphasize coordination – keeping local plans and state programs consistent with each other, with the goals, and with acknowledged local plans.

If you have any questions contact Jeff Caines at 503-378-2529. Please send written comments to ODA via email: aviation.mail@aviation.state.or.us; Please use **"Public Notice - Aviation State Agency Coordination Agreement"** for the subject line; US Mail: 3040 25th St SE, Salem, OR 97302-1125.

Jeff Caines, AICP

Oregon Department of Aviation

Aviation Planner / SCIP Coordinator

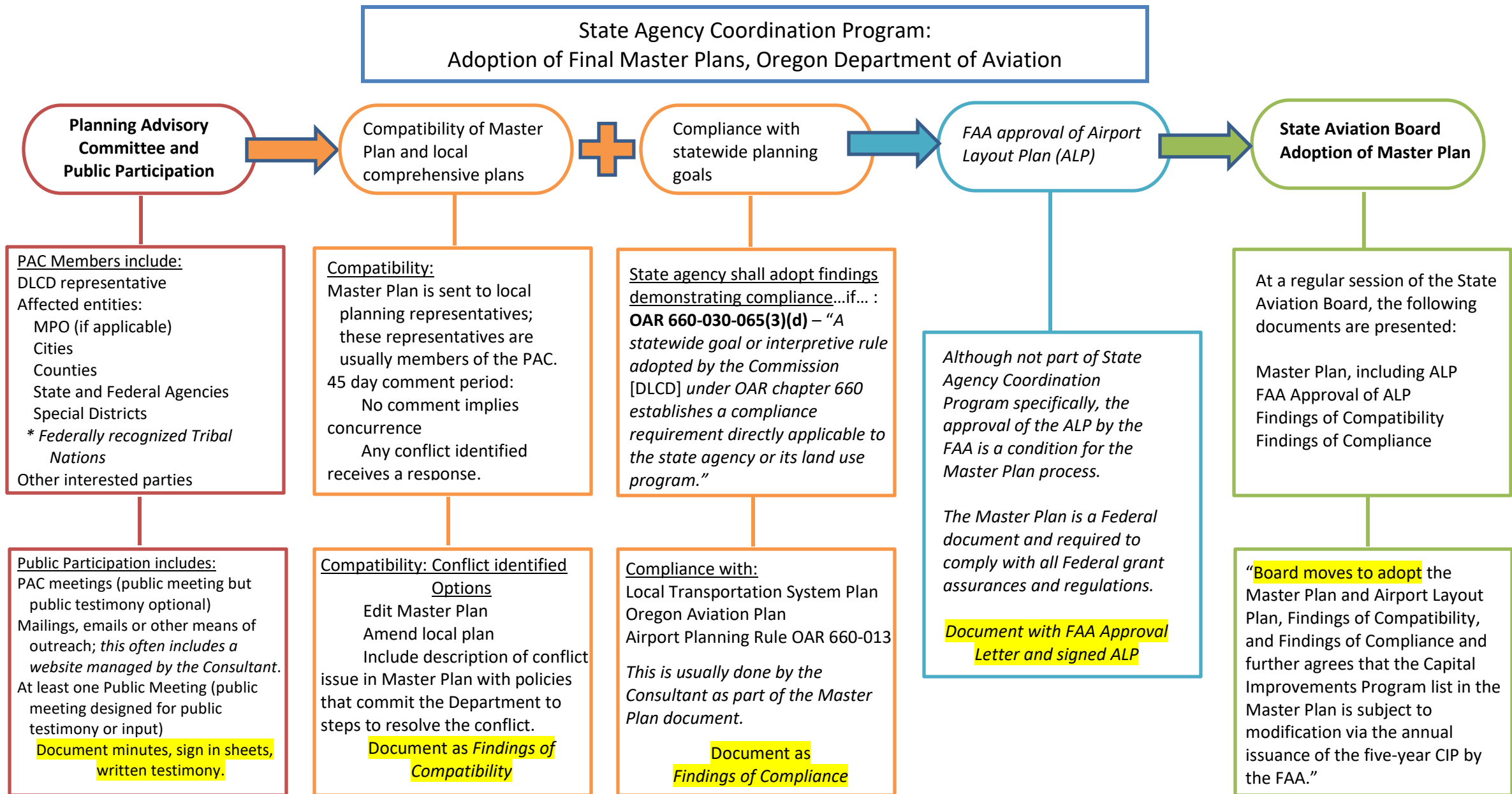
FAX 503-373-1688

3040 25th St SE

Salem, OR 97302-1125.

*****CONFIDENTIALITY NOTICE*****

This e-mail may contain information that is privileged, confidential, or otherwise exempt from disclosure under applicable law. If you are not the addressee or it appears from the context or otherwise that you have received this e-mail in error, please advise me immediately by reply e-mail, keep the contents confidential, and immediately delete the message and any attachments from your system.





Oregon

Kate Brown, Governor

Oregon Department of Aviation

3040 25th Street SE
Salem, OR 97302-1125
Office: 503-378-4880
Fax: 503-373-1688



APR 29 2019

JEFFREY L. KLEINMAN
ATTORNEY AT LAW

April 24, 2019

Jeffrey Kleinman
Attorney at Law
1207 SW Sixth Avenue
Portland, OR

Re: your January 28, 2019 Letter

Dear Mr. Kleinman:

I apologize for the delay in responding to your January 28th letter. I became Director on February 4th, 2019, and delayed responding to your letter until I could better understand the history and issues related to the Aurora Airport. I understand that our Assistant Attorney General, Lucinda Jackson, has been in contact with you regarding your public records request, and that you have submitted a revised scope of what documents you would like to receive.

The following are answers to the questions in your January 28th letter:

1) Has a draft master plan been submitted to the State Aviation Board for adoption?

No. The last Aurora Airport Master Plan was completed in December 2012 but it has not been submitted to the board for adoption.

2) Has the Board in fact adopted or approved a master plan for Aurora Airport? If so, when?

When the 1976-1995 Aurora Airport Master Plan was developed, there was no independent department of aviation in Oregon. Instead, the plan was prepared by the Aeronautics Division of the Oregon Department of Transportation and was subject to approval requirements of the Oregon Transportation Commission. The Aeronautics Division became the Oregon Department of Aviation in 1999. ORS 835.100. The State Aviation Board was also created at that time. ORS 835.102. The board has not yet adopted a master plan for Aurora.

3) If no master plan has been submitted to the Board, what is its current status?

The board adopted ODA's State Agency Coordination (SAC) program in 2017. This has been sent to the Department of Land Conservation and Development for review and certification by the Land Conservation and Development Commission. Adoption of the 2012 Aurora State Master Plan is on hold until this process is complete.

*Oregon Department of Aviation's mission is to provide infrastructure, financial resources,
and expertise to ensure a safe and efficient air transportation system*

4) What is the status of the Department's state agency coordination efforts with respect to the master plan? Have these been carried out? If not, how and when will they be carried out and completed?

See the answer to #3.

5) What citizen involvement efforts have been undertaken with respect to the master plan? What further citizen involvement efforts are planned or being planned?

When the 2012 Aurora Airport Master Plan was prepared, ODA established a Planning Advisory Committee (PAC), representing Airport users and neighbors, which participated in the planning process. In addition to six PAC meetings, public involvement in the master plan update included a website that disseminated information and gathered comments and questions, and ODA held five open houses for the general public.

Once ODA's SAC program is certified, ODA will comply with any applicable requirements in the SAC program when adopting the airport master plan.

I hope this answers your questions. If not, please feel free to continue to contact Lucinda Jackson for further information as well as for the public records request. Thanks again for your patience as I learn the history and issues surrounding the Aurora Airport.

Sincerely,



Betty Stansbury, AAE
Director



Oregon

Kate Brown, Governor

Oregon Department of Aviation

3040 25th Street SE
Salem, OR 97302-1125
Office: 503-378-4880
Fax: 503-373-1688



August 21, 2019

Jeffrey Kleinman
Attorney at Law
1207 SW Sixth Avenue
Portland, OR 97204

Re: Aurora State Airport Master Plan

Dear Mr. Kleinman:

We have completed a review of our historical file on the 2012 Aurora State Airport Master Plan Update (Master Plan) and found some discrepancies in the information I previously provided you in my April 24, 2019, letter. Please consider this letter a clarification and correction of that information.

In your first two questions, you asked if the Master Plan had been submitted to the Oregon Aviation Board (OAB) and whether the OAB had adopted the Master Plan. The Master Plan was submitted to the OAB at several of its meetings in 2011. On October 27, 2011, the OAB approved the Master Plan for submittal to the Federal Aviation Administration. Subsequent to this, the FAA approved the Airport Layout Plan (ALP) on October 12, 2012. The Master Plan was revised to incorporate changes suggested by the FAA and the ALP. It was printed in final form December 2012.

You also asked what the status of the Department's (ODA) state agency coordination (SAC) efforts were with respect to the master plan. ODA is currently in the process of gathering information on the compatibility of the Master Plan with applicable land use plans and statewide planning goals. ODA will present findings of compatibility to the OAB at its October 31, 2019, meeting. Since this meeting is being held in Sunriver, ODA has chosen to hold a meeting in Salem to receive comment from the public. This meeting is on September 24 from 3:00-5:00 p.m. I have enclosed a copy of the notice.

Sincerely,

Betty Stansbury, AAE
Director

JEFFREY L. KLEINMAN
ATTORNEY AT LAW
THE AMBASSADOR
1207 S.W. SIXTH AVENUE
PORTLAND, OREGON 97204
TELEPHONE (503) 248-0808
FAX (503) 228-4529
EMAIL KleinmanJL@aol.com

September 6, 2019

Via First Class Mail and Email to lucinda.d.jackson@doj.state.or.us

Betty Stansbury, Director
Oregon Department of Aviation
c/o Lucinda D. Jackson
Oregon Department of Justice
General Counsel Division
1162 Court St NE
Salem OR 97301

Re: Objections to Scheduled Proceedings—ODA Public Meeting September 24, 2019, and Aviation Board “Public Hearing” October 31, 2019

Dear Ms. Stansbury:

I am writing on behalf of Friends of French Prairie (FFP). We have received the attached Notice of Public Meeting from ODA with respect to upcoming meetings regarding the compatibility of the 2012 Aurora State Airport Master Plan update with applicable land use plans and statewide planning goals. FFP objects to the process described in the within notice on several grounds. **Please place this objection in the record of the proceeding described in said notice.**

ODA's process is nothing more than window dressing for a master planning process ODA believes it has already completed. It is improper and unlawful, and fails entirely to comply with both the letter and spirit of ODA's State Agency Coordination (SAC) Program.

On April 24, 2019, you sent me a letter responding to questions I had submitted regarding the status of the Aurora State Airport Master Plan (master plan). You stated that the master plan was completed in December, 2012, but had not been submitted to the

Betty Stansbury, Director
Oregon Department of Aviation
September 6, 2019
page 2

Aviation Board for adoption. You stated that the “board has not yet adopted a master plan for Aurora.” You indicated that the board had adopted ODA’s State Agency Coordination program in 2017 but was awaiting review and certification by DLCD. You stated that once ODA’s State Agency Coordination program was certified, ODA would comply with it when adopting the Master Plan.

Then, after a whiplash-inducing change of heart, ODA took the opposite position regarding the chronology set out above. In a letter dated August 21, 2019, you stated that the board had in fact adopted the master plan at some point in 2011 or 2012. FFP strongly disputes that characterization but, for the sake of argument and for the sake of this objection, will take it at face value.

The original drafting process for the master plan involved a fair amount of public involvement, including the active participation of a Public Advisory Committee (PAC) including several stakeholders, appointed in December 2009. The PAC held several meetings and ultimately, on March 31, 2011, the department’s staff and consultant presented the “Preferred Alternative” to the Aviation Board. As pertinent here, the Preferred Alternative was the “No Build” option—no expansion of the physical size of the Aurora Airport, and no lengthening of the runway. ODA staff reported to the board that a runway extension onto farmland would be infeasible because of the negative impact upon farmland. This in turn is FFP’s primary concern in this matter.

Thereafter, however, the worm turned. In April 2011, without any PAC meetings or other public process, including any with local government stakeholders, the Aviation Board directed staff to change the Preferred Alternative from "no extension" of the runway to “an extension is necessary.” Staff dutifully drafted up a "new" Preferred Alternative, with two scenarios, north and south, for lengthening the runway by means of a displaced threshold. These were presented to the board on April 28, 2011. The board directed staff to present the new Preferred Alternative to the PAC as *fait accompli*.

