

# Appendix E: PAC MEETING SUMMARIES

Airport Master Plan Update

Aurora State Airport

# Aurora State Airport Master Plan & Airport Layout Plan Update

## Kick-Off Meeting Summary

November 3, 2009

Maplewood Grange Hall

6:00 – 7:30 p.m.

### Attendees:

**Oregon Department of Aviation:** Gregg Dal Ponte, Interim Director; Mark Gardiner, State Aviation Board Chair; Christopher Cummings, Planning & Projects Manager; Mitch Swecker, State Airports Manager; and John Wilson, Airport Operations Specialist

**WHPacific, Inc:** Rainse Anderson, Project Manager; Sara Funk, Senior Aviation Planner; and Sarah Lucas, Aviation Planner

**Members of the Public:** 65 people signed in. Refer to attached sign-in sheets

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### Welcome and Introductions

Gregg Dal Ponte opened the meeting at 6:10 pm by welcoming everyone and thanking them for their attendance. Mr. Dal Ponte then introduced the ODA staff attending the meeting, prior to introducing the consultant team's Project Manager, Rainse Anderson.

Mr. Anderson introduced his project team: Sara Funk and Sarah Lucas. Personally, Mr. Anderson has completed numerous planning, environmental and engineering projects at the Aurora State Airport for the past 32 years. Ms. Funk and Ms. Lucas have completed numerous airport master plans and other planning studies.

The following information was presented in a PowerPoint format, which has been placed on the project website.

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### Purpose of the Master Plan Update

Mr. Anderson reviewed the purpose of updating the master plan, which is a document that guides the development of the Airport over a 20-year planning period. The last master plan was completed in 2000. Typically, general aviation airports, like Aurora State, have the master plan updated every seven to ten years.

The focus of the Master Plan is to update the inventory, demand forecasts, Airport Layout Plan (ALP) and capital improvement plan (CIP). Additionally, to be eligible for federal or state funding, a project must be shown on the approved ALP.

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### Project Components

Ms. Funk and Ms. Lucas reviewed the individual components of a master plan, which are:

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- *Chapter 1 – Airport Issues and Goals*
  - *Chapter 2 – Airport Inventory*
  - *Chapter 3 – Aeronautical Activity Forecast*
  - *Chapter 4 – Facility Requirements*
  - *Chapter 5 – Airport Alternatives*
  - *Chapter 6 – Airport Layout Plan and Associated Drawings*
  - *Chapter 7 – Capital Improvement Plan*

Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5070-6B, *Airport Master Plans*, and other relevant ACs, Federal Orders and Aviation Regulations will be used for project guidance.

Details of each chapter are:

- ▶ Chapter 1 – Airport Issues and Goals
  - Dissemination of surveys to better understand Airport use:
    - User Survey (available at tonight’s meeting, FBOs and project website: [www.aurorastateairport.org](http://www.aurorastateairport.org))
    - Runway Usage Survey (to be mailed to businesses, responses will be reported in chapter)
  - Interview FBOs at nearby airports
  - Strategic Role
- ▶ Chapter 2 – Airport Inventory
  - On-site inspection of airport facilities (Airfield, Landside and Airport Support Facilities)
  - Airspace
  - Land Use Planning and Zoning
  - Environmental Inventory
  - Aviation Activity Data
  - Airport Financial Data
- ▶ Chapter 3 – Aeronautical Activity Forecast
  - Critical Aircraft
  - Based Aircraft
  - Operations Forecast
  - *To be approved by the FAA*
- ▶ Chapter 4 – Facility Requirements
  - Identify the ability of the airport facilities to meet forecasted demand and other needs
- ▶ Chapter 5 – Airport Alternatives
  - Three build alternatives, in addition to the no build alternative, will be

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developed to address the needs identified in Chapter 4.

- ▶ Chapter 6 – Airport Layout Plan and Associated Drawings
  - Airport Layout Plan (ALP)
  - Airport Airspace Drawing
  - Inner Portion of the Approach Surface Drawing
  - Terminal Area Drawing
  - Land Use and Noise Contour Drawing
  - Runway Departure Surfaces Drawing
  - Airport Property Map (Exhibit A)
  - *To be approved by the FAA*
- ▶ Chapter 7 – Capital Improvement Plan
  - Will identify the cost associated with the ALP improvements and potential funding sources for the projects.

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### **Project Schedule**

Mr. Anderson relayed the project is on an 18-month schedule, which allocates review period for ODA, FAA and PAC prior to each public meeting. There will be a total of seven meetings that include a public kick-off meeting, six PAC work sessions and five open houses.

The meeting schedule is subject to change; however, tentative dates for upcoming meetings are:

- ▶ Public Kick-Off Meeting – November 3, 2009
- ▶ PAC Meeting #1 – January 2010
- ▶ PAC Meeting #2 \* – April 2010
- ▶ PAC Meeting #3 \* – June 2010
- ▶ PAC Meeting #4 \* – September 2010
- ▶ PAC Meeting #5 \* – December 2010
- ▶ PAC Meeting #6 \* – January 2011

*\* Immediately following these PAC meetings, there will be public open houses to cover the same topics of the PAC meeting (the first open house will cover the topics of both meeting #2 and meeting #1).*

The project website [www.aurorastateairport.org](http://www.aurorastateairport.org) will have specific dates posted, as soon as they are determined.

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### **Planning Advisory Committee (PAC) Formation; Roles and Responsibilities**

Mitch Swecker discussed the Planning Advisory Committee (PAC), which is still being developed. The PAC will represent members who have varying interests in the Airport. Current members of the PAC represent Marion County, Clackamas County, City of Aurora, City of Wilsonville, Aurora Fire District, Airport Fixed Base Operators (3), Oregon Department of Aviation, Charbonneau, and Deer Creek. Four at-large representatives will be selected for the following groups: Community Representative, Airport Business, On-

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Airport Tenant, and Off-Airport Tenant.

A review panel, consisting of four ODA employees, will conduct a blind review to select the at-large PAC representatives based on application responses. If interested in serving as an at-large representative, please complete the application posted at [www.aurorastateairport.org](http://www.aurorastateairport.org). Applications for the at-large positions are due by November 17, 2009.

Mr. Anderson reminded attendees the PAC is an advisory committee to ODA and ODA has final authority over the Master Plan. If serving on the PAC, members are asked to provide input to help produce a plan that balances a wide range of airport stakeholder needs and concerns; bring forward comments and concerns of those they represent; and help disseminate accurate information about the plan.

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**Discussion of Goals and Issues for Plan**

Once the presentation was completed, attendees were able to comment and ask ODA and WHPacific specific questions about the master plan update. Below is a summary of the questions/comments and responses (*in italics*).

- There is a survey of airport users – what consideration will there be for non-airport users? *The PAC meetings and public open houses provide representation for airport neighbors.*
- Please elaborate the four at-large PAC positions. *The at-large PAC positions will be for people representing one of the following: community resident, airport business, on-airport tenant, and off-airport tenant.*
- Is there a formal tie between the Plan and agencies? *Yes, the Plan, once approved by ODA, FAA, and the State Aviation Board, will be taken to Marion County for formal adoption into the County's Comprehensive Plan.*
- The website should have a place for comments. *Yes, the website has a comment form.*
- The alternatives will have varying impacts on the surrounding community. What analysis will be done to address this? *Each alternative will have noise contours drawn, as well as an environmental review that includes factors such as social impacts, socioeconomic impacts, etc.*
- Are there records of airport operations for the last ten years? *Operations data for airports without air traffic control towers is difficult to acquire and we rely on any historical data that is available, which includes the ODA RENS acoustical counter information. The last count was completed in the 2002-2003 cycle, which reported 62,926 operations. The RENS program is no longer operational.*
- If it takes 18 months to do a count and the project timeline is 18 months, why not do a count now to ensure an accurate baseline? *Even if the RENS program were operational, the forecasts are done during the beginning stages of a master plan update so it would*

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*actually add 12-18 months to the project schedule.*

- *Isn't federal funding and prioritization based on aircraft operations? No, federal funding is not contingent upon aircraft operations. Instead, funding for a general aviation airport like Aurora State is based on the airport's need and the demand for the project. Having a project on an approved ALP (making it eligible for federal funding) does not necessarily justify the funding. Additional justification may be required, depending on the project.*
- *What was the impetus for updating the 2000 Master Plan? To reflect current conditions and changes at an airport, most general aviation airports will have the master plan updated every seven to ten years.*
- *How does the air traffic control tower fit into the plan? The FAA will be completing an independent tower survey in March 2010. A benefit cost analysis was completed and showed a tower is justified at Aurora State. Funding for the project has not been secured at this time.*
- *The last master plan did not discuss an air traffic control tower, but it was shown in the ALP. How can that happen? Showing a project on the ALP does not justify funding, so it is possible one was shown without much discussion within the master plan. The 1976 Master Plan did show a tower.*
- *Having an air traffic control tower means more large aircraft operating at the Airport. Having an air traffic control tower at the Airport does not necessarily mean increased traffic, louder traffic, or larger aircraft. Traffic may actually lessen because smaller aircraft may displace to un-controlled airports. Additionally, new technology has created many jet engines that are quieter than propeller driven aircraft. The air traffic control tower is for safety.*
- *What type of fire protection does the Airport have? The Aurora Fire District protects the Airport. The District has a crash truck that will be used at the Airport and they are currently training volunteers (fire trucks are only required at commercial service airports). Through funding from private business partnership, a fire suppression system was recently installed at the Airport, with a mainline and fire hydrants running the full length of the Airport. The City of Aurora doesn't even have a fire suppression system.*
- *The Airport does not have a vision statement. Will one be included in the Plan? The strategic analysis and review of issues/goals will create an opportunity to develop the Airport's vision.*
- *Will there be a study on adjacent property evaluation? No, a property valuation will not be completed.*
- *Is sewer and water an issue at the Airport? Yes, currently all septic needs are met with individual septic systems and drain fields. The land could be better utilized if not needed for the drain fields. Water is currently supplied by individual well.*

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- The Airport has many benefits such as emergency and disaster relief, tax income, job creation and tourism. Is this addressed in the Plan? *Yes, the strategic role analysis will identify these advantages. Additionally, Aurora State is outside of the 100-year floodplain unlike other I-5 airports (i.e., Chehalis).*
  - Are Marion and Clackamas County represented on the PAC? *Yes.*
  - The 2000 Master Plan is straightforward and doesn't incorporate some of the considerations other modes of transportation include. Will the goals of SB 680 be included? *The FAA provides guidance for an airport master plan and this master plan is primarily funded by the FAA. The airport master plan scope was developed to fit the FAA's criteria, while also tailoring the project to Aurora State Airport.*
  - What agency or external involvement will there be during the planning process? *Many local and state agencies will be notified about upcoming public meetings, some of which are on the PAC, and the final Plan will be taken to Marion County for adoption within the Comprehensive Plan.*

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**Future Meeting  
Dates and Times**

The next meeting will be a PAC meeting open to the public to discuss draft Chapters 1 and 2 (issues/goals and inventory) and it is tentatively scheduled for January 2010. Location is yet to be determined.

The meeting adjourned at 7:30 pm.

# Aurora State Airport Master Plan & Airport Layout Plan Update - Kick-Off Meeting

November 3, 2009  
Maplewood Grange Hall  
6:00 - 7:30 p.m.

## SIGN IN SHEET

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DAVE WOLZ	Country Club	22930 SW ERIC LANE	503-652-0517	
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Steve Hurst	Williamette	505 SW Cassady Loop	503-668-5878	hurst@clawson.com
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# Aurora State Airport Master Plan & Airport Layout Plan Update - Kick-Off Meeting

November 3, 2009  
Maplewood Grange Hall  
6:00 - 7:30 p.m.

## SIGN IN SHEET

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# Aurora State Airport Master Plan & Airport Layout Plan Update - Kick-Off Meeting

November 3, 2009  
Maplewood Grange Hall  
6:00 - 7:30 p.m.

## SIGN IN SHEET

NAME	REPRESENTING	MAILING ADDRESS	PHONE#	E-MAIL
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# Aurora State Airport Master Plan

## Planning Advisory Committee (PAC) Meeting #1

July 22, 2010  
Charbonneau Country Club

### MEETING SUMMARY

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#### Welcome and Introductions

At 6:10 the meeting commenced. Chris Cummings, Oregon Department of Aviation (ODA) Planning and Projects Manager, welcomed everyone and thanked them for attending. Mr. Cummings gave an overview of what ODA does as an agency, which includes owning and managing 28 airports in Oregon. The Aurora State Airport (Airport) is the largest and busiest Airport that ODA owns. Other ODA employees attending the meeting were introduced: Doug Hedlund, Interim Director; John Wilson, Airport Operations Specialist; Mitch Swecker, State Airports Manager; and Sandi Larsen, Planning Analyst. The Consultant, WHPacific, who is preparing the Master Plan (Plan) was then introduced. WHPacific team members were Rainse Anderson, Project Manager; Sara Funk, Senior Aviation Planner; and Sarah Lucas, Aviation Planner. Other sub-consultants on the project are (not in attendance): Bergman Photographic Services, aerial photography; Corvid Consulting, environmental services; and Jeanne Lawson and Associates, public outreach.

The Planning Advisory Committee (PAC) then introduced themselves. Below is a list of the PAC members (all were present at the meeting), along with their affiliations.

- Bruce Bennett – Aurora Aviation
- Jim Bernard – Clackamas County Board of Commissioners
- Jim Hansen – On-Airport / Tenant
- Tony Helbling – Off-Airport / Tenant & Business (Wilson Construction Co)
- John Henri – City of Canby
- Tony Holt – Charbonneau Country Club
- Steve Hurst – City of Wilsonville
- Nick Kaiser – Community
- Roger Kaye – Friends of Marion County
- Rick Kosta – Deer Creek Estates
- James Meirow – City of Aurora
- Ted Millar – Aurora State Airport Business – Southend Airpark
- Patty Milne – Marion County Board of Commissioners
- Fred Netter – Aurora Fire District

- Dan Riches – Columbia Helicopters
- Scott Starr – Wilsonville Chamber of Commerce
- Mitch Swecker – Oregon Department of Aviation
- David Waggoner – Willamette Aviation
- Craig Wilmes – Aurora Jet Center

The PAC was formed by ODA to represent varying interests at the Airport that includes on and off-airport businesses, local government agencies, surrounding communities and four at-large positions. The at-large positions were announced as available at the November 2009 kick-off meeting and applications were submitted to ODA. ODA performed a double-blind review of the applications to select the at-large representatives.

### **Review of Process and Revised Schedule**

The WHPacific Consulting Team then described the Master Plan's purpose, process, the PAC's involvement and the project schedule. Below is an overview of the information discussed.

*Purpose of the Master Plan* – A Master Plan is a document that guides the development of the Airport over a 20-year planning period. The focus of the Master Plan is to update the inventory, demand forecasts, Airport Layout Plan (ALP) and capital improvement plan (CIP). To be eligible for federal or some state funding, a project must be shown on the approved ALP.

*The Master Plan Process* – The Master Plan will consist of seven chapters: 1) Airport Issues and Goals, 2) Airport Inventory, 3) Aeronautical Activity Forecast, 4) Facility Requirements, 5) Airport Alternatives, 6) Airport Layout Plan and Associated Drawings, and 7) Capital Improvement Plan. The Forecast and Airport Layout Plan will require Federal Aviation Administration (FAA) approval. Once a final draft is complete, ODA will present the Plan to the State Aviation Board for approval and submittal to the FAA. ODA will request the Plan be adopted into the Marion County Comprehensive Plan.

*Parameters of the Plan* – An overview of what the Plan will not do was then given. The Plan will not:

- Analyze the Airport's economic impact; this information is included in the 2007 Oregon Aviation Plan
- Prepare a surface transportation plan for off-airport area; the Plan will consider local transportation system plans.
- Change land use designations; existing land use designations for the Airport and surrounding area will be identified and any deficiencies will be noted
- Develop a vision statement for the Airport; rather, it will focus on the Airport's strategic role and issues/goals.
- Commit FAA or ODA to fund improvements in the Plan; development will only be funded if justified

Several PAC members had questions about the Plan's parameters. These questions and answers were:

Q – Why will there not be a vision statement for the Airport in the Plan? How can you develop a plan without a vision?

A – We are gathering the goals and issues from all parties now, without them you can't develop a vision. As the Plan progresses, a vision of the airport may develop, but it won't be in the form of a one sentence vision statement.

Q – Who signed off on no impact to Clackamas County?

A – No one signed off on anything to that effect. The Plan will consider Clackamas County, as well as all surrounding areas. However, the Airport is located in Marion County and they will be the ones adopting the Plan into the Comprehensive Plan. The Intergovernmental Agreement (IGA) that shows an impact area is completely separate from the Plan and is not considered.

Q – Is ODA coming to the table with an agenda?

A – No. Financial self-sufficiency, however, is desired for all state-owned airports.

Q – Can a plan be set firm without surface transportation planning?

A – The plan will consider local surface transportation planning, but it is not a surface transportation plan.

Q – Is the IGA tied to the air traffic control tower?

A – No, the IGA is not tied to the tower except that Marion County will be the county that approves permit applications for construction.

At this point, WHPacific clarified the Airport's "fence." There is a difference between the state's property and the fence around the Airport environs. Accessing the Airport from private property to the state's airport property is called going "through-the-fence." The perimeter fence, which includes state and private property, is for safety and security purposes.

*PAC Roles and Responsibilities* – The PAC is an advisory committee to ODA; ODA has final authority over the Master Plan. Members are asked to provide input to help produce a plan that balances a wide range of airport stakeholder needs and concerns; bring forward comments and concerns of those they represent; and help disseminate accurate information about the plan.

*Project Schedule* – There are approximately 12 months remaining in the project. The schedule allocates review periods of all documents prior to each PAC meeting for ODA, FAA and PAC members. In total, the project includes a kick-off meeting (held November 2009), six PAC work sessions and five open houses.

The remaining meeting schedule is as follows. (Note, meeting dates and times are subject to change.)