ODA presented the new Preferred Alternative to the FAA. The FAA responded that it would support only a longer runway extension. A revised, new “Preferred Alternative” was presented to the PAC, also as *fait accompli*, at a public meeting on June 7, 2011. On June 24, the board voted in support of an 800 foot displaced threshold runway "extension" onto farmland to the north of the airport.

Betty Stansbury, Director
Oregon Department of Aviation
September 6, 2019
page 3

After a period of back-and-forth between the agency and the FAA, in October 2012, a new Airport Layout Plan was signed by both. In November 2012, ODA received a letter from the FAA confirming support for a 1,000 foot extension of the runway to the south, and disapproving the agency's desired 800-foot displaced threshold to the north. At some point thereafter, revised Chapter 5 of the master plan was published. This included a new "Supplemental Data" section detailing the 1,000 foot runway extension to the south. No public notice of this change to the original preferred alternative was given; the PAC was not informed; and no public process occurred. The master plan page on ODA's website was then updated with the revised Chapter 5, without notice and with no indication of the date of the text change.

On January 8, 2015, after frequent requests regarding release of the "final version" of the master plan, Jeff Caines, ODA Aviation Planner, confirmed to FFP that ODA had discovered it did not have the required SAC agreements or corresponding OARs in place to approve the master plan in a manner compliant with Oregon land use laws and rules. He stated that once that process is complete, "the agency will be able to address the formal adoption of airport Master Plans."

We note here that the only master plan on the table in advance of the *pro forma* sessions described in the enclosed notice is the already published version calling for the 1,000 foot runway extension onto farmland to the south. No further alternatives have been presented or discussed. By design, the noticed schedule simply provides no time for discussion or evaluation of alternatives, whether presented by local government representatives or otherwise.

I am again providing a copy of ODA's flowchart entitled "State Agency Coordination Program: Adoption of Final Master Plans, Oregon Department of Aviation." I addressed this in my letter to you of August 12, 2019, and reiterate some of the points I raised then. I would point out first, though, that the flowchart sets out an actual flow in sequence. First comes the process called "Planning Advisory Committee and Public Participation." *After* that come two distinct processes for resolving (1) "Compatibility of Master Plan and local comprehensive plans" and (2) "Compliance with statewide planning goals." *Only then* is the agency to seek "FAA approval of Airport Layout Plan (ALP)." *Only after* the above steps have been carried out fully, in the prescribed order and in good faith, can the final step—State Aviation Board Adoption of Master Plan—be carried out.

Betty Stansbury, Director
Oregon Department of Aviation
September 6, 2019
page 4

I would again point out that in violation of the requirements for the first step, involving the Planning Advisory Committee and Public Participation, the membership of the PAC formed to advise the agency in the master planning process did not include a DLCD representative, or representatives from the Mid-Willamette Valley Council of Governments, the Oregon Department of Agriculture, the Oregon Department of Transportation, the Federal Aviation Administration, or the Confederated Tribes of the Grand Ronde. In connection with the validity/good faith of the conduct of the PAC process, I am again enclosing a letter from five members of the PAC to the chair of the Aviation Board, dated September 14, 2010. It is obvious that the process was conducted with no intention that the outcome would affect agency decisionmaking. It was an idle exercise.

With respect to the “Compatibility of Master Plan and Local Comprehensive Plans,” ODA is still not providing the required 45-day public comment period, or a process for due consideration of such comments and action upon them. Carrying out the steps described in your flowchart in the stated order is the only way to achieve compliance with the agency’s SAC program. The currently noticed process not only fails to provide such compliance, but would take the agency out of compliance with ORS 197.180, OAR 660-030-0060, and the previously binding SAC program adopted by ODOT.

FFP has additional objections, as follows:

- The notice leaves insufficient time for meaningful participation.
- Conducting the agency’s only public meeting during business hours on a weekday, at Salem Airport, makes attendance by most interested parties infeasible. So too does the scheduling of the sole Aviation Board “hearing” for Sunriver on a Thursday.
- Limiting testimony before the agency to a total of two hours, and only two minutes per witness; prohibiting testimony before the Aviation Board; and requiring written testimony intended for the board to be filed by October 4, 27 days in advance of the board meeting and almost certainly before the results of and recommendations resulting from the agency hearing are known or published, all serve, intentionally no doubt, to block meaningful participation in the noticed process.

Betty Stansbury, Director
Oregon Department of Aviation
September 6, 2019
page 5

In each of the above particulars, the noticed process serves to deny due process and to prejudice the substantial rights of FFP and all other interested parties. For all the reasons set out in this letter, FFP objects to the noticed process in each of its particulars, and will challenge any adverse decision arrived at under it.

Very truly yours,



Jeffrey L. Kleinman

JLK:cme
Enclosure
cc: client (via email)

RECEIVED

AUG 26 2019

NOTICE OF PUBLIC MEETING Aurora State Airport Master Plan

JEFFREY L. KLEINMAN
ATTORNEY AT LAW

The Oregon Department of Aviation (ODA) is in the process of gathering information on the compatibility of the Federal Aviation Administration approved 2012 Aurora State Airport Master Plan Update with applicable land use plans and statewide planning goals. The Department will prepare findings of compatibility and present the Master Plan and these findings to the Oregon Aviation Board on October 31, 2019, for adoption. This meeting will be held in Sunriver.

To provide opportunity for public input on this, the Department will hold a public meeting on September 24, 2019, from 3-5pm at the Salem Airport – Terminal Building: 2990 25th St SE, Salem, OR 97302. The Department will only consider comments on the issue of compatibility with applicable land use plans and statewide land use goals. Each person, who wishes to speak, will be limited to 2 minutes. The Department strongly encourages that comments also be submitted in writing.

All members of the public, Department of Land Conservation and Development, affected metropolitan planning organizations, cities, counties, state and federal agencies, special districts and other interested parties in the development or amendment of the Master Plan are invited to participate.

Copies of the 2012 Aurora State Airport Master Plan Update are available for public review at the Oregon Department of Aviation, 3040 25th St SE, Salem OR 97302; North Marion Community Library, 21553 Liberty St NE, Aurora, OR 97002; online at the Department's website: Oregon.gov/aviation.

Aviation Board Meeting

The Aviation Board is scheduled to hold a public hearing and consider adoption of the Master Plan at the October 31, 2019 Oregon Aviation Board meeting to be held at the Sunriver Resort – Abbot Room, 17600 Center Drive, Sunriver, OR 97707. The meeting is scheduled to start at 10 am. Last day for public comments will be: **October 4, 2019**. Comments received after this date may be considered and will be given to the Board prior to the meeting as part of the public record. Please submit 15 copies if comments are submitted in person on the date of the hearing.

Written comments can be emailed to the Department prior to the October 4, 2019 deadline. Email: aurora@aviation.state.or.us or via USPS: Oregon Dept. of Aviation, ATTN: Aurora Master Plan, 3040 25th St SE, Salem, OR 97302

For additional information, please see Department Website:

Website: Oregon.gov/aviation
503-378-4880 – phone
503-373-1688 – fax
Email: aurora@aviation.state.or.us

Accessible Meeting Information

This meeting location is accessible. Special accommodations are available upon advance request. Please contact Mary Buell at 503-378-2217 or Mary.Buell@aviation.state.or.us) at least 48 hours prior to the event to discuss specific needs.

**State Agency Coordination Program:
Adoption of Final Master Plans, Oregon Department of Aviation**

Planning Advisory Committee and Public Participation

Compatibility of Master Plan and local comprehensive plans

Compliance with statewide planning goals

FAA approval of Airport Layout Plan (ALP)

State Aviation Board Adoption of Master Plan

PAC Members include:
 DLCD representative
 Affected entities:
 MPO (if applicable)
 Cities
 Counties
 State and Federal Agencies
 Special Districts
 * Federally recognized Tribal Nations
 Other interested parties

Compatibility:
 Master Plan is sent to local planning representatives; these representatives are usually members of the PAC.
 45 day comment period:
 No comment implies concurrence
 Any conflict identified receives a response.

State agency shall adopt findings demonstrating compliance...if... :
OAR 660-030-065(3)(d) – “A statewide goal or interpretive rule adopted by the Commission [DLCD] under OAR chapter 660 establishes a compliance requirement directly applicable to the state agency or its land use program.”

Although not part of State Agency Coordination Program specifically, the approval of the ALP by the FAA is a condition for the Master Plan process.

The Master Plan is a Federal document and required to comply with all Federal grant assurances and regulations.

Document with FAA Approval Letter and signed ALP

At a regular session of the State Aviation Board, the following documents are presented:

Master Plan, including ALP
 FAA Approval of ALP
 Findings of Compatibility
 Findings of Compliance

Public Participation includes:
 PAC meetings (public meeting but public testimony optional)
 Mailings, emails or other means of outreach; *this often includes a website managed by the Consultant.*
 At least one Public Meeting (public meeting designed for public testimony or input)
Document minutes, sign in sheets, written testimony.

Compatibility: Conflict identified Options
 Edit Master Plan
 Amend local plan
 Include description of conflict issue in Master Plan with policies that commit the Department to steps to resolve the conflict.
Document as Findings of Compatibility

Compliance with:
 Local Transportation System Plan
 Oregon Aviation Plan
 Airport Planning Rule OAR 660-013
This is usually done by the Consultant as part of the Master Plan document.
Document as Findings of Compliance

“Board moves to adopt the Master Plan and Airport Layout Plan, Findings of Compatibility, and Findings of Compliance and further agrees that the Capital Improvements Program list in the Master Plan is subject to modification via the annual issuance of the five-year CIP by the FAA.”

**Members of the Planning Advisory Committee
to the Aurora State Airport Master Plan**

Charbonneau Country Club • City of Wilsonville • Clackamas County
Deer Creek Estates • Friends of Marion County

Mark Gardiner, Chair
State Aviation Board
Oregon Department of Aviation
3040 25th St. SE
Salem, OR 97302-1125

September 14, 2010

**RE: Request for meeting to discuss Aurora State Airport master planning
process and role of the Planning Advisory Committee**

Dear Mr. Gardiner:

As local-government and community-organization members of the Planning Advisory Committee (PAC) to the Aurora State Airport Master Plan, we have grave concerns that our participation in the process is not intended to be meaningful. We see serious deficiencies in how the process is being conducted by the consultant, W.H. Pacific, and we seek to resolve these issues of concern.

In a nutshell, we are very concerned that the Aurora Airport master planning process is being rushed on a condensed schedule—reduced by one-third from the original timeline—without adequate discussion of issues at the PAC level in order to satisfy preconceived outcomes of a few special interests that may be detrimental to the greater public good. It seems fairly clear that the consultant intends to march steadily through construction of ‘chapters’ of the master plan, according to a predetermined timetable, regardless of whether or not there has been adequate discussion at the PAC of the issues. This is not the meaningful public-input practice that the Federal Aviation Administration (FAA) recommends for stakeholders in the master-planning process.

The FAA is quite clear, as outlined in the document ‘Airport Master Plans,’ AC 150/5070-6A, that **stakeholders must have an early opportunity to meaningfully comment before major decisions are made.** Stakeholders in the master-planning process have been asked to enunciate their individual goals, but there has been no discussion on how to integrate these into establishing the ‘strategic role’ and the ‘study goals’ as outlined by the FAA. ODA and consultant W.H. Pacific have specifically rejected the establishment of a ‘vision’ for the Airport as a starting point, something several members of the PAC requested at the outset of the process.

We observe from the conduct of ODA that installation of an air traffic control tower is being actively pursued prior to development of the new master plan and without consultation with the PAC. The fact that ODA is acquiring funds to build a control tower in the absence of any cost estimate and without first conducting planning demonstrates a serious lapse in judgment. ODA has indicated that concurrent to the master plan update, the agency has contracted for an air traffic control tower siting study; again an issue that the PAC should discuss has been arbitrarily removed the planning process.

Further, it seems clear that the role of the PAC has been deliberately marginalized. The forecast of future activity at the airport has apparently been compiled and is about to be sent to the FAA for

approval without any advance discussion with the PAC. It is notable that there is no accurate information available on current activity levels, since there are no records of landings and take-offs. Any methodology used to generate undocumented current activity numbers to use as a starting point for future usage projections surely should require very close scrutiny. But the PAC has not been given that opportunity for review and discussion.

Despite the absence of any discussion of the 'strategic role' and 'study goals' and any review of the activity forecast with the PAC, the process developed by the consultant, under the direction of ODA, appears to be one of justifying the preconceived idea that runway expansion and strengthening is required at Aurora Airport. The Scope of Work, dated June 19, 2009, states on page 3 that consultant "W.H. Pacific will prepare a letter on behalf of ODA to request statements [presumably from large jet operators] to *help justify* an extension" of the runway (emphasis added). This would seem to clearly demonstrate an intent that undermines any pretense of a meaningful process.