*PAC Meeting #2 \* – September 30, 2010*

- Discuss draft chapters of the issues and goals, inventory, and draft forecast (Chapters 1,2 and 3)

*PAC Meeting #3 \* – December 2, 2010*

- Discuss the draft facility requirements chapter (Chapter 4) and identify possible development alternatives

*PAC Meeting #4 \* – February 1, 2011*

- Evaluate the draft airport alternatives (Chapter 5)

*PAC Meeting #5 \* – June 9, 2011*

- Discuss the draft ALP and CIP (Chapters 6 and 7)

*PAC Meeting #6 \* – July 14, 2011*

- Present the Final Report

*\* All meetings will occur on Thursday nights. Immediately following these PAC meetings, there will be public open houses to cover the same topics of the PAC meeting (the first open house will cover the topics of both meeting #2 and meeting #1).*

### **Introduction to Master Plan Goals and Issues**

The Master Plan goals will be used in the Plan as a means to create and evaluate development alternatives. They also set the tone of the report. WHPacific gave examples of what the goals may be, such as safety, operational efficiency, public acceptance and protection from incompatible land uses. Issues are identified to help direct the effort to the things that are most important to resolve in the Plan. Regarding issues, WHPacific reported on the issues heard at the kick-off meeting and what was submitted on the airport user surveys. Issues from the kick-off meeting related to runway length, calm wind runway designation, air traffic control tower, precision approach, noise, public outreach, surface transportation planning and land use planning. The major issues identified in the user survey are the following: build an air traffic control tower (25 for, 3 against), lengthen runway, add precision instrument approach, change calm wind runway back to 17, improve airport roads and address traffic issues, and provide public sewer and water facilities.

### **PAC Discussion of Goals and Issues**

Goals for the Plan, as stated by PAC members:

- Jim Hansen – Would like to see by the end of the process (directly or parallel) a clear vision statement defining what the Airport will be like in the foreseeable future (30-50 years) that is embraced by stakeholders in terms of safety, noise, development scale and flavor. The Plan's preparers need to get really high quality, great information about actual operations at the Airport and relationship of the Airport and economic growth. Is there a way to make sure the plan is really implemented?
- Steve Hurst – Consider all areas of impact: service area definition. Goals should be established, not foregone. Proceed in good faith. Measure supply and demand equally. Just because there is demand for something, we are not required to supply it.
- Nick Kaiser – Consider livability for airport neighbors. Traffic issues and noise must be considered.

- Tony Holt – All communities need to be listened to and their points of view taken into account.
- Jim Meiorow – Property between airport and Aurora should be considered. The airport will grow and we need to know where it is going. Consider the impacts of an air traffic control tower.
- Jim Bernard – Look at what impacts the airport would have versus the cost of addressing those impacts and include Oregon Department of Transportation (ODOT) costs for roadway improvements.
- Fred Netter – Consider the additional load put on the fire district (FD) that may occur as a result of expansion. FD has very little control over what happens at the airport, but is responsible for it. Why pay (community) to subsidize what's happening at the airport? FD must have ability to cover the airport. These costs should be included in the Plan. We have heard safety is #1, as it is for the FD. However, expansion has an impact associated with it on our equipment.
- David Waggoner – Inside the fence: safety and safety only. Outside the fence: give a careful look at how the investment will play out (benefits vs. costs).
- Bruce Bennett – The Plan doesn't direct or drive the economy. Safety is first, which includes runway length. The plan needs to determine what the actual need at the Airport is for runway length. The Plan should include integration with other systems, *i.e.*, fire suppression system.
- Patty Milne – Keep issues separate and don't mix issues. Stay focused on the Plan and its process. Twenty years is a long way out, and while there are issues today, we must consider the future.
- Dan Riches – Safety first. The airport has to be responsive to the needs of airport business users.
- Mitch Swecker – Safety. Everybody should come to the table with an open mind.
- John Henri – Safety at the Airport and look at the safety of city/county streets and roads. Must look at all of the transportation infrastructure needs. Does airport expand to whatever it wants to be or should there be constraints to its growth?
- Roger Kaye – Agricultural lands are very important to the community. Worried how the increase of airport traffic will impact the farmers and farming operations. Should not forget the Salem airport needs protection, too.
- Ted Millar – As we go forward, remember the Airport is important in the National Plan of Integrated Airport Systems (NPIAS). The Airport's location on I-5 is ideal and the Airport needs to service the communities. An airport grows to provide services. The Airport is a reliever to PDX (*note, it is not an FAA designated reliever at this time*). Corporate aviation is very important for large companies. Provide future growth potential for efficient business operations.

- Jim Bernard – The Airport has impacts to air transportation, not just road traffic.

Issues at the Airport were then discussed:

- Scott Starr – First there are questions about air traffic volume, will status quo be maintained? What is the capacity of the planes? Are there going to be any airspace changes?
- Bruce Bennett – Runway length and strength limits some operations. Zoning is necessary to protect the Airport. Agriculture is a good neighbor for the Airport.
- Tony Holt – In the last Plan noise was taken out and done separately. We need to discuss noise in this Plan. Forecasting: there is absolutely no way to track operations. Starting a forecast without historic data is difficult. How will it be accomplished?
- Rick Kosta – Deer Creek was established circa 1972. At that time Aurora was a smaller airport. Noise is a concern.
- Jim Bernard – Operations volume, frequency, and traffic direction is of concern. Will growth limitations be considered, as with the IGA between ODA and other entities? Clackamas County is impacted and that isn't being addressed. There are also through-the-fence concerns.
- Steve Hurst – Reaffirming that hopefully we'll be able to collect good information to make a true plan. Measure demand accurately.
- Fred Netter – As for collecting data, we need to come up with is what has happened safety wise in the past. What has/hasn't worked at other airports and Aurora?
- Rick Kosta – Reference to the IGA. To ODA: why would ODA sign an IGA at a time when we are trying to expand participation?
- John Henri – These processes do work.
- Craig Wilmes – An air traffic control tower is for safety and involvement with all stakeholders is key for the process and economic development.

### **Summary and Next Steps**

WHPacific will prepare drafts of the Issues and Goals (Chapter 1), Inventory (Chapter 2), and Forecasts (Chapter 3) and submit to ODA, PAC and FAA. ODA must receive FAA approval of the Forecast Chapter. The next PAC meeting will cover the first three chapters, tentatively set for September 30. The PAC meeting will be from 5:30 – 7:00 pm and the open house from 7:00 – 8:00 pm.

The Positive Aurora Airport Management (PAAM) groups meet on Thursday mornings, and it was requested the meetings be moved to another night of the week. However, for County Commissioners and City Councilors Thursday nights work best. All future meetings will be held on Thursdays.

## Public Comments

The following public comments were given:

- Will the Plan consider the balloonist a safety issue?
  - No, balloonists have a right to the airspace in accordance with FAA regulations.
- Has ODOT and the Counties been invited to these meetings?
  - Yes, they have been and will continue to be invited.
- I've been through planning processes before and this is a good process. Airplanes are getting quieter.
- What is WHPacific's experience and what are they being paid?
  - Rainse Anderson has worked as an airport engineer and at the Aurora Airport since 1977. In total, he has worked on over 300 airport planning and engineering projects in the Pacific Northwest. Sara Funk has over 20 years of planning experience throughout the United States and brings a breadth of knowledge to the plan. Sarah Lucas has worked at WHPacific as a planner for four years, prior to that she was a planner for ODA and the Nebraska Aeronautics Division, and has been a commercial pilot for eight years. The fee for the Plan is \$306,149.46 (includes sub-consultant work).
- Canby should be involved in the process.
- Clackamas County has committed to keeping the area south of the Willamette River rural. Part of this was due to the cost in upgrading the infrastructure to meet industrial demands. The freeways are for freight, not commuters. What is the Airport's acreage footprint going to be set at? Charbonneau was planned in 1970 and was always planned to be the size it is today and it has never grown outside those boundaries.
- How are the forecasts going to be completed?
  - The forecasts are completed by studying existing demographic and population forecasts for the area, in addition to national forecasts. There are strong correlations between population and specific demographic statistics to indicate airport activity at general aviation airports like Aurora State.

## Meeting Adjournment

The meeting adjourned at 8:40 pm.

# Aurora State Airport Master Plan & Airport Layout Plan Update - Planning Advisory Committee Meeting #1

July 22, 2010  
Charbonneau Country Club  
6:00 - 8:45 p.m.

## SIGN IN SHEET

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Rene Bennett	Aurora Aviation	P.O. Box 127 Aurora OR	503-678-1217	Rene@AuroraAviation.com
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Richard Wegman	Tri-Prop LLC	23115 Airport Rd NE #6 Aurora OR 97005		Richard.Wegman@CenturyTel.net
TEJ M. Lina	Southend Airport	14355 Keil Rd NE #11 Aurora OR 97002	503-789-7711	tmillar@SouthendAirport.com
Mark Ottens	City of Wilsonville			
Mike Nelson	Aurora Farms	15990 CEDARWOOD Rd	503-849-0662	mike@nelson@CenturyTel.net
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# Aurora State Airport Master Plan & Airport Layout Plan Update - Planning Advisory Committee Meeting #1

July 22, 2010  
Charbonneau Country Club  
6:00 - 8:45 p.m.

## SIGN IN SHEET

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Aurora State Airport Master Plan & Airport Layout Plan Update - Planning Advisory Committee Meeting # 1

July 22, 2010

Charbonneau Country Club

6:00 - 8:45 p.m.

SIGN IN SHEET

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Aurora State Airport Master Plan & Airport Layout Plan Update - Planning Advisory Committee Meeting #1

July 22, 2010

Charbonneau Country Club

6:00 - 8:45 p.m.

SIGN IN SHEET

NAME

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# Aurora State Airport Master Plan

## Planning Advisory Committee (PAC) Meeting #2

September 30, 2010  
American Legion, Aurora, OR

### MEETING SUMMARY

#### Attendees

Oregon Department of Aviation – Chris Cummings, Sandra Larsen, John Wilson, and Mitch Swecker (also a PAC member)

Oregon Aviation Board – Mark Gardiner

WHPacific – Rainse Anderson, Sara Funk, and Sarah Lucas

JLA Public Involvement – Adrienne DeDona and Sylvia Ciborowski

PAC – Bruce Bennett, Jim Bernard, Jim Hansen, Tony Helbling, John Henri, Susie Stevens (for Tony Holt), Steve Hurst, Nick Kaiser, Rick Kosta, James Meirov, Ted Millar, Patti Milne, Fred Netter, Dan Riches, Roger Kaye, Ray Phelps (for Scott Starr), and Dave Waggoner

Public Attendees – See attached sign-in sheets

#### Opening Remarks

The meeting commenced at 5:10 pm, with welcoming comments from Chris Cummings. Mark Gardiner, Oregon Aviation Board Chairman, also spoke; outlining recent policies adopted by the Board and dispelled misconceptions surrounding the Aurora State Airport (Airport) and the Master Plan process. The policies are:

##### ***Aurora State Airport Mission***

*Consistent with the 2000 Master Plan, the 2007 Oregon Aviation Plan (both endorsed and approved by FAA), and consistent with the direction in the current Master Planning effort, the Oregon Aviation Board re-affirms that the mission of the Aurora State Airport is and will remain a general aviation airport serving business and personal aviation.*

##### ***Aurora State Airport Tower***

*The Oregon Aviation Board re-affirms that an air traffic control tower at Aurora State Airport is a critical aviation safety facility, as determined by the 2007 Tower study and by*

*FAA approvals of the tower and that, therefore the Aurora tower remains the Oregon Aviation Board's highest priority capital project. The Board further affirms that all federal, state and local regulatory processes will be followed in planning and developing the tower.*

## **Presentation**

The purpose of the PAC meeting was to review and discuss Draft Chapters 1 (*Introduction*), 2 (*Inventory*), and 3 (*Aeronautical Activity Forecasts*). The WHPacific planning team gave a presentation, which is outlined below. Comments from the PAC were taken during the presentation, while public comments were taken after the PAC working session had ended.

## **Schedule**

Approximately 10 months are remaining. The process allocates review periods for ODA, FAA and PAC prior to each public meeting. To date, one public kick-off meeting and one PAC work session have been conducted. After tonight four PAC work sessions and four open houses remain. The next PAC meeting – with a public open house to follow – will be to discuss draft Chapter 4, *Facility Requirements*, and to identify possible airport development alternatives. It is tentatively scheduled for December 9, 2010.

## **Chapter 1**

Chapter 1 covers the following topics: planning process goals, master plan goals, issues to be addressed within the plan, and airport role analysis.

Goals were discussed at kick-off meeting (November 2009) and the first PAC meeting (July 2010) and will guide the conduct of the ODA, ODA's consultants, and the PAC throughout the development of the master plan update. Planning process goals are:

- Be open-minded and proceed in good faith.
- Keep the focus more on the long-term future than the short-term future.
- Don't mix unrelated issues and don't be sidetracked by issues that don't relate to the master plan.
- Obtain high quality information for analysis.
- Seek consensus for solutions that are acceptable, helpful, and clear.
- Establish a clear vision statement that defines what the Airport will be like in the foreseeable future (30 to 50 years) and that is overwhelmingly embraced by all stakeholders. The vision statement should encompass safety, noise, and development scale and flavor.

Master plan goals should guide the future development of the Airport; when it is time to evaluate alternative layouts for airport development, the goals should be the evaluation criteria.

- Goal 1: Enhance safety.
- Goal 2: Meet the current and projected needs of airport users, as feasible.
- Goal 3: Consider all the off-airport impacts of Airport development; minimize negative impacts and maximize positive impacts.

Issues were a subject of the kick-off meeting and first PAC. Other sources for issue identification were ODA and an Airport user survey that was conducted in the fall of 2009. The issues are intended to be a method “checks and balances” throughout the planning process, to ensure the Plan addresses issues important to the airport users and community.

- Runway Extension
- Air Traffic Control Tower
- Impact of Airport Expansion on Surrounding Areas
- Calm Wind Runway Change
- Precision Instrument Approach
- Helicopter Operations
- Other Airport Improvements

In addition to goals and issues, Chapter 1 discusses the appropriate role of the Airport. It was determined the Aurora State Airport fits well the Oregon Aviation Plan (2007) description of an Urban General Aviation Airport.

The Airport’s role in the future should not change from its current role—a busy airport handling a full range of general aviation, including helicopters and business jets. Mulino State could be utilized if personal use and recreational aircraft want to relocate to a less busy airport where the other aircraft are smaller and slower.

Aurora State Airport is not an FAA-designated reliever airport for Portland International. The Airport could be officially designated a reliever in the short-term future, if ODA decides to pursue the designation and the FAA agrees.

Aurora State Airport should continue to fulfill its role as an Urban General Aviation Airport. The advantages and disadvantages of becoming a reliever airport should be discussed with the ODA, Port of Portland, and FAA.

## **Chapter 2**

The inventory chapter discusses existing facilities at the Airport, including: airfield facilities, landside facilities, support facilities, land use and zoning, and environmental.

Airside facilities include:

- Runway. Runway 17/35 is 5,004 feet by 100 feet.
- Taxiways and Taxilanes. Runway 17/35 full-length parallel taxiway (Taxiway A), 35 feet wide. Five taxiways connect Taxiway A to Runway 17-35.
- Aprons and Aircraft Parking.
  - State-owned property = 46 tiedown positions.
  - Private property = 37 tiedown positions with additional aprons for large aircraft parking.
- Airfield Lighting. Medium intensity lighting system.
- Visual Approach Aids. The Airport has three forms of visual approach aids.
- Two-box Visual Approach Slope Indicator (VASI) located at each runway end

- Runway 17 has both an Omnidirectional Approach Lighting System (ODAL) and Runway End Identification Lights (REILs).
- Instrument Approach Aids. Both Runway 17 and 35 have instrument approach procedures, which can be used when the visibility and cloud ceiling are below minimums for Visual Flight Rules (VFR) conditions.

Landside facilities include:

- Land. Airport Property vs. Airport Environs. Airport Property references property owned by the State of Oregon. The term Airport Environs is used to describe both public and private lands used for aviation-related uses.
- Hangars and Other Buildings. 89 buildings (Airport Environs)
- Aviation Services. Three fixed based operators (FBOs)
- Access and Vehicle Parking. Fencing surrounds the perimeter of the Airport Environs. All access points are gated - not all are automated. Private businesses at the Airport use a colored gate system to assist in emergency response and advertisement.
- Emergency Services. The Aurora Rural Fire Protection District provides fire protection, with a recently installed 500,000-gallon fire suppression system. Clackamas County Sheriff Department and Oregon State Police provide emergency services.
- Utilities. Utilities and public services provided at the Airport include:
  - Water – Individual well system
  - Sanitary Sewer – Individual drain field / septic tank systems
  - Telephone – Local franchise companies
  - Electricity – Portland General Electric

Land use and zoning. The existing land use and zoning at and surrounding the Airport was discussed (refer to Exhibit 2F).

Environmental Inventory. Environmental constraints for airports typically fall into two general categories: human environment and natural environment.

- Human factors include existing settlements and incompatible land use, noise, social or socioeconomic conditions, light and glare, and the general controversial nature of airports.
- Natural environmental elements include various aspects of air quality, water resources, fish and wildlife, hazardous materials, energy and other resource issues.

The FAA considers public controversy to be an environmental issue. Additional study regarding noise, threatened and endangered species, cultural resources, and possibly hazardous materials should be conducted once a project is defined.

Noise contours will be produced for the Master Plan study to assess the compatibility of land uses around the Airport with current and future levels of aircraft noise.

### **Chapter 3**

Aeronautical Activity Forecasts are 20-year projections of activity (demand) to help plan the type and sizing of airport improvements. The Aurora State Airport forecasts are unconstrained by

current facilities. ODA may elect to constrain demand when facility needs and development alternatives are considered later in the planning process.

In the last 15 years, general aviation in the U.S., in Oregon, and at the Airport grew until 2008, when decline resulted from the economic recession and high fuel prices. From the turn of the century through 2007, the Airport's based aircraft grew due mainly to the growth at Southend Airpark, movement of aircraft from other "jet capable" airports, and strong economy. Declines in fuel flowage and instrument flight plans were recorded in 2008. In 2009, instrument flight plans declined, but fuel flowage grew. Instrument flight plans are growing in 2010.

About  $\frac{3}{4}$  of Airport activity is associated with Clackamas and Washington Counties (based on population, pilots, instrument operations).

Historical records show 5.3% average annual growth in based aircraft at Aurora from 1998 (233 aircraft) to 2010 (432 aircraft).

Change in market share at "jet-capable" airports in the region, 1998 – 2007:

- Aurora - 21% to 32% (share of jets from 11% to 38%)
- Hillsboro - 35% to 27% (share of jets from 69% to 47%)
- Troutdale - 16% to 15% (share of jets from 6% to 3%)
- McMinnville - 10% to 10% (share of jets from 3% to 2%)
- Salem - 18% to 16% (share of jets from 11% to 10%)

Number of based aircraft at these five airports increased from 1,119 to 1,220 (jets from 35 to 88).