We are not aware of any impact analysis based on a forecast of future activity that was developed. In short, this appears to leave the simplistic assumption that if the demand can be somehow justified, then it must be supplied, no matter the impacts. Common sense tells us that increasing the size and types of airplanes, and the increase in the frequency of their use, will have impacts. Going from a general aviation airport with mostly small, propeller-and-piston-engine light-airplane and smaller jets under 45,000 pounds to an airport catering to larger, heavier turbine-engine jet aircraft calls for a serious, reasoned analysis of impacts.

The Aurora State Airport is located in the French Prairie area of "foundation farmland," which the Oregon Department of Agriculture indicates contains Oregon's highest-quality agricultural soils, and has been able to co-exist with its neighbors as a small-aircraft airport. However, the airport is within a mile of the Portland Metro Urban Growth Boundary and dense residential development to the north. There are serious traffic-congestion problems on roads around the airport and on nearby Interstate 5 at the Boone Bridge "bottleneck" over the Willamette River. As the FAA document 'Airport Master Plans' makes clear, the regional setting of the airport must be examined "because the impact of airport planning decisions can extend well beyond the airport property line." What will be the impacts of this greater development at the airport be on noise, pollution, the surrounding farm lands, off-site surface transportation facilities including the interstate highway, and nearby residential areas? What, if any, mitigation should occur?

While the PAC's role has been marginalized, ODA plans to select interviewees outside of the PAC and master-planning process who will be asked to give their views on at least one of the major master-planning issues. The Scope of Work, page 8, states that "up to 20 people [will be interviewed] regarding future activity at the airport." That is a critical task. Who are these people and how has ODA directed the consultant to choose them? What meaningful process is there for the PAC in this regard? Again, there has been no discussion by the consultant with the PAC on this matter.

The Scope of Work, page 5, lists the main areas under which data will be collected. Under Item E, Environmental Inventory, there is no mention of collecting data on noise and traffic impacts on nearby communities and on their transportation infrastructure, key aspects listed by the FAA on page 123 with the title 'Environmental Overview for Master Plan Purposes,' FAA AC 150/5070-6B. Nor

is there any discussion in the Scope of Work of National Environmental Policy Act (NEPA) requirements and whether or not an Environmental Impact Statement (EIS) is required. The Scope of Work states that noise contours will be developed, but only to show existing conditions and those five years into the future. As the activity forecasts will be generated for five years, 10 years and 20 years into the future, the noise contours should be developed for the same time periods.

We are very concerned that the Aurora Airport master planning process is being rushed through on a condensed schedule without adequate discussion of the issues at the Planning Advisory Committee level in order to satisfy the preconceived outcomes of a few special interests. This is not the meaningful, due process input the FAA intended in their Master Plan process.


We respectfully request that a meeting be arranged at the earliest opportunity for the undersigned with you, the Acting Director of ODA, the consultant, and appropriate representatives of the FAA to discuss these concerns. Furthermore, we request that this letter be memorialized as a part of the record of the Aurora Airport Master Plan update. Too many issues of previous inside dealings connected with ODA's handling of matters at the Aurora Airport have recently come to light, and it is important that now, under new management direction, ODA not be a part of a process that lacks meaningful input, good planning, and transparency.

We thank you for your time and consideration.

Respectfully submitted by the undersigned members of the Planning Advisory Committee to the Aurora State Airport Master Plan.



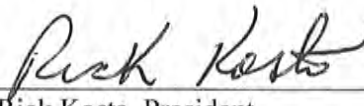
Tony Holt, Chair, Civic Affairs Committee
Charbonneau Country Club



Jim Bernard, Commissioner
Clackamas County Board of Commissioners



Steve Hurst, Councillor
City of Wilsonville City Council



Rick Kosta, President
Deer Creek Estates Homeowners' Association



Roger Kaye, President
Friends of Marion County

JEFFREY L. KLEINMAN
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PORTLAND, OREGON 97204
TELEPHONE (503) 248-0808
FAX (503) 228-4529
EMAIL KleinmanJL@aol.com

September 10, 2019

Via Messenger

Land Use Board of Appeals
775 Summer Street NE, Suite 330
Salem, OR 97301-1283

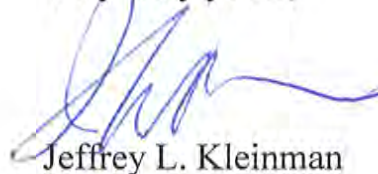
**Re: Friends of French Prairie, et al. v. Oregon Department of
Aviation, et al.
LUBA No.**

Dear Land Use Board of Appeals:

Enclosed please find original and two copies of Notice of Intent to Appeal in the above matter, together with a check in the sum of \$400 for the filing fee and deposit for costs.

Thank you for your courtesies.

Very truly yours,



Jeffrey L. Kleinman

JLK:cme

Enclosures

cc: Lucinda Jackson, Esq.
Oregon Department of Aviation
Oregon Aviation Board
client

1 III.

2 Respondents Oregon Department of Aviation and Oregon Aviation Board
3 have as their mailing address and telephone number:

4 3040 25th St. SE
5 Salem, OR 97302
6 Telephone: 503-378-4880

7 and have as their legal counsel:

8 Lucinda D. Jackson
9 Senior Assistant Attorney General
10 Government Services Section I General Counsel Division
11 Oregon Department of Justice
12 1162 Court St NE
13 Salem, OR 97301
14 Telephone: 503-947-4530
15 Email: lucinda.d.jackson@doj.state.or.us

16 IV.

17 The applicants for the challenged decision are the respondents identified
18 above, and have the mailing address, telephone number, and legal counsel set out
19 above.

20 Other persons mailed written notice of the land use decision by the Oregon
21 Department of Aviation and Oregon Aviation Board, as indicated by their records
22 in this matter, include:

23 (None.)

24 **NOTICE:**

25 Anyone designated in paragraph IV of this Notice who desires to participate
26 as a party in this case before the Land Use Board of Appeals must file with the
Board a Motion to Intervene in this proceeding as required by OAR 661-010-
0050.

DATED: September 10, 2019.


Jeffrey L. Kleinman, OSB #743726
Attorney for Petitioners



Oregon

Kate Brown, Governor

Oregon Department of Aviation

3040 25th Street SE
Salem, OR 97302-1125
Office: 503-378-4880
Fax: 503-373-1688

RECEIVED

AUG 26 2019



August 21, 2019

Jeffrey Kleinman
Attorney at Law
1207 SW Sixth Avenue
Portland, OR 97204

**JEFFREY L. KLEINMAN
ATTORNEY AT LAW**

Re: Aurora State Airport Master Plan

Dear Mr. Kleinman:

We have completed a review of our historical file on the 2012 Aurora State Airport Master Plan Update (Master Plan) and found some discrepancies in the information I previously provided you in my April 24, 2019, letter. Please consider this letter a clarification and correction of that information.

In your first two questions, you asked if the Master Plan had been submitted to the Oregon Aviation Board (OAB) and whether the OAB had adopted the Master Plan. The Master Plan was submitted to the OAB at several of its meetings in 2011. On October 27, 2011, the OAB approved the Master Plan for submittal to the Federal Aviation Administration. Subsequent to this, the FAA approved the Airport Layout Plan (ALP) on October 12, 2012. The Master Plan was revised to incorporate changes suggested by the FAA and the ALP. It was printed in final form December 2012.

You also asked what the status of the Department's (ODA) state agency coordination (SAC) efforts were with respect to the master plan. ODA is currently in the process of gathering information on the compatibility of the Master Plan with applicable land use plans and statewide planning goals. ODA will present findings of compatibility to the OAB at its October 31, 2019, meeting. Since this meeting is being held in Sunriver, ODA has chosen to hold a meeting in Salem to receive comment from the public. This meeting is on September 24 from 3:00-5:00 p.m. I have enclosed a copy of the notice.

Sincerely,

Betty Stansbury, AAE
Director

*Oregon Department of Aviation's mission is to provide infrastructure, financial resources,
and expertise to ensure a safe and efficient air transportation system*

EXHIBIT A

NOTICE OF PUBLIC MEETING
Aurora State Airport Master Plan

RECEIVED

AUG 26 2019

JEFFREY L. KLEINMAN
ATTORNEY AT LAW

The Oregon Department of Aviation (ODA) is in the process of gathering information on the compatibility of the Federal Aviation Administration approved 2012 Aurora State Airport Master Plan Update with applicable land use plans and statewide planning goals. The Department will prepare findings of compatibility and present the Master Plan and these findings to the Oregon Aviation Board on October 31, 2019, for adoption. This meeting will be held in Sunriver.

To provide opportunity for public input on this, the Department will hold a public meeting on September 24, 2019, from 3-5pm at the Salem Airport – Terminal Building: 2990 25th St SE, Salem, OR 97302. The Department will only consider comments on the issue of compatibility with applicable land use plans and statewide land use goals. Each person, who wishes to speak, will be limited to 2 minutes. The Department strongly encourages that comments also be submitted in writing.

All members of the public, Department of Land Conservation and Development, affected metropolitan planning organizations, cities, counties, state and federal agencies, special districts and other interested parties in the development or amendment of the Master Plan are invited to participate.

Copies of the 2012 Aurora State Airport Master Plan Update are available for public review at the Oregon Department of Aviation, 3040 25th St SE, Salem OR 97302; North Marion Community Library, 21553 Liberty St NE, Aurora, OR 97002; online at the Department's website: Oregon.gov/aviation.

Aviation Board Meeting

The Aviation Board is scheduled to hold a public hearing and consider adoption of the Master Plan at the October 31, 2019 Oregon Aviation Board meeting to be held at the Sunriver Resort – Abbot Room, 17600 Center Drive, Sunriver, OR 97707. The meeting is scheduled to start at 10 am. Last day for public comments will be: **October 4, 2019**. Comments received after this date may be considered and will be given to the Board prior to the meeting as part of the public record. Please submit 15 copies if comments are submitted in person on the date of the hearing.

Written comments can be emailed to the Department prior to the October 4, 2019 deadline. Email: aurora@aviation.state.or.us or via USPS: Oregon Dept. of Aviation, ATTN: Aurora Master Plan, 3040 25th St SE, Salem, OR 97302

For additional information, please see Department Website:

Website: Oregon.gov/aviation
503-378-4880 – phone
503-373-1688 – fax
Email: aurora@aviation.state.or.us

Accessible Meeting Information

This meeting location is accessible. Special accommodations are available upon advance request. Please contact Mary Buell at 503-378-2217 or Mary.Buell@aviation.state.or.us) at least 48 hours prior to the event to discuss specific needs.



Oregon

Kate Brown, Governor

Oregon Department of Aviation

3040 25th Street SE
Salem, OR 97302-1125
Office: 503-378-4880
Fax: 503-373-1688



APR 29 2019

JEFFREY L. KLEINMAN
ATTORNEY AT LAW

April 24, 2019

Jeffrey Kleinman
Attorney at Law
1207 SW Sixth Avenue
Portland, OR

Re: your January 28, 2019 Letter

Dear Mr. Kleinman:

I apologize for the delay in responding to your January 28th letter. I became Director on February 4th, 2019, and delayed responding to your letter until I could better understand the history and issues related to the Aurora Airport. I understand that our Assistant Attorney General, Lucinda Jackson, has been in contact with you regarding your public records request, and that you have submitted a revised scope of what documents you would like to receive.

The following are answers to the questions in your January 28th letter:

1) Has a draft master plan been submitted to the State Aviation Board for adoption?

No. The last Aurora Airport Master Plan was completed in December 2012 but it has not been submitted to the board for adoption.

2) Has the Board in fact adopted or approved a master plan for Aurora Airport? If so, when?

When the 1976-1995 Aurora Airport Master Plan was developed, there was no independent department of aviation in Oregon. Instead, the plan was prepared by the Aeronautics Division of the Oregon Department of Transportation and was subject to approval requirements of the Oregon Transportation Commission. The Aeronautics Division became the Oregon Department of Aviation in 1999. ORS 835.100. The State Aviation Board was also created at that time. ORS 835.102. The board has not yet adopted a master plan for Aurora.

3) If no master plan has been submitted to the Board, what is its current status?

The board adopted ODA's State Agency Coordination (SAC) program in 2017. This has been sent to the Department of Land Conservation and Development for review and certification by the Land Conservation and Development Commission. Adoption of the 2012 Aurora State Master Plan is on hold until this process is complete.

*Oregon Department of Aviation's mission is to provide infrastructure, financial resources,
and expertise to ensure a safe and efficient air transportation system*

4) What is the status of the Department's state agency coordination efforts with respect to the master plan? Have these been carried out? If not, how and when will they be carried out and completed?