Based aircraft forecast models vary from 0.4% to 3.1% annual growth. Preferred forecast is 1.36% annual growth, resulting in 566 aircraft in 2030, an increase of 134 aircraft. Preferred forecast averages regional population and employment forecast growth rates and is consistent with growth projected by Airport businesses. Some change in fleet mix is forecast over 20 years: jets grow from 5% to 9%, helicopters grow from 8% to 10%, single engine airplanes decline from 72% to 66%.

Since 1998, total annual operations (operation = takeoff or landing) have varied between 66,821 and 90,180. Average historical ratio of based aircraft to operations is 232, consistent with Airport user survey conducted in fall 2009. Operations forecast models vary from 1.1% to 3.1% annual growth. Preferred forecast is based on 232 operations per based aircraft, which equates to 1.9% average annual growth. Operational fleet mix shows higher performance aircraft (jets and turboprops) are used more often than single engine aircraft, consistent with Airport user survey results. Over 20 years, jet operations are projected to grow from 13% to 18% of total operations, and single engine airplanes to decline from 33% to 29%.

Critical aircraft is the most demanding aircraft that regularly uses the airport (at least 500 annual itinerant operations) – can be a "family" of aircraft. The critical aircraft determines Airport Reference Code (ARC), which identifies appropriate FAA airport design standards. ARC is a letter

representing aircraft approach speed and a Roman numeral representing aircraft wingspan/tail height. ARC for current and future activity at Aurora is C-II (exemplified by Israel Aircraft Industries Astra 1125 now and by Cessna Citation X in the near future).

### Summary of Aeronautical Activity Forecasts

Forecast Element	2010	2015	2020	2030
Based Aircraft	432	462	494	566
Aircraft Operations	100,224	107,227	114,720	131,312
Critical Aircraft	IAI Astra 1125	Cessna Citation X	Cessna Citation X	Cessna Citation X
ARC	C-II	C-II	C-II	C-II

### PAC Comments

The following comments were provided by members of the PAC during the presentation.

- Susie Stevens – Cite the sources along with information, add language about physical constraints in regards to feasibility, change “evaluate” to “involve” on Goal 3. Also wanted more information on the user surveys and pointed out the difference between random and scientific surveys.
- Jim Hansen – Remove citation of 1,500’ extension being desired by some users, as he’s not heard that number before. (Note: several PAC members raised their hands when asked if anyone knows if 1,500’ is needed by some operators.) Add extending the runway overruns. An air traffic control tower may decrease operations in the smaller planes.
- Bruce Bennett – The drainage ditch on state property needs to be filled and paved for safety. He also recommended the Airport not grow past Hwy 51, Airport Road, Keil Road, and Arndt Road; the zoning on the other side of the roads should be protected.
- John Henri – Added that adjacent lands should remain as EFU (exclusive farm use).
- Fred Netter – If adjacent lands are kept as EFU, owner must be compensated.
- Roger Kaye – The use of land, especially on through-the-fence land, should be established. Are through-the-fence areas sufficient?
- Steve Hurst – Gather information and cite the source more concretely. He also wondered how this information would be used in justifying a runway extension.
- John Henri – Also had questions on how this information would be used for justifying a runway extension.
- Fred Netter – Chapter 2 states that Aurora is within walking distance; however, the road is unsafe for walking as it has narrow shoulders. As for the calm-wind runway designation, he said more people want it kept as is. He also questioned why the Airport is designated as an “Urban General Aviation Airport” if SB 680 was designed for rural airports.
- Patti Milne – Clackamas County Sheriff provides service for emergencies of regional and statewide significance. Marion County Sheriff provides emergency services for typical emergency response, as well as Oregon State Police.

- A PAC member thought the pavement condition index was incorrect and that some taxilanes are closer to “poor” than what is designated.
- Statewide Resource Planning Goal 5 allows an entity to constrain growth to a boundary.
- UT-20 (as shown on the land use exhibit) is Urban Transitional, not Urban Transportation.
- Jim Hansen – Add discussion about new departure procedures. (Note: ODA reported they are working with FAA to finalize this and are hoping to have it completed within the next couple of months.)
- Bruce Bennett – Noise is important and bigger airplanes don’t necessarily make more noise, because of advances in turbofan technology. There are published noise reduction procedures.
- Steve Hurst – Adjacent farmland is “Foundation” farmland according to the Oregon Department of Agriculture. He also questioned discrepancies in historical operations counts.
- Nick Kaiser – Airport is 1/3 mile from Aurora city limits. He also added another point of view that some people feel the airport needs to grow within certain constraints.
- Susie Stevens – Vehicular traffic will increase with bigger airplanes.
- Fred Netter – Vehicular traffic issues should be separated from the Airport aircraft operations issues.
- Nick Kaiser – Questioned the forecast numbers, especially the validity of the historical data.
- Bruce Bennett – There has been a lot of growth in the last ten years and there is no vacant land left.
- Tony Helbling – The recent increase at the Airport is artificially high, because many operators moved from Hillsboro, for example, since there was private property available to develop.
- Susie Stevens – Asked to have the Terminal Area Forecast link out on the website. She also questioned the reasoning behind selection of the Preferred Forecast.
- Steve Hurst – We need to have reliable numbers.
- Ray Phelps – We need Washington County vehicular traffic counts.

### **Public Attendees Comments**

- Marlow Treit submitted written testimony, which is attached. The overall sentiment of the testimony states that an air traffic control tower is not needed at the Airport.
- Regarding the air traffic control tower, it must be justified by operations and is for the purpose of safety.
- Jets at the south end of the Airport are a cause of concern.
- A Charbonneau resident was told by her real estate agent that only small airplanes operate at the Airport, and the noise is much worse than they expected.
- Early morning operations and disturbances at Charbonneau are unacceptable.
- The recent accident near the Airport has neighbors concerned. How can we guarantee something like that won’t happen again? These are adults and shouldn’t need someone in an air traffic control tower telling them where to go – a tower wouldn’t have avoided this accident.
- Touch and goes are scary for neighbors.

- Most neighbors knew about the Airport when they moved there, but growth has been greater than they expected.
- A pilot said he uses the Airport 3-4 times a year and he – like most pilots – wants to fly neighborly.

### **Meeting Adjournment**

PAC members were asked to submit their comments on draft Chapters 1-3 within two weeks. The meeting adjourned at 7:15 pm. A public open house followed, and a summary of that event is attached. All information regarding the PAC meeting and open house – along with comment forms – is posted at [www.aurorastateairport.org](http://www.aurorastateairport.org).

# Aurora State Airport Master Plan



**Open House Summary**  
**September 30, 2010**



Prepared by:  
JLA Public Involvement  
For WHPacific & Oregon Department of Aviation

## Public Involvement and Outreach Overview

The Oregon Department of Aviation (ODA), with assistance from WHPacific, is conducting a master plan update for the Aurora State Airport. The purpose of this update to the 2000 Airport Master Plan is to assess the role of the Aurora State Airport, evaluate the Airport's capabilities, forecast future aeronautical activity for the next 20 years, and plan for the timely development of any new or expanded Airport facilities needed to accommodate future aviation activity.

ODA obtained and matched a grant from the Federal Aviation Administration (FAA) to fund this study. ODA has organized a Planning Advisory Committee (PAC) comprised of airport users and neighbors to participate in the planning process. In addition to six PAC meetings, other public outreach opportunities include regular project website updates to disseminate information and gather comments and questions, and five public open houses. The first open house was held in conjunction with the second PAC meeting on September 30, 2010 from 7:00 p.m. to 8:00 p.m. at the American Legion, located at 21510 Main Street in Aurora.

The drop-in style open house featured several display boards exhibiting information on the master plan update process and project schedule as well as information regarding the first three draft chapters of the Master Plan Update, including:

- Goals for the planning process;
- Goals for the future development of the Airport;
- Major issues the plan should address;
- The Airport's current and future role within the system of airports;
- The Airport's background, including existing airfield and landside facilities, airspace, land use and zoning, environmental issues, and historical aviation activity and financial data; and
- The types and levels of aviation activity expected at the Airport during a 20-year forecast period.



Staff from ODA and WHPacific were on-hand to answer questions and collect comments.

## Public Information and Outreach

The public was invited to attend the open house and/or submit comments online through the following venues:

- Press release distributed to local media outlets.
- E-mail distributed to the “interested parties” list-serve.
- Announcement posted on the project website: [www.AuroraStateAirport.org](http://www.AuroraStateAirport.org)
- Flyers posted at a variety of locations around the community, including:
  - Columbia Helicopters
  - Willamette Aviation Office
  - Aurora Aviation, Inc.
  - Van’s Aircraft
  - Sky Iron Café
  - White Rabbit Bakery
  - The Colony Pub
  - Lunch Room
  - Pheasant Run Wine Tasting Room
  - Old West Colony Kitchen
  - Antique shop
  - Two local market/grocery stores

## Overview of Public Comments

Public comments were collected via comment forms and flip charts at the open house. Members of the public were invited to submit comments online in addition or in lieu of attending the open house.

Nearly 50 people attended the PAC meeting and open house. The overall response received from community members was pessimistic but constructive. Participants who provided written comments and who chatted with staff were concerned about noise impacts and recent accidents related to take offs and landings at Aurora State Airport. A few people provided input on the draft Master Plan Update chapters being considered. Many participants voiced their appreciation for having the opportunity to provide feedback.