See the answer to #3.

5) What citizen involvement efforts have been undertaken with respect to the master plan? What further citizen involvement efforts are planned or being planned?

When the 2012 Aurora Airport Master Plan was prepared, ODA established a Planning Advisory Committee (PAC), representing Airport users and neighbors, which participated in the planning process. In addition to six PAC meetings, public involvement in the master plan update included a website that disseminated information and gathered comments and questions, and ODA held five open houses for the general public.

Once ODA's SAC program is certified, ODA will comply with any applicable requirements in the SAC program when adopting the airport master plan.

I hope this answers your questions. If not, please feel free to continue to contact Lucinda Jackson for further information as well as for the public records request. Thanks again for your patience as I learn the history and issues surrounding the Aurora Airport.

Sincerely,



Betty Stansbury, AAE
Director

JEFFREY L. KLEINMAN
ATTORNEY AT LAW
THE AMBASSADOR
1207 S.W. SIXTH AVENUE
PORTLAND, OREGON 97204
TELEPHONE (503) 248-0808
FAX (503) 228-4529
EMAIL KleinmanJL@aol.com

January 28, 2019

Certified Mail–Return Receipt Requested

Martha Meeker, Interim Director
Betty Stansbury, Incoming Director
Oregon Department of Aviation
3040 25th St. SE
Salem, OR 97302-1125

Re: Aurora Airport Master Plan

Dear Ms. Meeker and Ms. Stansbury:

I am writing to inquire as to the status of the Aurora Airport Master Plan (the “master plan”). The master plan has been discussed for a number of years, but where it now stands is unclear to most of us outside the agency. I would specifically like to know the following:

- Has a draft master plan been submitted to the State Aviation Board for adoption?
- Has the Board in fact adopted or approved a master plan for the Aurora Airport? If so, when?
- If no master plan has been submitted to the Board, what is its current status?
- What is the status of the Department’s state agency coordination efforts with respect to the master plan? Have these been carried out? If not, how and when will they be carried out and completed?
- What citizen involvement efforts have been undertaken with respect to the master plan? What further citizen involvement efforts are planned or being planned?

Martha Meeker, Interim Director
Betty Stansbury, Incoming Director
January 28, 2019
page two

Thank you for your attention to this inquiry. I look forward to your prompt response.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Jeffrey L. Kleinman', with a long horizontal flourish extending to the right.

Jeffrey L. Kleinman

JK:cme

1 CERTIFICATE OF FILING

2 I hereby certify that on September 10, 2019, I filed the original of this
3 NOTICE OF INTENT TO APPEAL, together with two copies, with the Land Use
4 Board of Appeals, 775 Summer Street NE, Suite 330, Salem, OR 97301-1283, via
5 messenger.

6 DATED: September 10, 2019.

7
8 
9 Jeffrey L. Kleinman, OSB #743726
10 Attorney for Petitioners

11 CERTIFICATE OF SERVICE

12 I hereby certify the on September 10, 2019, I served a true and correct copy
13 of the NOTICE OF INTENT TO APPEAL on all persons listed in paragraphs III
14 and IV of the Notice pursuant to OAR 661-010-0015(2) by first class mail.

15 DATED: September 10, 2019.

16
17 
18 Jeffrey L. Kleinman, OSB #743726
19 Attorney for Petitioners
20
21
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23
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25
26

BEFORE THE LAND USE BOARD OF APPEALS
OF THE STATE OF OREGON

FRIENDS OF FRENCH PRAIRIE and
BENJAMIN D. WILLIAMS,

Petitioners,

and

CITY OF WILSONVILLE,

Intervenor-Petitioner,

v.

OREGON DEPARTMENT OF
AVIATION and OREGON AVIATION
BOARD,

Respondents,

LUBA No. 2019-083

MOTION TO INTERVENE

I.

The City of Wilsonville (“Intervenor”) moves to intervene as an Intervenor-Petitioner in the above-captioned appeal, which was filed on September 10, 2019. Intervenor is represented by Barbara A. Jacobson, City Attorney, and Amanda Guile-Hinman, Assistant City Attorney, for the City of Wilsonville, 29799 SW Town Center Loop East, Wilsonville, Oregon 97070, (503) 570-1509.

II.

Intervenor is intervening to the extent that Petitioners challenge Respondents’ noticing of land use decisions and compliance with Statewide Goal 1, Citizen Involvement, and Statewide Goal 2, Land Use Planning.

///

1 III.

2 Intervenor has standing to intervene under ORS 197.830(3),
3 ORS 197.830(7)(b)(B), OAR 661-010-0050(1), and OAR 738-130-0055
4 because Intervenor appeared in writing by a letter to the Oregon Department of
5 Aviation (ODA) requesting, as an affected and interested party, notification of
6 all processes relating to master planning for the Aurora Airport conducted by
7 Respondents. Intervenor is an affected city regarding the master planning of the
8 Aurora Airport due to transportation and land use considerations that will
9 impact Intervenor. In addition to the extensive communications between
10 Intervenor, Respondents, and several other interested governmental entities
11 over several years discussing the Aurora State Airport Master Plan, a copy of
12 three of Intervenor's letters to Respondents requesting involvement in the
13 public process are attached hereto as Exhibit A.

14 IV.

15 This Motion is timely filed within 21 days after Petitioners filed their
16 Notice of Intent to Appeal, as required by ORS 197.830(7) and OAR 661-010-
17 0050(2).

18 V.

19 This Motion is accompanied by a filing fee of \$100, made payable to the
20 Land Use Board of Appeals, as required by ORS 197.830(7)(a) and OAR 661-
21 010-0050(3).

22 ///

23 ///

24 ///

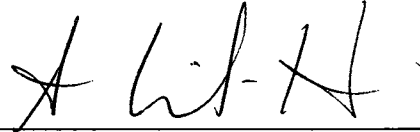
25 ///

26 ///

VI.

This motion to intervene is appropriate under ORS 197.830(3),
ORS 197.830(7), OAR 661-010-0050, OAR 661-010-0065, and OAR 738-130-
0055. Intervenor requests that LUBA enter an order granting this motion.

Dated this 20th day of September 2019.



Amanda Guile-Hinman, OSB #093706
Barbara A. Jacobson, OSB #824630
*Of Attorneys for Intervenor-Petitioner
City of Wilsonville*



June 14, 2019

**VIA CERTIFIED MAIL
AND FIRST CLASS MAIL**

Return Receipt Requested

Betty Stansbury, Director
Oregon Department of Aviation
3040 25th Street SE
Salem OR 97302-1125

RE: Aurora State Airport Master Plan Process

Dear Ms. Stansbury:

Congratulations on your recent appointment as Director of the Oregon Department of Aviation. The City of Wilsonville looks forward to establishing a cooperative and congenial working relationship with you, with open lines of communication.

As you are aware, the City of Wilsonville has had serious concerns about the lack of a meaningful public process in past Aurora State Airport Master Planning processes. We understand that, to date, the latest 2012 version of the Aurora State Airport Master Plan has not been legally adopted by the Aviation Board. Therefore, we now have the time and opportunity to rectify that situation and improve relationships. To that end, when the Airport Master Planning process gets back on track, Wilsonville renews its long-standing request that both Wilsonville and Clackamas County be included meaningfully in that process.

Under both the previously binding ODOT State Agency Coordination Program and the more recently adopted program, Wilsonville is both an impacted and interested party with respect to future Aurora State Airport Master Planning and the potential expansion of a runway to accommodate larger aircraft and ancillary development of adjacent farmland. Wilsonville city limits are in close proximity to the Airport and the numerous residents of one of our largest and oldest communities, Charbonneau, are significantly impacted by Airport operations. Additionally, the roads in and out of Charbonneau and the I-5 on- and off-ramps are over capacity and, thus, of serious concern to both the City and the County.

Substantial changes have been made to the draft Aurora State Airport Master Plan since the public process closed in 2012. For whatever reason, however, Wilsonville and Clackamas County were effectively excluded from that process in the past. That being said, when the Master Plan process is reopened, we are confident that under your leadership the ODA will

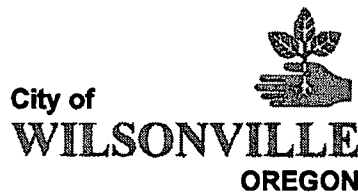
seek participation and input from Wilsonville and Clackamas County. It is always better to work cooperatively up front in order to avoid taking adversarial positions late in the process.

In the meantime, we hereby request that Wilsonville be notified of all agenda items and pending actions by the ODA or the ODA Board relating to the Aurora State Airport or any master plan. After the 2019 legislative session concludes, we would appreciate the opportunity to meet with you personally and discuss ideas to best improve collaborative relationships going forward. I understand you have already had a good conversation with City public-affairs consultant Greg Leo, and we would like to continue that dialogue. May I contact you to arrange for a meeting time and place so we can get better acquainted and discuss matters of mutual importance and concern?

Sincerely,



Bryan Cosgrove, City Manager
City of Wilsonville



29799 SW Town Center Loop East
Wilsonville, OR 97070
Phone 503-682-0411
Fax 503-682-1015
TDD 503-682-0843
Web www.ci.wilsonville.or.us

March 21, 2011

Rainse Anderson, Airport Planner, WHPacific
c/o Chris Cummings, Project/Planning Manager
Oregon Department of Aviation
3040 25th St. SE
Salem, OR 97302-1125

RE: Aurora State Airport Master Plan Draft Alternatives

Dear Mr. Anderson:

On March 17, 2011, the Wilsonville City Council conducted a special meeting to discuss and consider the Aurora State Airport Master Plan draft alternatives under consideration by the department. During the course of the meeting, the City Council heard from a number of members of the public, including Mitch Swecker, Interim Director of the Aviation Department.

The City Council was unable to support any of the alternatives as specifically outlined in the draft master plan chapter 5. Rather, the City Council passed the following resolution regarding the kind of alternative that would find support from the City of Wilsonville:

The Wilsonville City Council recognizes the Oregon Department of Aviation master planning obligations, and supports an Aurora State Airport Master Plan alternative that achieves the following outcomes:

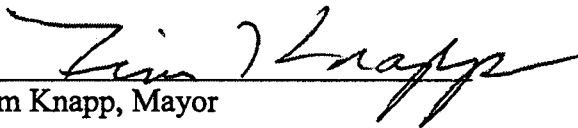
1. Improves management of aircraft approaching and departing Aurora State Airport that results in minimized noise and enhanced safety to the City of Wilsonville;
2. Eliminates the need to expand the runway to the North in a way that impacts current facilities;
3. Preserves foundation farmland by restricting future airport development to the property suitable for airport use and bounded by the Hubbard Cutoff to the West, Airport Road to the East, and Arndt Road to the North;
4. Supports concurrency by recognizing surface transportation impacts on Airport Road resulting from future development and allowing for cooperation with Clackamas and Marion Counties on the scope and funding of any future improvements that may be required;
5. Recognizes a preference for preserving the existing use of Keil Road.

We appreciate that the Department has made extra efforts to address these issues of concern in the master planning process.
EXHIBIT A - Page 3 of 5

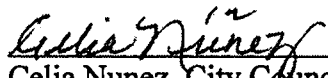
We appreciate participating in the Planning Advisory Committee (PAC) for the Aurora State Airport master planning process, and look forward to working with the Department to produce a master plan that meets the objectives of both state and local governments. We appreciate your time and consideration of the City's concerns, and welcome any questions that you may have.

Thank you for your time and consideration.

Sincerely,



Tim Knapp, Mayor



Celia Nunez, City Council President

Steven Hurst, City Councilor

Richard Goddard, City Councilor



Scott Starr, City Councilor



29799 SW Town Center Loop E
Wilsonville, Oregon 97070
(503) 682-1011
(503) 682-1015 Fax Administration
(503) 682-7025 Fax Community Development

November 20, 2009

Mr. Gregg Del Ponte, Acting Administrator
Oregon Department of Aviation
3040 25th SE
Salem, OR 97302-1125

Honorable Patti Milne, Commissioner
Marion County Commission
P.O. Box 14500
Salem, OR 97309-5036

Honorable Jim Meirow, Mayor
City of Aurora
21420 Main Street
Aurora, OR 97002

RE: Request to Join Aurora Airport Intergovernmental Agreement

Dear Director Del Ponte, Commissioner Milne and Mayor Meirow:

Consistent with our discussions concerning the Aurora Airport over the last several years, we are formally requesting that the City of Wilsonville be added as a partner jurisdiction along with Clackamas County to the April 2008 "Intergovernmental Agreement on the Coordination of Growth Management and Transportation Issues" pertaining to the Aurora Airport area ("Aurora Airport Intergovernmental Agreement").

With the commencement of the Aurora Airport Master Plan process, the timing is good to have all of the local governments adjacent to the Aurora Airport at the table to discuss issues related to the Aurora State Airport planning and development.

We appreciate your favorable consideration of our request to join the Aurora Airport Intergovernmental Agreement. Thank you for your time and consideration.

Sincerely,

Tim Knapp
Mayor

cc: Honorable Lynn Peterson, Commission Chair, Clackamas County



1 **CERTIFICATE OF FILING**

2 I hereby certify that on September 20, 2019, I filed the original of this
3 MOTION TO INTERVENE, together with one copy, with the Land Use Board
4 of Appeals, 775 Summer Street NE, Suite 330, Salem, OR 97301-1283, by first-
5 class mail.

6 

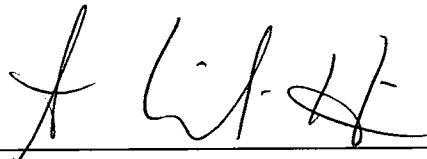
7 Amanda Guile-Hinman, OSB #093706
8 Barbara A. Jacobson, OSB #824630
9 *Of Attorneys for Intervenor-Petitioner*
City of Wilsonville

10 **CERTIFICATE OF SERVICE**

11 I hereby certify that on September 20, 2019, I served a true and correct copy of
12 the foregoing MOTION TO INTERVENE by United States Postal Service first-
13 class mail, postage prepaid, on the following persons:

14 Jeffrey L. Kleinman
15 Attorney at Law
16 1207 SW 6th Ave
17 Portland OR 97204
Attorney for Petitioners

18 Lucinda D. Jackson
19 Senior Assistant Attorney General
20 Government Services Section I General Counsel Division
21 Oregon Department of Justice
22 1162 Court St NE
23 Salem OR 97301
Attorney for Respondents

24 

25 Amanda Guile-Hinman, OSB #093706
26 Barbara A. Jacobson, OSB #824630
Of Attorneys for Intervenor-Petitioner
City of Wilsonville



Kristi Seyfried
P.O. Box 159
Lake Oswego, OR 97034

Phone (503) 636-0069
Facsimile (503) 636-0102
Email: ks@klgpc.com

September 17, 2019

RECEIVED

SEP 18 2019

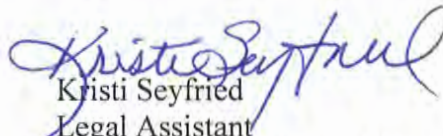
Land Use Board of Appeals
775 Summer Street, Suite 330
Salem, OR 97301

JEFFREY L. KLEINMAN
ATTORNEY AT LAW

Re: Friends of French Prairie et al v. Oregon Department of Aviation
LUBA No. 2019-083
Motion to Intervene

Enclosed please find an original and one copy of a motion to intervene and a check for \$100 in the above case. Should you have any questions or concerns, please don't hesitate to contact me at the number listed above. Thank you.

Best regards,


Kristi Seyfried
Legal Assistant
Kellington Law Group, PC

WLK/kjs
Lucinda Jackson
Jeffrey Kleinman ✓
Clients

Enclosures

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BEFORE THE LAND USE BOARD OF APPEALS
OF THE STATE OF OREGON

Friends of French Prairie and)
Benjamin D. Williams,)
)
Petitioners,)
)
vs.)
)
Oregon Department of Aviation and)
Oregon Aviation Board,)
)
Respondents,)
)
Aurora Airport Improvement Association,))
Bruce Bennett, Wilson Construction)
Company Inc., Anthony Alan Helbling)
)
Intervenors-Respondent)

COPY

LUBA No. 2019-083

MOTION TO INTERVENE

I.

Aurora Airport Improvement Association, Bruce Bennett, Wilson
Construction Company, Inc., and Anthony Alan Helbling move to intervene on
the side of Respondents in the above-captioned appeal. Intervenors' attorney's
address and phone number are as follows:

Wendie L. Kellington
Kellington Law Group PC
PO Box 159, Lake Oswego, Or 97034
(503) 636-0069
wk@klgpc.com.

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1
2 II.

3 The facts establishing movant's right to intervene are as follows: The
4 Aurora Airport Improvement Association (AAIA) and Bruce Bennett, its
5 president, appeared before the Oregon Department of Aviation by participating
6 in the making of the challenged letter, to include writing to the Director of the
7 Oregon Department of Aviation who is the maker of the challenged ODA
8 letter, during the time that she was considering writing the challenged letter, to
9 explain that the Aurora Airport Master Plan had been, in fact, finally adopted
10 by the Oregon Department of Aviation Board and that such adoption was the
11 culmination of a multi-year public process. Exhibit A. Both AAIA and Bruce
12 Bennett have significant interests in the Aurora Airport. Wilson Construction
13 Company, Inc. and Anthony Helbling participated in the making of the
14 challenged letter, to include oral discussions with the maker of the challenged
15 ODA letter during the time that she was considering writing it, to explain that
16 the Aurora Airport Master Plan had been, in fact, finally adopted by the Oregon
17 Department of Aviation Board and that such adoption was the culmination of a
18 multi-year public process, which included many agencies. See Exhibit B.
19 Wilson Construction Inc., has significant interests in the Aurora Airport, to
20 include leasing a hangar and owning or operating several aircraft based there.
21 Anthony Helbling also has significant interests in the Aurora Airport, to
22 include being employed there and also having personally participated in the
23 public processes leading to the adoption of the currently approved Aurora
24 Airport Master Plan. Accordingly, AAIA, Bruce Bennett, Wilson Construction
25 Company Inc., and Anthony Alan Helbling have standing to intervene in this

1 appeal per ORS 197.830(7)(b)(B).

2
3 Dated this 17th day of September, 2019

4
5 KELLINGTON LAW GROUP PC

6
7 By: 

8 Wendie L. Kellington, OSB #832589

9 Attorney for Intervenors-Respondents

10 PO Box 159

11 Lake Oswego, OR 97304

12 (503) 636-0069

13 wk@klgpc.com

14

15

CERTIFICATE OF FILING AND SERVICE

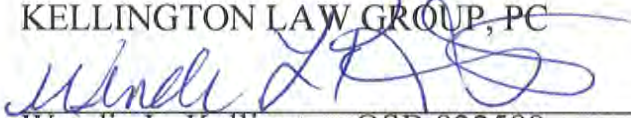
I hereby certify that on September 17, 2019, I served a true and correct copy of this Motion to Intervene on the persons listed below, by first class certified mail.

Lucinda Jackson
Oregon Department of Justice
Gen Counsel Division
1162 Court St NE
Salem OR 9730

Jeff Kleinman
Attorney at Law
1207 SW Sixth Avenue
Portland, Or.
97204

I further certify that on September 16, 2019, I filed the original of this Notice of Intent to Appeal together with one copy, via first class certified mail, at the Oregon Land Use Board of Appeals, 775 Summer Street NE, Suite 330 Salem, Oregon 97301-1283.

Dated this 17th day of September 2019

KELLINGTON LAW GROUP, PC
By: 
Wendie L. Kellington OSB 832589
Kellington Law Group, P.C.
P.O. Box 159
Lake Oswego OR 97034
Of Attorneys for Intervenors-
Respondent

AAIA

Aurora Airport Improvement Association

August 15, 2019

Betty Stansbury
Director •
Oregon Department of Aviation
3040 25th Street NE
Salem, OR 97302

Re: 2012 Master Plan & August 22, 2019 Meeting

Dear Director Stansbury,

We do not object to rescheduling the meeting as you suggest. Next Thursday, August 22 at 10 AM is best for us. We plan to meet with you at Helicopter Transport Services at the airport. Please let us know if this date and time work for you.

Whether the error was intentional or otherwise, please understand that the fact remains that ODA took positions adverse to the Aurora Airport, for no apparent reason other than to appease the lawyer for Aurora Airport opponents and in so doing jeopardized FAA funding for an undeniably essential 1000 ft. runway extension. ODA did so knowing full well that both the State of Oregon through its former ODA Director, and the FAA, had signed legally significant papers that bound each to that runway extension and that such extension is a necessary and crucial safety improvement for the airport. Indeed, it is exceptionally troubling that with such knowledge, ODA would be so quick to jeopardize that crucial airport safety improvement after it had been approved in a multi-year public process in which all stakeholders clearly participated – cities, counties, state actors, proponents and opponents alike – without the most minimum of effort that would have revealed that the Aurora Airport Master Plan had been fully adopted by the ODA Board.

The concerns expressed by the aviation and business interests that rely upon the Aurora Airport are hardly based upon “rampant rumors”. Rather, please understand that this situation is unprecedented and causes significant and legitimate concern that ODA has lost its way on its primary mission to protect approved, vetted and crucially needed airport infrastructure.

It is important that ODA realize that the aviation businesses at the airport participated in the master plan in good faith and have relied upon its work. Once it was approved by ODA and the FAA in 2011, the aviation businesses that rely upon the airport made significant investment decisions based on that approval, which importantly included the runway extension. Please be aware that aviation companies since that approval in 2011, based in large part on the approved master plan, invested approximately \$70,000,000 in new facilities at the airport. That number is based on Marion County tax assessor records.

So, yes we do look forward to your issuance of a retraction as you have described and your support of the state and FAA approved Aurora Airport ALP improvements, including the 1000' runway extension.

We understand that you are new to ODA and that perhaps you were not given all of the information needed to understand the state is legally committed to the Aurora Airport Master Plan and its 1000' runway extension. However, you are now aware of that information. It is our sincere hope and expectation that you take no further action to undermine that commitment, to include not having the ODA Board "ratify" the decision they made in 2011. The Aurora Airport Master Plan and ALP decision were finally made years ago and it is time to move on to making the runway extension a reality. We are prepared to put this episode behind us and work constructively with you moving forward.

Sincerely,



Bruce Bennett
President
Aurora Airport Improvement Association

Cc: Senator Betsy Johnson
Board Chair Martha Meeker
Brendan Finn
Mark Gardiner

1
2 BEFORE THE LAND USE BOARD OF APPEALS
3 OF THE STATE OF OREGON
4

5 Friends of French Prairie and)
6 Benjamin D. Williams,)
7)
8 Petitioners,)
9)
10 vs.)
11)
12 Oregon Department of Aviation and)
13 Oregon Aviation Board,)
14)
15 Respondents,)
16)
17 Aurora Airport Improvement Association,))
18 Bruce Bennett, Wilson Construction)
19 Company Inc., Anthony Alan Helbling.)
20)
21 Intervenors-Respondents)

LUBA No. 2019-083

22
23 DECLARATION OF ANTHONY ALAN HELBLING
24

25 I Anthony Alan Helbling am over 18 years of age and have personal
26 knowledge of the following facts:

- 27
28 1. I am the Logistics Manager for Wilson Construction Co. (Wilson
29 Construction).
- 30 2. Wilson Construction, long has owned and now owns fixed wing and
31 rotorcraft aircraft which are based and operated from a hangar which it
32 leases from the owner, SLW Properties LLC at the Aurora Airport.
- 33 3. The Aurora Airport, including its planned improvements that are
34 expressed in the current Aurora Airport Master Plan, and which are
35 expressed on the current Aurora Airport Layout Plan (which is based
36 upon the Master Plan), are critically important to Wilson Construction.
37 Much of Wilson Construction's work is to support electrical utility
38 projects in remote parts of Oregon and elsewhere, requiring quick and

- 1 easy access to aircraft mobility.
- 2 4. The current Aurora Airport Master Plan and the Airport Layout Plan
3 approved by both the State of Oregon and the Federal Aviation
4 Administration (FAA) contemplate important infrastructure
5 improvements at the Aurora Airport, including a 1000' runway
6 extension, which is a critical safety improvement that is well-understood
7 to be needed for the safety of the aircraft that now use the Aurora
8 Airport, including aircraft used by Wilson Construction.
- 9 5. Sometime in May, 2019, I learned that the new Director of the Oregon
10 Department of Aviation (the maker of the letter challenged in this appeal
11 proceeding) was unaware that the current Aurora Airport Master Plan
12 had many years ago, been finally adopted by the Oregon Department of
13 Aviation Board and was a final and binding decision on the State of
14 Oregon Department of Aviation.
- 15 6. Also in May 2019, I learned that the new Director of the Oregon
16 Department of Aviation (the maker of the letter challenged in this appeal
17 proceeding), was also unaware that that the State of Oregon, through its
18 then Oregon Department of Aviation Director Mitch Swecker, and the
19 Federal Aviation Administration (FAA), had, in furtherance of the
20 currently approved Aurora Airport Master Plan, committed the state and
21 federal government to the Aurora Airport Layout Plan which reflected
22 key Aurora Airport infrastructure improvements including the 1000'
23 runway extension approved by the current Aurora Airport Master Plan.
24 This state and federal approval of the ALP occurred in October 2012.
- 25 7. I further came to believe that the new Director of the Oregon Department
26 of Aviation (the maker of the letter challenged in this appeal proceeding)
27 did not know and appreciate that the current Aurora Airport Master Plan
28 had been previously adopted in a formal public process that was detailed,
29 thoughtful and multi-years long and involved various agencies, including
30 Marion County (in which Marion County expressed its support for the
31 Aurora Airport Master Plan). It was further unclear to me whether she
32 knew that public process was led by the Oregon Department of Aviation,
33 as well as the Oregon Department of Aviation Board.
- 34 8. On behalf of Wilson Construction, I personally participated extensively
35 in those public processes leading to the adoption of the current Aurora
36 Airport Master Plan and that led to the ultimate approval of the ALP.
- 37 9. I am very familiar with both the current finally adopted Aurora Airport
38 Master Plan and the Airport Layout Plan (ALP), which ALP reflects the
39 Master Plan, and which ALP was approved by, and bears the signatures

1 of, the State of Oregon through its then Oregon Department of Aviation
2 Director, and the FAA.