Three people commented on the noise impacts and offered some solutions, including a noise reduction wall and regulations for helicopter traffic. Three people provided specific feedback regarding Draft Chapters 1 – 3. Some of these comments referred to physical constraints, transportation impacts, using proper references, and general clarification of terms. One person commented on the recent airplane crash in Piper Court and inquired about how the master plan might identify how this could be avoided. One person provided a written letter in opposition to the control tower being proposed by the ODA.



## Open-Ended Comments from Comment Forms

Six written comments were collected from participants via comment forms. Two participants submitted letters (see attached).

- Lower noise. Put up a noise reduction wall.
- In Chapter 2, with regard to noise control, please include regulations and rules for helicopter traffic as it tends to overfly Aurora Historical area at low levels, creating excessive noise.
- Goals: Airplane crash at Piper Court (midfield)—how could this be avoided?  
Of the 400 planes based at Aurora, how many are at the 30,000 wt? Are any at 45,000 wt?  
Deer Creek is less than 1,000 feet from the south end of the airport – noise – livability – quality of life are very important to the 141 homes, approximately 425 people.  
Loud operation – take off – lands
- The second goal in Chapter 1 is to meet the needs of current and projected users, as feasible:
  - What is the current need?
  - Who are the projected users?
  - Isn't the notion of who projected users are a self fulfilling prophecy?

Chapter 3 notes the intersections with Arndt Road north of the airport are already projected to fail in 2015.

- Does the ODA plan to address surface transportation impacts in this master plan? If so, how? When?
- Did any of the improvements identified in the Marion County Transportation System plan get built?

How do the PAC members and the public get access to the surveys and other documents on which WHPacific bases the conclusion in the report?

Chapter 3 says the Airport Reference Code will be changed from B-II to C-II and the reference jet is a citation X because a single airport user is buying one. Why? How will that affect the decision on runway length and strengthening?

Chapter 2 – Emergency services should say who provides mutual aid for police and fire.

91% of the population around the airport is in Clackamas County. How is it that Clackamas County is not part of the IGA?

- Thank you for keeping us posted on the progress!
- Page 1-3, change “evaluate” to “involve”  
Page 1-3, strike “1,500” extension, not talked about by users, add recommendations for off-site improvements, i.e. roads. Troutdale Airport is in Multnomah County, not Washington, To have accurate forecasts, you must have forecasts of future growth of industry that may need airport! Also of population that may want airport services.
- Emergency services inventory should detail Mutual Aid agreements
- [Vehicular] traffic counts are not the same as a traffic study – need this
- Will there be an overhead noise study?
- Fill and pave drainage ditch on state property

# Aurora State Airport Master Plan Update - Planning Advisory Committee (PAC) Meeting #2 & Open House

September 30, 2010  
 American Legion  
 PAC Meeting 5:00 - 7:00 pm  
 Open House 7:00 - 8:00 pm

## SIGN IN SHEET

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# Aurora State Airport Master Plan Update - Planning Advisory Committee (PAC) Meeting #2 & Open House

September 30, 2010  
 American Legion  
 PAC Meeting 5:00 - 7:00 pm  
 Open House 7:00 - 8:00 pm

## SIGN IN SHEET

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Sept 30 2010

**Oregon Dept of Aviation  
Master plan meeting**

**Subject- Air traffic control tower**

**For the sake of history, I was involved with the 1976 Master Plan that had the footprint for the tower included.**

**For the last 35 years I have been a user of the Aurora Airport, a fixed base operator, aircraft owner and land owner.**

**The basis for having a tower is simple. Improved safety. There must also be enough aircraft movements to justify it and have the funding to build it. Next the tower must be manned during the hours that the traffic would require management.**

**History shows us that the number of aircraft movements were at their height in the late 1970's early 80's.**

**The State Board of Aeronautics, at that time part of ODOT, had a device that they leased or rented the recorded the sound of aircraft using the runway. Those numbers were used for further development of the airport by the State. Since the downturn of aviation due to many aspects of the economy, the aircraft movements have never reached the level that was achieved in the "hey day" of aviation as we know it.**

**During the "hey day" we were told that somewhere between 150,000 and 175,000 movements were recorded per year. This was published information from the State Board of Aeronautics. A movement is a take off or a landing. The airport had a number of fixed base flight schools plus instructors who worked with students but not in a flight school. The VA was paying for students to become commercial, multi-engine, instrument rated, flight instructors. The operators could expect 90% of the cost to be paid for by the government in GI bill education funds. This created a tremendous customer base for the operators. That funding is gone and the cost of aviation training is now born by the student. And at this time, the number of students is minimal compared to that time period.**

**It was not uncommon for there to be as many as 12-20 aircraft in and out of the pattern all day on good flying days. No tower and no accidents.**

**This is where we are today. There has not been an accurate count of aircraft movements for years. The number of aircraft based here is up but the number of operations is no where near where it was in the past. The operations have changed dramatically with about 20% of the operations being piloted by professional pilots in business aircraft. These pilots have a much better safety record than a recreational pilot. The “see and be seen” method of governing the traffic with a common frequency to monitor has worked well and I feel will work into the future. To my knowledge there has not been an accident at this airport that a tower would or could have prevented. In the 35 years that I have been here, I have seen the results of a number of accidents, but not one of them would have been prevented by a tower operator. We have not had an air to air accident and the majority of the ground incidents are not within the towers control.**

**Having been a landlord here with over 50 rental units, I have seen many pilots move their aircraft out of the Port of Portland airports just to be away from the hassle of a tower. The 80% training and recreational pilots here do not need nor use the tower services.**

**So, just because the funds are available to install the tower and it is in the master plan should not justify its installation. The cost of manning it and maintaining it will be passed on directly to the user. This will be another tax and another level of government that this airport and its tenants should not be burdened with at this time. Our tax dollars should be spent on boosting the economy, not adding to the tax burden of any one group.**

**Marlo Treit**

**23123 Airport Rd NE  
Aurora Or 97002**



# COMMENT FORM

## Concerns of Concern with Chapters 1-3 of Draft Aurora State Airport Master Plan Update

*By Tony Holt, Chair, Civic Affairs Committee, Charbonneau Country Club  
September 27, 2010*

### General

Chapters 1-3 have been written prior to any discussion with the PAC. This is a clear attempt to lead the discussion in a predetermined direction.

There are obvious constraints to development and expansion of this airport (only one runway, bordered by roads on four sides, limited remaining areas for development within the footprint). Yet there is no discussion of constraints.

ODA has already picked a preferred activity level forecast prior to any discussion with the PAC.

### Points under Chapter 1

Page 1-2 Goal 2 Heading says "where feasible" This section needs to recognize the physical constraints to airport expansion such as one runway, bordered by roads on four sides, limited areas remaining available for development within the footprint, etc.

Page 1-3 First bullet, change word "evaluate" to properly describe the meaning of this bullet---including assessing the effect of any proposed changes on the livability of airport neighbors. Add bullet-a proper noise study is required to measure potential impacts of proposed developments. Runway Extension paragraph-- Please provide proper attribution to the many statements loosely made in this paragraph. Air Traffic Control Tower paragraph—again, need proper attribution for statements made.

Page 1-4 2<sup>nd</sup> para "Airport neighbors are----" Add 'and their quality of life' to this sentence. Calm Wind Runway Change section. Need to explain this move has never lessened the noise over Charbonneau so to revert to 17 is not a major concern. Other Airport Improvements for complete transparency, need a list of individuals interviewed and an explanation of how they were chosen.

Page 1-5 2<sup>nd</sup> Section, first sentence. How has Aurora Airport suddenly changed from a **rural** GA airport to an **urban** GA airport? Note: the Oregon 'Through the Fence Bill only applies to rural airports.

Page 1-7 2<sup>nd</sup> para the 14,186 IFR operations does not seem to tie to the graph on page 3-10

Page 1-14 6<sup>th</sup> para-error-Troutdale is not in Washington County. Para 7-again refers to it as an urban airport.

Page 1-16 4<sup>th</sup> para- refers to 79,953 operations at Aurora on a 10 year average. This calculation needs to be carefully explained to the PAC.

## **Points under Chapter 2**

Page 2-7 4<sup>th</sup> para, second last sentence--“complaints from neighboring Aurora have dropped---“ should note that they have not dropped at Charbonneau which now suffers the wide spectrum of jet take-off noise.

Page 2-9 last para--the PAC needs to properly understand how the current annual operations number quoted of 87,345 was arrived at.

Page 2-11 3<sup>rd</sup> para should also quote the Oregon Department of Agriculture study classifying areas as either Foundation or Important or Conflicted farmland. The area around the Airport is classified as Foundation farmland.

Page 2-14 3<sup>rd</sup> para--“Other Issues” traffic impacts should be mentioned.

Page 2-15 Table 2D Operational Records. The PAC needs to know how this was developed.

## **Points under Chapter 3**

Page 3-1 1<sup>st</sup> para, 3<sup>rd</sup> sentence--“These projections are unconstrained and assume ODA or others will be able to develop the various facilities necessary to accommodate based aircraft and future aircraft operations.” This is a fatal flaw in the conclusions so far. Constraints to growth must be considered in producing an accurate operations forecast(s).