3 10. I learned that based upon her incorrect understandings, that the new
4 Director of the Oregon Department of Aviation (the maker of the letter
5 challenged in this appeal proceeding), in April 2019 had written to a
6 lawyer mistakenly stating that the current Aurora Airport Master Plan
7 had not previously been finally adopted by the Oregon Department of
8 Aviation or its Board and apparently that the ALP had also not been
9 committed to by both the State of Oregon and the FAA.

10 11. Upon learning of her mistakes, I spoke with the new Director of the
11 Department of Aviation numerous times over the telephone and during
12 in-person meetings. I did so on behalf of Wilson Construction, my
13 employer, because of its significant interests in the Aurora Airport, and
14 specifically its interests in the current and finally previously adopted
15 Aurora Airport Master Plan and ALP. I also did so on my own behalf
16 because I care deeply about the future of the Aurora Airport and spent a
17 lot of my time working within the extensive public processes to develop
18 the current Aurora Airport Master Plan and ALP. I was dismayed that
19 the new Director lacked knowledge of these extremely important and
20 undeniable final documents and of the scope of the significant efforts of
21 scores if not hundreds of people to develop and see approved, the current
22 Aurora Airport Master Plan and ALP.

23 12. Upon learning of the new ODA Director's lack of familiarity with these
24 facts, I personally went back into Oregon Department of Aviation public
25 records using both publically available sources on-line, as well as
26 through a public records request that I made to obtain documentation to
27 prove the Aurora Airport Master Plan had been finally adopted and that
28 the ALP had been signed by both the State of Oregon and the FAA. As
29 part of that effort, I personally listened to and had transcribed the
30 meeting at which the current Aurora Airport Master Plan was finally
31 approved by the ODA Board.

32 13. In those communications that I had with the new Director between May
33 2019 and August 2019, I asked that she correct the misinformation in her
34 April 2019 letter and I explained, including with supporting
35 documentation acquired per Paragraph 12, that the Aurora Airport
36 Master Plan and ALP had indeed been finally adopted by the Oregon
37 Department of Aviation, and its Board in a very public process,
38 involving many agencies and persons and that Aurora Airport businesses
39 had made significant investments in the airport on the basis of such

1 finally adopted documents.

2 14.I believe that the new Director considered the information that I
3 provided, and that others provided, to write her letter that is challenged
4 in this appeal proceeding.

5 15.After the new Director wrote the letter challenged in this appeal
6 proceeding, the Director provided me with a copy of such letter.

7 16.I declare that the above statements are true to the best of my knowledge
8 and belief. I understand that this Declaration is made for use as an
9 exhibit in an administrative proceeding and is subject to penalty for
10 perjury.

11

12

13 Dated this 17th day of September, 2019

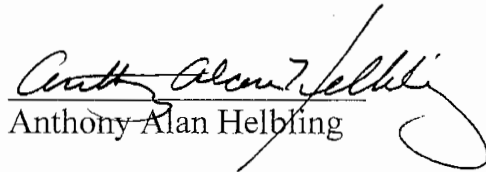
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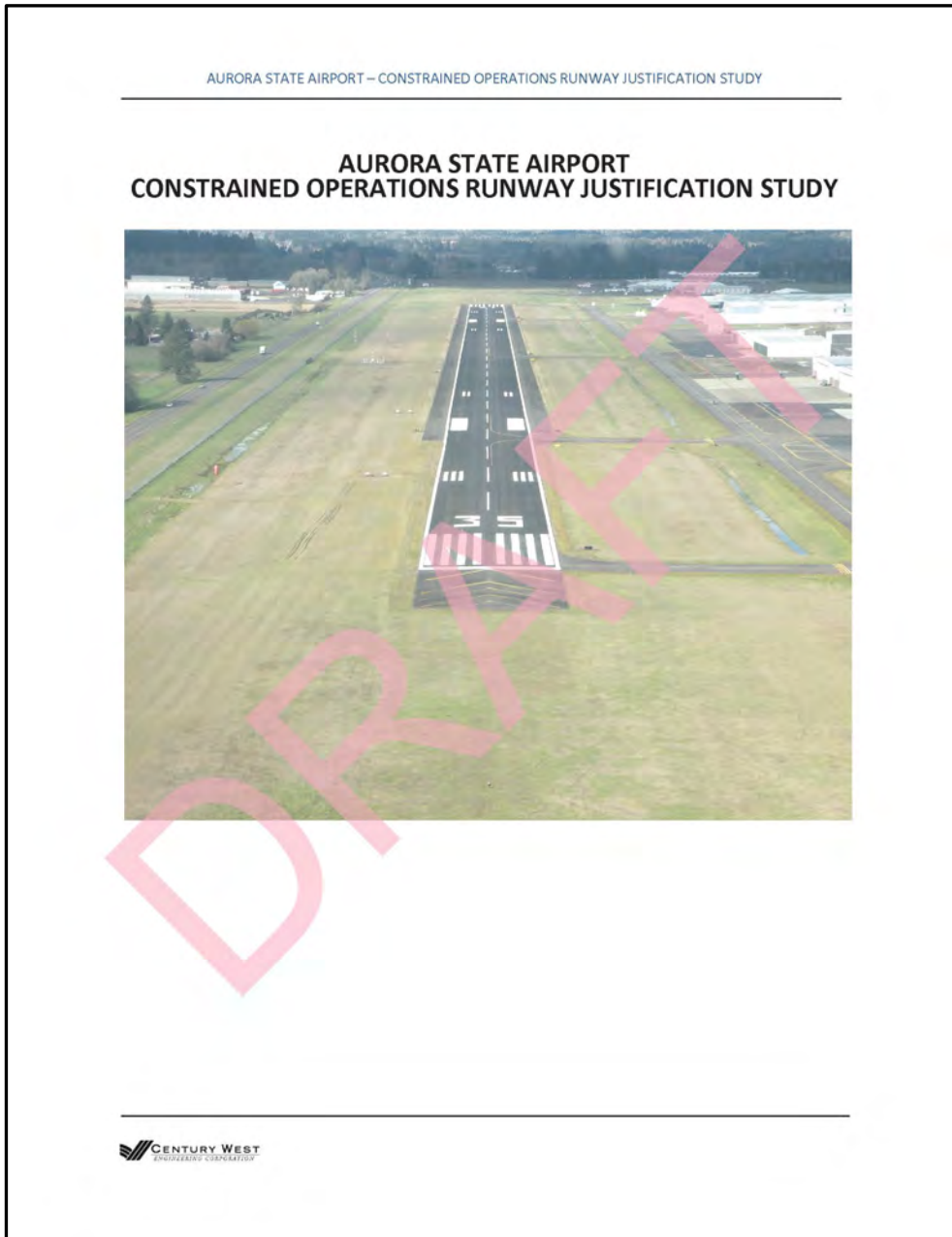
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17

18


Anthony Alan Helbling

DATA SHORTCOMINGS AND MISREPRESENTATIONS IN THE AURORA AIRPORT MASTER PLAN



**Prepared by Friends of French Prairie
Version 1.0, September 2019**

DATA SHORTCOMINGS AND MISREPRESENTATIONS IN THE AURORA AIRPORT MASTER PLAN

Although the Oregon Department of Aviation based its recommendation to expand the Aurora Airport on estimates of traffic in the 2012 Master Plan, actual data available since 2015 is far lower and does not support expansion.

In both theory and in practice, an airport master plan is a guidance document for the operation and development of an airport. It must take into account the current facts and the likely future scenarios in outlining what will probably occur and describe necessary developments, if required, over a ten or twenty-year time frame.

The most recent Aurora State Airport Master Plan process, which ran from late 2009 to the end of 2012, was problematic enough that nearly seven years later there is still significant debate about how the process was conducted, the degree to which the process and the plan itself complied with Oregon land use law, and about the very data that were used to justify future alterations and expansion.

All too often a master plan is merely used to justify a desired expansion of an airport. Most commonly it is a document created by a small cadre of aviation engineers whose principal source of income is the aviation system, and who thus tailor their work to the desired ends of that system. In too many cases this results in the creation of a document that forecasts growth in a manner consistent with wished-for goals, resulting in proposed airport expansion to be paid for principally with FAA (that is to say, taxpayer) funds, instead of a document that makes recommendations based on hard data with no obvious agenda.

The 2012 Aurora Airport Master Plan was an update to a series of previous master plans (1976, 1988, 2000). However, since the opening of the Air Traffic Control (ATC) tower in October 2015, there is now, for the first time, factual data against which master plan forecasts can be compared and assess if the need for expansion actually exists.

FAA Guidance on Airport Master Plans

It is worthwhile then, to consider what the FAA has to say about Airport Planning and Airport Master Plans

500 - Airport Planning

General

Airport planning is a systematic process used to establish guidelines for the efficient development of airports that is consistent with local, state and national goals. A key objective of airport planning is to assure the effective use of airport resources in order to satisfy aviation demand in a financially feasible manner. Airport planning may be as

broad based as the national system plan or more centrally focused as an airport master plan for a specific airport. The primary types of airport planning may basically be classified as follows:

- *National System Planning (NPIAS)*
- *State Airport System Planning (SASP)*
- *Metropolitan Airport System Planning*
- *Airport Master Planning*

Master Plan

For an individual airport, owners more closely identify with the airport master plan for their airport. An airport master plan represents the airport's blueprint for long-term development. A few of the goals of a master plan are:

- *To provide a graphic representation of existing airport features, future airport development and anticipated land use.*
- *To establish a realistic schedule for implementation of the proposed development*
- *To identify a realistic financial plan to support the development*
- *To validate the plan technically and procedurally through investigation of concepts and alternatives on technical, economic and environmental grounds.*
- *To prepare and present a plan to the public that adequately addresses all relevant issues and satisfies local, state and federal regulations.*
- *To establish a framework for a continuous planning process.*

Limitations of FAA Actions

Sponsors must not construe the acceptance of an airport master plan by the FAA as an approval of the entire master plan document. The FAA only approves components of a master plan, not the entire document. The key elements that the FAA reviews and formally approves are:

- *Forecasts*
- *Selection of critical aircraft*
- *Airport layout plan (ALP)*

It is from these elements that the FAA makes a determination regarding eligibility of AIP funding for proposed development. It is critical that airport owners and their consultant coordinate early and often with the appropriate FAA planner to identify significant planning issues and to determine the type and magnitude of effort required to address such issues.

Source: https://www.faa.gov/airports/central/aip/sponsor_guide/media/0500.pdf

Aurora Airport Master Plan Data Failures

With FAA guidance and context, this paper aims to show that the Operations, Based Aircraft and Constrained Operations data used in the 2012 Aurora Airport Master Plan is inaccurate, and that the validity and the value of the forecasts are seriously flawed.

In late 2015 an Air Traffic Control Tower (ATC) went live at Aurora State Airport, meaning that not only were flights controlled during the daylight hours of operations, but flights were recorded. Now there is access to that flight data in the form of the FAA's Air Traffic Activity Data System (ATADS) database, which documents all flights handled by the ATC and allows assessment of Total Operations at the airport (excluding flights that occur when the ATC is not staffed).

As stated above in the FAA guidance document for airport master plans, forecasts (total operations) and critical aircraft (based and typical aircraft) must be taken into account along with the ALP. Additionally, in order to qualify for FAA funding for lengthening of a runway and/or expansion of an airport, the airport must be able to demonstrate in excess of 500 constrained operations per year. A constrained operation is generally a take off that requires a lighter load (in fuel, freight or passengers) due to weather and/or runway length), and can include inability to land in bad weather due to a slick runway, etc.

In the process of seeking FAA approval for expansion of the Aurora Airport, the Dept. of Aviation commissioned a "Constrained Operations Study" to be conducted by the Century West engineering firm, and it included a "Validated Based Aircraft" count as of March 2018.

Both of these data sets are the first new and objective sets of data to appear since the end of the 2012 master plan process and they allow a realistic assessment of the forecast data in the 2012 Aurora Airport Master Plan.

Total Operations

In the absence of an air traffic control tower that documents operations, all operations numbers are estimates, and all forecasts are projections based on estimates.

Total Operations are all take offs and landings from an airport (including Instrument and Visual Flight Rules operations) but exclude overflights (no landing or take off). Total Operations are made up of two types, Local Operations (operations within the traffic pattern airspace—i.e. take off and land at the same airport) and Itinerant Operations (those arriving from another airport or departing the traffic pattern airspace to another airport).

Almost nothing was said in previous master plans to make clear that described "operations" were estimates, and readers were allowed to assume that the data was objective. Actual objective data become available when the ATC tower opened in October of 2015. Once Total

Operations data for the full year of 2016 was in hand, it was inexcusable for ODA to continue to use estimates in the published Aurora Airport Master Plan posted on the ODA website.

In the case of Aurora, the Dept. of Aviation has stated that in the past it intermittently used an acoustical counting device of some sort to collect data. However, operations numbers in the Aurora Airport master plans are estimates derived from a mix of pilot surveys and calculations using formulas that apply the average number of flights at similar airports to the number of based aircraft. Like all estimates they are subject to significant error, especially when one of the factors (based aircraft) is also a variable in the calculation.

Of note, then, is that ALL Annual Operations or Total Operations numbers that appear in ALL of the Aurora Airport master plans prior to 2016 are estimates.

Estimated Operations	Actual Operations	Forecast Operations
<i>1976 to Nov. 2016</i>	<i>Nov. 2016 to present</i>	<i>Present forward</i>

With that understanding in mind, consider the “Aircraft Operations Forecast table from the “Aurora Airport Master Plan Update Final Report” of December, 2012

Year	Itinerant Air Taxi	Itinerant GA	Itinerant Military	Total Itinerant	Local GA	Total Operations
2009 Historical	9,788	42,592	250	52,630	36,865	89,495
2010 Estimated	10,000	48,395	250	58,645	32,264	90,909
2015	10,815	52,354	250	63,419	34,902	98,321
2020	11,697	56,635	250	68,582	37,756	106,338
2030	13,682	66,272	250	80,205	44,181	124,386

Source: WHPacific, Inc., except Terminal Area Forecast for 2009.

According to these flawed estimates, Total Operations are forecasted to grow from 98,321 in 2015 to 106,338 by 2020, a growth of 8,017 annual operations or 8.2%. A year-by-year distribution of that growth rate over the five-year period translates to a growth of 1,603 operations per year, and looks like this:

	2015	2016	2017	2018
Forecast Ops*	98,321	99,924	101,528	103,131

As stated previously, ACTUAL operations data (excluding night flights, which are estimated to add no more than 3-5% additional operations) now exist via the FAA ATADS database for 2016, 2017 and 2018. As demonstrated by the following table, forecast estimates used by ODA (103,131) when compared to actual numbers counted by the ATC (63,603) shows an inflated forecast with an error rate of 38% to 51%.

	2015	2016	2017	2018
Forecast Ops*	98,321	99,924	101,528	103,131
Actual ATADS Ops		48,377	58,152	63,603
Forecast Error		51.6%	42.7%	38.3%

More importantly, in spite of the fact that the ACTUAL Total Operations data have been available for over three years, ODA has made NO adjustment has been made to the Operations Forecast in the Aurora Airport Master Plan in the face of these substantial discrepancies.

Even though Actual Operations show increases from 2016 through 2018, this appears to be due to increases in local operations vs. itinerant operations, potentially masking the decrease in itinerant operations as the operations decreased. The year-to-year comparison for the first seven months indicates that 2019 will have lower Actual Operations than 2018. 2019 will likely end with Total Operations of about 60,000—far lower than all previous forecasts.

	Jan-Jul 2016	Jan-Jul 2017	Jan-Jul 2018	Jan-Jul 2019
Actual ATADS Ops	26,968	32,322	37,063	35,421
Change		19.9%	14.7%	-4.4%

Based Aircraft

ODA’s forecast for the number of Based aircraft numbers at Aurora Airport in the 2012 Master Plan is over 16% higher than that shown in the new 2018 “validated” data.

Determining the number of based aircraft at an airport is important in terms of the number of aircraft (which can factor into calculating total operation estimates) as well as the types of aircraft that define airport needs. Airports with significant numbers of mid-sized or large corporate jets have very different needs than those that only have small single engine or mid-sized turboprop aircraft. These are heavier aircraft requiring longer and stronger runways, that carry much larger amounts of fuel in order to fly much longer distances. For instance, the

Bombardier Global Express weighs 50,300 pounds empty and has a Maximum Take Off Weight of 92,500 pounds, and can carry up to 39,250 pounds (5,884 Gal) of jet fuel plus passengers and freight, and has a manufacturer stated range of 6,170 nautical miles.

The following table from “Aurora Airport Master Plan Update Final Report” of December, 2012, shows Based Aircraft and Fleet Mix Forecast

Table 3J. Based Aircraft and Fleet Mix Forecast

Year	Jet	Turboprop (Multi-engine)	Multi-engine Piston	Single Engine	Helicopter	Other	Total
2010	23	16	24	261	25	5	354
2015	27	19	24	276	28	5	379
2020	33	20	25	288	34	5	405
2030	47	26	27	316	43	5	464

ODA’s consultant forecasted the number of based aircraft to grow from 379 in 2015 to 405 in 2020, a growth of 26 aircraft (5.2 per year), or 6.8%. A year-by-year distribution of that forecasted growth over a five year period looks like this:

	2015	2016	2017	2018	2,019	2020
Forecast Based Aircraft	379	384	389	396	401	405

The previously referenced “Constrained Operations Study” commissioned by the Dept. of Aviation and conducted by Century West Engineering, and obtained from the department by

Based Aircraft

Based Aircraft data was recently updated in March 2018 and identified 349 validated aircraft that are based at the Airport. 10.8% of the aircraft based at the Airport are jet aircraft.

Validated Based Aircraft - 3-28-2018	
Single Engine Piston	238
Multi Engine Piston	27
Jet	38
Helicopter	46
Total	349

Source: www.basedaircraft.com

Friends of French Prairie only after filing a Public Records Request and paying “costs” of \$500, includes this table titled “Validated Based Aircraft as of March 28, 2018

When the actual based aircraft from the Constrained Operations Study is compared to forecast for that year, we see:

		2018
Forecast Based Aircraft*		396
Actual Based Air		349
Forecast Error		11.9%

Thus, in spite of the fact that the ACTUAL Based Aircraft data have been available for a year and a half, ODA has made NO adjustment has been made to the Based Aircraft Forecast in the published 2012 Aurora Airport Master Plan in the face of these flawed figures.

Constrained Operations

A major point of contention in the 2012 Master Plan was the estimate of constrained operations, which was arrived at by a survey(s) of pilots and was highly criticized at the time. In 2018 ODA commissioned a new Constrained Operations Study and again the number of constrained operations was arrived at by a survey, with no effort to validate the numbers.

As stated above, the FAA has a threshold requirement of at least 500 demonstrated Constrained Operations at an airport in order to receive approval for runway lengthening/airport expansion and to receive FAA funding. Constrained Operations numbers can be obtained by pilot surveys, or by review of flight plans and flight logs, or a mix of the two.

During the 2012 Master Plan Update process one of the points of contention was the survey to assess constrained operations. Many observers of the process complained about a biased and manipulated survey process, but the result still fell short of the required 500:

Constrained Operations - 2012 Master Plan Survey	
Surveyed	473
Anonymous	12
Total	485

The Constrained Operations Study commissioned by the Dept. of Aviation in February 2018 stated the following in the Scope of Work document:

PROJECT INTENT

The Oregon Department of Aviation (ODA) has selected Century West Engineering (Consultant) to complete a focused planning effort to provide FAA requested justification for a constrained operations study to determine if a runway extension at the Aurora State Airport (UAO) that is currently identified on the ALP is justified. This Constrained Operations Runway Justification Study scope identifies the planning efforts and supporting justification for the planned runway extension and appurtenant facilities. The study will utilize the current 2012 Airport Master Plan (AMP) and updated Airport Layout Plan revised July 25, 2016 as the foundation documents upon which additional justification and modifications (as needed) are required to satisfy the FAA for funding eligibility and confirm project configuration, work elements, and agency approval requirements. The study will be self-funded by ODA, but will be coordinated with the FAA Seattle Airports District Office (ADO) to obtain concurrence on the scope, forecast approval, funding justification for relevant projects, and approval of the updated Airport Layout Plan, if required.

The methodology chosen to determine the number of constrained operations was pilot interviews and a survey, and the following result:

Constrained Operations - 2018 ODA Constrained Operations Study		
Cited Jets with Constrained Operations		
	Total	645

The new ODA surveys show a 33% increase in Constrained Operations since 2012, a result that is seriously at odds with the fact that actual Total Operations are running an average of 44% below forecast, and based aircraft are down by 8.2%.

The Constrained Operations Study does not have any data indicating that the Constrained Operations claimed by pilots **were validated** with actual flight data. This is something that ODA should certainly do when these two elements are considered:

1. 7 of the 16 corporate jets reporting constrained operations reported a specific “typical stage length” on their survey, and that Stage Length is less than half of the Manufacturer Stated Maximum Range for the aircraft. For example:

	Reported CO's	Typical Stage Length Reported (nm)	Manufacturer Stated Range (nm)
Falcon 50	160	1,000-1,5000	3,200

2. 50 percent of the jets reporting Constrained Operations gave identical Reported Reasons for the experienced Constrained Operations, for example:

Reported reason for experienced Constrained Operations
Unable to depart with enough fuel to accomplish mission due to inadequate runway length

If Dept. of Aviation and its consultant Century West, to say nothing of the FAA, are entitled to rely on the numbers of constrained operations being claimed by pilots, at the very least the questionable survey results need to be validated against filed flight plans and flight logs, not just accepted at face value.

For example, on listed aircraft, the Bombardier Global Express has a Minimum Take Off Distance of 6,179 feet and an empty weight of 50,300 pounds. Aurora Airport has a 5,004 foot runway with a strength rating of 45,000 pounds and aspirations of 6,000 feet and 60,000 pounds. Therefore ODA needs to come clean not only on why they granted a permanent waiver to this non-qualifying aircraft, but also why it counts ANY of that aircraft's operations as constrained, given that this aircraft is oversize for the airport and alone accounts for 6.2% of all constrained operations claimed in the study.

Conclusion about the new Constrained Operations Study

Although ODA's new study finds that Constrained Operations have increased while Total Operations and Based Aircraft have decreased over the same period, it fails to offer any explanation for why it still considers the data it employed to be "reasonable!"

As stated above, based on surveys about constrained operations the Constrained Operations Study shows a 33% increase in Constrained Operations since 2012, in spite of the fact that actual Total Operations are running an average of 44% below forecast, and based aircraft are down by 8.2%.

In the Aviation Activity Forecasts section of the Constrained Operations Study, the following is stated:

AVIATION ACTIVITY FORECASTS

The primary purpose of the forecast update associated with the Aurora State Airport Constrained Operations Runway Justification Study is to evaluate the forecasts of aviation activity (2010-2030) contained in the 2012 Aurora State Airport Master Plan (AMP), which supported the planned runway extension depicted on the 2012 Airport Layout Plan (ALP). This forecast update focuses on the activity generated by the critical aircraft, or group of aircraft, required to support the runway length justification study, but also updates other elements of the 2012 AMP forecast, per FAA requirements for aviation activity forecast approval. This interim forecast update will rely on existing master plan data where appropriate, and supplement with more recent data, where available.

The primary tasks supporting the runway justification study include verifying current year activity (2018 based aircraft and aircraft operations, including critical aircraft) and updating key forecasts for the next twenty years (2018-2038). Events occurring at UAO since the AMP was completed in 2012 will be reviewed to evaluate the accuracy of AMP forecasts and to support the updated forecast.

The updated forecasts will support the runway length justification study by identifying the current and future levels of critical aircraft operations. The critical aircraft operations are used to establish the corresponding Airport Reference Code (ARC) and Runway Design Code (RDC) designations for Runway 17/35 that define the applicable FAA design standards and length requirements.