Page 3-5 last para, the statement that oil prices will not exceed \$100 before 2025 is ridiculous given the limited supply of new sources of petroleum and increases in demand once the current worldwide recession is over. What is the source?

Page 3-9 Exhibit 3C Historical Aircraft Operations at Aurora State Airport. On the following page they admit this is an estimate, but how was it compiled?

Page 3-10 Exhibit 3D It is hard to believe that out of supposedly 90,000 total operations at Aurora in 2009 only 5,000 were IFR!!

Page 3-15 Based Aircraft Forecast--explain how various forecast models were developed and the preferred one selected.

Page 3-22 3<sup>rd</sup> para-- the FAA’s Terminal Forecast is mentioned frequently. What is it, how is it developed and explain how it is relevant.

Page 3-29 last para--“The airport has now passed the 500 operations threshold for Aircraft Approach Category C”. How do we know??

**The following sections were prepared earlier. There is some repetition.**

### **Statements made without attribution**

#### Chapter 1

--“PAC members who are airport users fear community concerns will unduly constrain growth.”

--“Some airport users report there are times that they must lessen their airplanes weight in order to depart---“

--“Some Airport users and businesses favor a runway extension of up to 1,500 feet.” (but not mentioned in the survey)

--“Airport neighbors are concerned that a runway extension would unduly disrupt the area and encourage more and louder aircraft.”

--Re changing calm wind runway back to 17, “noise impact would move with traffic, a concern for Airport neighbors.”

## Chapter 2

Page 2-14, “There are some members of the community who are against airport growth and desire closure of the Airport and release of the land to other uses.” Who are they??

## **Unclear statements**

### Chapter 1

One goal is “evaluate all communities and jurisdictions in the Airport’s influence area.” Meaning?

When did Aurora Airport go from being classified as a Rural General Aviation Airport to an Urban General Aviation Airport.

### Chapter 2

“An accurate inventory helps produce an aviation demand forecast---“

## **Missing or misleading**

### Chapter 1

-They want to “determine” Airport’s future role rather than predict it.

-No discussion of possible constraints to growth such as one runway, hemmed in by roads, current zoning, etc.

-No mention of livability of airport neighbors as goal.

-An MP goal should be to predict demand as accurately as possible.

-An MP goal should be to evaluate potential noise and traffic impacts for any new development.

-Should list which individuals/organizations responded to the survey?

-Should list which individuals/organizations were interviewed?

-How do the Oct 2007 to Oct 2009 IFR numbers on page 1-7 fit with Exhibit 3D, page 3-10?

-Page 1-16 says the average operations at Aurora from 1998-2008 were 79,953 operations; how calculated and isn’t this meaningless?

### Chapter 2

Page 2-7, “Complaints from neighboring Aurora have dropped since this designation (calm wind 35) was enacted.” Maybe, but not from Charbonneau.

Page 2-9, Under ‘Human Factors’ and ‘Noise’ talks about noise sensitive land uses and says “the number of noise sensitive land uses is minimal’ because the majority of the adjacent land is in agricultural use.

Page 2-11 under 'Farm Preservation' should also reference the Oregon Department of Agriculture study.

Page 2-14 'Conclusion' "Beyond controversy over noise and airport expansion, there do not appear to be any significant environmental issues on the Airport or in the airport vicinity." What about traffic??

### Chapter 3

All activity forecasts presented are unconstrained; that is unrealistic.

Page 3-5 the oil price prediction needs references as to source/basis. As a former oilman, I would say, given the future supply demand equation, the prediction is totally unrealistic.

Page 3-10 Exhibits 3C and 3D indicate that of an estimated 88,000 operations at Aurora in 2008, only some 5,800, or 7% were IFR. That seems unrealistic.

Page 3-29 How do we know "the airport has now passed the 500 operations threshold for Aircraft Approach Category C, so the current ARC should be C-II"? What proof?

Tony Holt

September 27, 2010

# **Aurora State Airport Master Plan**

## **Planning Advisory Committee (PAC) Meeting #3**

December 9, 2010  
Canby Adult Center, Canby, OR

### **MEETING SUMMARY**

#### **Attendees**

Oregon Department of Aviation – Chris Cummings, Sandra Larsen, John Wilson, and Mitch Swecker (also a PAC member)

WHPacific – Rainse Anderson, Sara Funk, and Sarah Lucas

JLA Public Involvement – Adrienne DeDona and Sylvia Ciborowski

PAC – Bruce Bennett, Jim Bernard, Jim Hansen, Tony Helbling, John Henri, Tony Holt, Mark Ottenad (for Steve Hurst), Nick Kaiser, Rick Kosta, James Meirow, Ted Millar, Patti Milne, Fred Netter, Dan Riches, Roger Kaye, Ray Phelps, and Dave Waggoner

Public Attendees – See attached sign-in sheets

#### **Welcome and Introductions**

The meeting commenced at 5:15 pm, with welcoming comments from Chris Cummings. He introduced Oregon Department of Aviation (ODA) employees and the WHPacific consulting team.

#### **Presentation**

The purpose of the PAC meeting was to discuss the PAC comments received on Draft Chapters 1 – 3, as well as present information in Draft Chapter 4 (*Facility Requirements*). The WHPacific planning team gave a presentation, which is outlined below and posted to the project website ([www.aurorastateairport.org](http://www.aurorastateairport.org)). The PAC made comments during the presentation, and public comments were taken after the PAC working session had ended.

#### **Schedule**

Approximately eight months are remaining. The process allocates review periods for ODA, FAA and PAC prior to each public meeting. To date, one public kick-off meeting and two PAC work sessions have occurred. After tonight, three PAC work sessions and three open houses remain.

The next PAC meeting – with a public open house to follow – will be to discuss draft Chapter 5, *Airport Development Alternatives*.

### **Vehicular Traffic Counts**

The Oregon Department of Transportation – Transportation Development Division placed traffic tubes at 11 access points at the Airport from 10/18 to 10/22. Additional data is being gathered and will be analyzed with data from ODOT. Data will be presented prior to the next PAC meeting.

### **PAC Comments – Draft Chapters 1 - 3**

Time was allocated to discuss the comments received on Draft Chapters 1 – 3. Items discussed were:

#### *Draft Chapter 1 Comments*

- Roger Kaye – Is there a census of Airport occupants? Are all occupants airport-related? *An inventory of off-airport (through the fence) tenants will not be prepared as part of this project.*
- Tony Holt – How has Aurora State changed from a rural GA airport (SB 680) to an urban GA airport (Oregon Aviation Plan 2007)? *Aurora State Airport was listed as a “rural” airport in SB 680; however, the OAP also lists it as an urban airport.*
- Tony Helbling – Regarding 1.24. Do not add “some” – it is true that all PAC members who are airport users expressed this concern. *Sentence will be left as currently shown.*

#### *Draft Chapter 2 Comments*

- Fred Netter – Regarding comment 2.16 (see “Chapters” page on website), contact Jim Johnson with the Oregon Department of Agriculture. Foundation farmland is a term used in a metro study and not a legal term appropriate for Aurora. Tony Holt and Patti Milne joined this discussion. *WHPacific will research further, information gathered will be included Chapter Five, Alternatives.*
- Ted Millar – How will we see changes based on these comments? *The Final Draft, to be presented at the last PAC meeting, will incorporate changes.*

#### *Draft Chapter 3 Comments*

- Tony Holt – FAA planning advisory circular recommends both constrained and unconstrained forecasts. *The unconstrained forecasts, as prepared, were approved by FAA. The development alternatives will show options that do constrain the Airport’s growth.*
- John Henri – Could you constrain the Airport in Chapter 5? *Yes.*
- Tony Holt – Why did you choose the Astra as the critical aircraft? It does not have 500 operations at the Airport. *The Astra has the most operations of C-II aircraft. The airport reference code (ARC) is developed by using families of aircraft. The Astra is most representative of C-II aircraft operating at the Airport.*

- Mark Ottenad – Why did you choose 2007 and 2009 data in determining the forecasts? *Those years represent recent peak and valley years, and an average represents a more normal year.*
- Bruce Bennett – How many operations does CSIM have in their Falcon 900? *The records were researched after the meeting. In FY 2007, documented operations for CSIM's Falcon 900 were 146 and in FY 2009, they were 123.*
- Nick Kaiser – Comment 3.23, the accuracy of operations is essential as it must have an impact on the forecasts. He would like the 62,900 operations numbers used. *No changes to will be made.*
- Bruce Bennett – Regarding a comment that the forecasts represent an operation occurring every 5 minutes, he noted this is an average and there are days when aircraft are lined up for take off.
- John Henri – Are you going to change the forecasts? *No, there are no compelling reasons to change the data presented at this time.*
- Ted Millar – People need to be aware of the impacts of the plan and we don't want to be on a camel looking backwards – we must look forward. The National Business Aviation Association guidelines must be taken into account.
- Tony Holt – What is the TAF (terminal area forecast) and does Aurora State have one? *Explanation to the TAF is given in the written comment responses. Yes, Aurora has a TAF and the airport has exceeded the TAF.*
- Bruce Bennett – Believes the forecasts are conservative.
- Mark Ottenad – Are helicopters broken out in the forecasts? *Yes, on pages 3-21 and 3-27.*
- Tony Holt – Please get the actual user surveys on the website. *WHPacific and JLA will gather the responses and post to website prior to the next scheduled PAC meeting.*
- Mitch Swecker – ODA is moving forward with finalizing departure procedures that direct traffic east and west of Charbonneau. They are planned to be published in spring of 2011.