Note that the language has changed from being engaged “to determine if a runway extension at the Aurora State Airport (UAO) that is currently identified on the ALP is justified,” to “The updated forecasts will support the runway length justification study by identifying the current and future levels of critical aircraft operations.”

This is significant in that it reinforces the assertion that the consultant has shaped the data to deliver to the Dept. of Aviation the desired outcome prerequisite to the FAA approving runway lengthening and providing funding, rather than providing unbiased information on which a legitimate decision can be made.

How can such an assertion be made?

The study says this about current Total Operations data from the ATC:

The 2012 AMP forecasts provided reasonable growth assumptions for both based aircraft and annual aircraft operations that reflected both broad regional economic conditions and airport-specific factors. An updated discussion of the underlying economic conditions and airport events is provided in the existing conditions section of this memo (see 2012 AMP for additional information).¹ The evaluation of critical aircraft activity contained in this forecast update confirms that the current and future C-II ARC and RDC defined for Runway 17/35 in the 2012 AMP remain valid.

However, it then goes on to pass over the very fact that Total Operations forecasts in the 2012 Master Plan were dramatically overstated and the forecast error was very large, by pivoting to make the case that it doesn't matter because the MIX of aircraft has changed, and now the major aircraft at Aurora Airport are corporate jets:

However, the availability of new data sources, particularly air traffic control tower (ATCT) operations counts (adjusted to include aircraft activity when the tower is closed) indicates that recent UAO activity is currently about 25 percent below previously forecast levels. The ability to rely on actual traffic counts improves the accuracy of the overall forecasts, although it appears that the original long term growth rate assumptions were reasonable.

Although the recalibration (lowering) of overall air traffic volumes at UAO is significant, data confirms that this adjustment does not affect critical aircraft (business jet) determination at UAO. Table 9, provided later in this chapter, illustrates that the volume of high performance business jet activity at UAO increased by 40 percent between 2012 and 2018.² This most recent five-year period of business jet activity represents an average annual growth rate of 7 percent, which is slightly lower than the 9.7 percent annual growth experienced at UAO between 2009 and 2018. This trend provides a strong indication of future growth potential at UAO.

On the face of it, how can it be asserted in the same paragraph that forecast levels were off by 25% (how was that number arrived at?) and then also state that "it appears that the original long-term growth rate assumptions were reasonable?"

The tacit admission is that the major mission of Aurora State Airport has changed from that of a General Aviation Airport serving the general flying public, to an emphasis on mid-size and large corporate jets, and the vision of turning Aurora into Oregon's largest and premier corporate jet airport. That is to say, turning it into an airport which benefits the One Tenth of One Percent of ultra-wealthy individuals and corporations who chose to provide luxury perks to their execs.

What can now be said about the 2015 Aurora Airport Master Plan in light of this new and objective data?

When we compare all of this to the expectations of the FAA guidance document for airport master plans, we can readily see the following failures on the part of ODA:

- Failure to comply with FAA-required local and state land use requirements (chronicled in a separate protest letter from Friends of French Prairie sent to Dept of Aviation on Sept. 6, 2019, documenting the ongoing steps to avoid land use law compliance and to exclude affected municipalities).
- Failure to update forecasts with current (actual) data for total operations and based aircraft.
- Failure to validate constrained operations numbers based on highly questionable results from the pilot surveys utilized.

We thus conclude that the Dept. of Aviation is (1) complicit with developers and national aviation companies in transforming Aurora Airport into a high-end corporate jet airport, regardless of state land use laws, and against the wishes and best interests of the majority of citizens living around the Aurora Airport (2) willing to avoid or suppress inconvenient facts, and (3) willing to engage in disingenuous studies by consultants hired to deliver the desired outcomes.

In addition to the data and arguments presented thus far, we have on record the minutes of the July 19, 2018 Oregon Aviation Board meeting wherein Senator Betsy Johnson illustrates the sought after goal and how to achieve it. After referring to the current operators at Aurora as “the family,” she excoriates personnel from the Dept. of Aviation about their methodology and lack of aggressiveness in getting the requisite data to assure a result in excess of 500 constrained operations:

Airports & Operations Division Update [Agenda item on the July 19, 2018 Oregon Aviation Board meeting]

- Aurora State Airport Discussion – Maas (Matthew Maas, State Airports Manager), Meeker (Martha Meeker, Chair of Aviation Board, Heather Peck, Projects & Planning Manager).

Start 2:04:25

Chair Martha Meeker So, that’s Pacific City; also, another busy airport that we have is Aurora. So, the latest on Aurora; we haven’t heard about it for a while.

Matt Maas Just, real quick, because I know we’re running way behind schedule, our Constrained Operations Study is moving forward. We met with a lot of concerned parties with this, as far as getting the number of constrained operations when meeting in Aurora, I believe it was about three weeks ago, and so the process of collecting data is still moving forward. I believe I saw an email that came across that I think they are getting close to the end of that data collection and then we’ll have a look at, you know, some initial reports/chapters of the study for review. I would expect that to probably be here in the next—

Heather Peck —by the next Board meeting, you will have a draft of some of the preliminaries of the work that’s been done. Is that what you’re—?

Sen. Betsy Johnson By what process is the data being collected for constrained operations? Who’s responsible for doing it, and what’s the process?

Matt Maas This is the contract that is with Century West Engineering, and so, they have the engineering contract for Aurora State Airport. There was a work order contract that was put together that was vetted through the FAA,

and the FAA signed off on the process for collecting the constrained operations and so, we did not want to start this process unless it was something the FAA was going to accept and approve. Because, ultimately, they're going to be the ones that are going to be footing the bill for any runway extensions, so, this work order contract—scope of work—has been vetted through the FAA, and they've signed off on it. And so, now we're just going through the process and reaching out to the operators at Aurora State Airport to verify the equipment that is used in the airport on a regular basis.

Sen. Betsy Johnson Follow up, Madam Chair? I heard you say that it was approved by the FAA; that was fine. I heard you say reaching out, and I don't know what that means, and if you are reaching out to the current operators; finding out what their operations are, are you reaching out to potential operators who are not using Aurora because of limitations. I mean, if you're just talking to "the family," you may ignore the fact that the XYZ financial institution wants to fly in because they're doing business in Wilsonville, but their corporate documents say they have to have—I'm making this up, obviously—7,000 feet. So, if you're calling Ted and saying, "How often are you flying?" I think you're missing data.

Heather Peck But, we're not. We're actually—from the businesses that are out there, they are also providing—they're supposed to be providing that data where ever they can. Ted's [Millar's] group is providing the data that is being left out; what he needs to—you were supposed to be working with the consultant to provide that. That's the last—the last group meeting we had was with all of the businesses that were participating in the current operations that were out there, and what their restrictions are and if they had upcoming needs. That's what's supposed to be getting to the consultant.

Sen. Betsy Johnson I'm sorry to beat this to death, but you still haven't answered my question. You're talking to "the family".....

Heather Peck Right.

Sen. Betsy Johnson What I'm trying to figure out is when you go to Ted Millar, who knows more about that airport than anybody else around I would submit, and you say to him, "Has the XYZ bank called you and said, 'with another 1,000 feet, we'd be in and out of there every other day.'" I don't know how you're getting that which is unknown to you now. Are you calling flight departments? Has somebody reached out to Nike and said, "Given the congestion at Hillsboro, would you go to Aurora if there was another

2,500 feet? And, again, I'm just making these numbers up, but I don't know how you are soliciting the unknown.

Heather Peck *Unfortunately, we can't solicit the unknown for this study as it's paid for and acceptable—it's not paid for—but accepted in a strict statement of work by the FAA. We are—*

Sen. Betsy Johnson *Then how do you answer the question, Heather?*

Heather Peck *You don't know what you don't know. I don't know if the consultant can actually go out there and try to find that data. They don't know what they are looking for without getting all of the information from all of the aircraft owners, operators, and sponsors, and everybody that's on that airport now.*

Sen. Betsy Johnson *May I just tell you, anecdotally, we needed to discuss constrained operations at Scappoose. I must have made a hundred phone calls to flight departments and talking to chief pilots and soliciting information about, "would you use us if..." and that's the piece that, for me, is missing. And I don't care that the FAA signed off on it; I think they've signed off on a flawed study if you don't have a mechanism to go out and try to find the unknown, which based on my experience at Scappoose, you can find if somebody sits down and makes the calls.*

Matt Maas *The other piece to that though is I know that with constrained operation, the FAA is not going to counter this constrained operation based on "if you build it, they will come", but we have aircraft that are going into Aurora and flying out of Aurora that are coming in light, taking off light, flying somewhere else, landing to continue to their destination; those are the ones that we know and that we know that we have over 500 of those operations and so, we are reaching out to that low hanging fruit. Because, if we can get that information just from the operations that are currently happening at Aurora, and we can verify that, then that is additional money that we don't have to spend calling out to the hundreds of flight departments because the numbers are already there. We're just verifying those.*

Sen Betsy Johnson *I'll buy that, but I still think it's valuable to reach out to some of the bigger flight departments, particularly with the air space constraints, and the crowding at Hillsboro,*

It should be noted that Heather Peck describes the consultant for the Constrained Operations Study doing something more than surveying pilots. The image that springs to mind when one

discusses a survey is a one-on-one meeting where the person being surveyed fills out a form or is asked questions. What Heather Peck describes is a group setting where the consultant meets with multiple pilots to discuss constrained operations. This itself could explain how fifty percent of the surveys gave identical Reported Reasons for Constrained Operations.


Additionally, Heather Peck inadvertently describes something else very troubling when she says “**Ted’s [Millar] group is providing the data that is being left out; what he needs to...**” Ted Millar is the owner of Southend Air Park, former owner of the Jet Center (now owned by Lynx FBO) and currently developing a corporate jet hangar and office complex adjoining the airport. He is the single largest developer at Aurora Airport, and a long-term proponent of expansion. **Dept. of Aviation is turning to Ted Millar to provide “the data that is being left out...”**

Broken Public Process from start to finish

It is worth noting that during the master plan process itself, which concluded in December 2012, the public process was poor enough that on Sept. 14, 2010, Clackamas County, City of Wilsonville, some neighboring communities and Friends of Marion County wrote to the Chair of the Aviation Board stating that the Planning Advisory Committee (PAC) was marginalized, the master planning process was being rushed, discussion times were severely limited, there was no discussion of study goals or vision, activity forecasts had been sent to the FAA for approval prior to PAC review, and that there had been no impact analyses of noise, pollution or traffic. A meeting with the Chair of the Aviation Board, the FAA, the Director of ODA and the consultant was requested. No response to the request was received.

On March 31, 2011, Dept. of Aviation and their consultant presented the final master plan to the Aviation Board and recommend the “No Build Alternative” (i.e. no runway extension), this recommendation never appeared in the minutes of the Aviation Board meeting. This fact and other problems about the master plan process were described in a May 2012 letter to the FAA from Charbonneau Country Club. Since that time there has been no public process, even though the master plan was changed to incorporate a 1,000 foot extension with a cost of \$7 million, and then in late 2018 the Dept. of Aviation sought Legislative approval to apply for \$37 million to expand the Aurora Airport.

We are left with the sad state of affairs that an out of control state agency (Dept. of Aviation) receives no real oversight from the Aviation Board, is in thrall to moneyed corporate interests, and the entire State Aviation System receives no oversight or accountability from the Governor’s office. Thus Dept. of Aviation is diligently moving forward to expand a state airport at the expense of EFU agricultural land, having ignored input from affected municipalities opposed to the expansion, and against the wishes of the majority of local citizens, for the benefit of corporate special interests and the ultra-wealthy.

 Site Navigation

AURORA STATE AIRPORT

Overview

The City of Aurora is located approximately 15 miles south of Portland in Marion County. Aurora State Airport is situated on approximately 144 acres, one mile north of the City, just south of the Clackamas-Marion County border and east of Wilsonville-Hubbard Highway. The ODA currently owns the Aurora State Airport. Aurora State Airport is the largest of the State-owned airports and accommodates a significant amount of business jet and training activity. Major area employers include Mentor Graphics, Convergys, Xerox Corporation, Sysco Food Services, and Rockwell Collins. The Airport regularly accommodates air ambulance activity.

The Airport has one runway oriented in a north-south direction. Runway 17/35 currently is 5,004 feet long and 100 feet wide. The runway is serviced by a full-length parallel taxiway. The runway is equipped with MIRE, IASIs, ODALS, and a precision approach. The Airport is home base to approximately 346 private and corporate aircraft and accommodated 94,655 annual operations. It is estimated that 53 percent of these annual operations are conducted by itinerant aircraft.