#### **Draft Chapter 4**

The accompanying presentation outlines high points from Draft Chapter 4. The following comments were provided by members of the PAC during the presentation.

- Roger Kaye – You should defer zoning/planning discussion to Chapter 5. If were to remain in Chapter 4, there could be conflicting data. *The recommendations given would remain, regardless of alternatives presented in Chapter Five, as they are broad and conform with State guidance given in the Oregon Aviation Plan. No changes will be made.*
- Fred Netter – Zoning discussion should be able to remain, as it is only suggesting what may be needed.
- Tony Holt – Table 4B, the capacity shown isn't realistic.
- Fred Netter – Fire district need should be further explained, especially in regards to funding. The District owns the apparatus.
- Mark Ottenad – Regarding projected landside developments, how are the acreages developed? *Methodologies are explained within the chapter.*
- Jim Hansen – pg 4-25, utilities. Strike paragraph relating to development constraints. It is no longer a limiting factor, due to new technologies. *We will look into the issue by talking further with Jim and Marion County representatives.*
- James Meiorow – There is a cost associated with the septic systems, so they are a constraint.

- Ted Millar – Maintenance of septic systems is expensive and you still must remove the gray water.
- Patti Milne – There should be some comment that modern technology could change the septic constraints.
- Tony Holt – Would like to request information on RPZs, RSAs, etc to the fence. *The information has been presented in Chapter 2 and will be graphically shown in Chapter 5.*
- Jim Hansen – Can an overrun area extend into a safety zone? (Overrun = RSA). *Yes, dimensions are based on runway end.*
- David Waggoner – Will the runup area to 17 be discussed in Chpt 5? *Yes.*
- Nick Kaiser – Regarding Tables 4A and 4B, why did you choose 84 degrees? *84 degrees is the mean maximum daily temperature of the hottest month, which adjust standard conditions with those at the Airport. Page 4-14, what is ADG? Airplane Design Group (ADG) has significance with regards to design standards. It is the Roman numeral in the Airport Reference Code.*
- Tony Helbling – Page 4-26, title notices. Suggests extending area out to 5 miles (similar to tower notice). *There is no legislative authority to do so. ODA has promoted title notice statewide and will continue.*
- Nick Kaiser – 1 mile would go into Aurora (title notice), what happens today? Is there a title notice? *No, but ODA would like to see something like this occur.*
- Patti Milne – There are similar title notices for agricultural uses.
- Fred Netter – Notices could open ODA up for liability. It is a two-edged sword.
- Nick Kaiser – Relating to ATCT. How is the BCA developed? *The FAA develops it based on TAF data.*
- Bruce Bennett – Regarding Table 4A, one of the aircraft is based at the Airport. Many airports in Oregon have a longer runway than Aurora State.

### **Potential Development Alternatives**

Chapter 5 will present four alternatives and with the assistance of the PAC, ODA will develop a “Preferred Alternative.” The Preferred Alternative may be a combination of features from more than one alternative. A no build alternative will be presented, along with three development alternatives. The development alternatives will likely show different approach minimums, which will impact design standards, and at least one will show a runway extension. Discussions with the PAC yielded the following comments:

- John Henri – How will acreage be addressed in the alternatives?
- Bruce Bennett – Aren’t precision approaches unattainable at Aurora?
- Fred Netter – Please do research as to where the fire station is most appropriate.
- Jim Hansen – LPV (localizer performance with vertical guidance) approaches are better than instrument landing systems. We should maximize their usage.
- Dave Waggoner – A run-up area to Runway 17 should be shown.
- Ted Millar – Can the helicopter landing areas be between the runway and taxiway (for approach and landing)?
- Tony Helbling – What Ted is talking about is referred to as “spots”. Many airports have them and then helicopters can hover taxi to parking. There is a difference between a heliport and a helipad.
- Jim Hansen – Can the power lines be in the RPZ?

## **Public Attendees Comments**

After the PAC comments were completed, the public had an opportunity to discuss the information presented. The comments given were:

- While doing the forecasts what job growth numbers were used? *Metro (2009) low to high range.*
- Airport disclosure must be detailed (*i.e.*, a neighbor with one cat is very different than a neighbor with 30 cats).
- Page 4-23. Add “life” to fuel tanks, third paragraph.

## **Meeting Adjournment**

PAC members were asked to submit their comments on draft Chapter 4 by January 3, 2011. The meeting adjourned at 7:40 pm. A public open house followed until 8:00 pm. All information regarding the PAC meeting and open house – along with comment forms – is posted at [www.aurorastateairport.org](http://www.aurorastateairport.org).

## **Public Open House**

An open house was held from 7:40 to 8:00 pm. Members of the consulting team and ODA were available to discuss questions and concerns with attendees. One comment was submitted, which was *“Buying a home in proximity to an airport should be an informed decision. However, facing expansion of an airport can’t be factored into a home purchase. Growth isn’t necessarily good. Your approach is to provide for bigger and more. You know that building the tower will change the mix of planes in a manner that is detrimental to the surrounding property owners, but that doesn’t seem to be an issue for ODA.”*







# Aurora State Airport Master Plan Update - Planning Advisory Committee (PAC) Meeting #3 & Open House

December 9, 2010  
 Canby Adult Center  
 PAC Meeting 5:00 - 7:30 pm  
 Open House 7:30 - 8:00 pm

## SIGN IN SHEET

<u>NAME</u>	<u>REPRESENTING</u>	<u>MAILING ADDRESS</u>	<u>PHONE#</u>	<u>E-MAIL</u>
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# **Aurora State Airport Master Plan**

## **Planning Advisory Committee (PAC) Meeting #4**

March 10, 2011

North Marion Intermediate School, Aurora, OR

### **MEETING SUMMARY**

#### **Attendees**

Oregon Department of Aviation (ODA) – Chris Cummings, Sandra Larsen and Mitch Swecker (also a PAC member)

WHPacific – Rainse Anderson, Sara Funk, Sarah Lucas and Casey Storey

JLA Public Involvement – Vaughn Brown, Adrienne Dedona and Sylvia Ciborowski

Public Advisory Committee (PAC) – Bruce Bennett, Jim Bernard, Jim Hansen, Tony Holt, Steve Hurst, Nick Kaiser, Rick Kosta, James Meirow, Ted Millar, Fred Netter, Dan Riches, Ray Phelps, Charlotte Lehan (for Jim Bernard), Craig Wilmes and Dave Waggoner.

Public Attendees – see attached sign in sheets

#### **Welcome and Introductions**

Chris Cummings, ODA, introduced himself and welcomed everyone to the meeting. He noted this meeting had the best public turnout so far.

Chris reviewed the meeting agenda, explaining there would be a presentation from WHPacific prior to breaking out into a public workshop. After the workshop, the PAC will reconvene for a discussion of the alternatives. Chris instructed participants to ask as many questions as possible during the workshop and indicated that there is also the opportunity to provide written comments.

Rainse Anderson, WHPacific, introduced himself and provided an overview of the study to date. He noted that at previous meetings he had told members several times to hold their comments until we review Chapter 5. Rainse explained that Chapter 5 and the draft alternatives is what we've been building up to. He said reviewing and discussing the draft alternatives in order to develop a preferred alternative is the most exciting and important part of the study. Rainse asked the remainder of the consultant team to introduce themselves and reminded everyone to sign in. He drew attention to the comment form and let people know this would be a helpful guide when reviewing the draft alternatives.

Rainse reviewed the agenda further and explained there would be a review of the forecast updates, traffic analysis and the draft alternatives prior to the public workshop. He also said there would be a discussion of the alternatives with the PAC, and at the end of the meeting, there will be time for public comments.

## **Presentation**

*Project Overview:* Rainse reviewed the project purpose and explained that there are seven (7) chapters total in the Master Plan Update. The first four draft chapters have been completed and draft chapter 5 will be reviewed tonight. Following completion of the document, the draft will be submitted to FAA for review. This process typically takes 90 days prior to final publication. After this meeting, the project team will take the feedback received and begin developing the preferred alternative. The draft preferred alternative will include a public review and comment period. Once that is completed, the Airport Layout Plan (ALP) and the Capital Improvement Plan (CIP) will be developed. The ALP and CIP will be the topics for review and discussion at the next PAC meeting; tentatively scheduled for the end of June.

*Traffic Analysis:* Rainse said that at the first PAC meeting there was a discussion about vehicular traffic and since that time, the project team has done some analysis to look at traffic coming from and around the airport. He explained that this data was gathered from various available sources. ODOT traffic specialists were enlisted to conduct counts around the airport. Data was gathered at 11 of the gates in during a 1 week period to determine the average annual daily traffic (AADT) and peak hour traffic volumes. The result was 2,400 AADT. Located at the NE corner, Columbia Helicopters generates 47% of the total traffic (1,130 AADT). Rainse explained that this is not a typical Fixed Base Operator (FBO) tenant since they don't use the runway. The traffic analysis included HTS (Helicopter Transport Services), under construction on the corner of Keil and Airport Road, and projected 211 AADT once developed. On Airport Road itself, 2007 data shows that approximately 2,600 vehicles travel along the road between Ehlen and Arndt Road. Rainse mentioned that this data is somewhat low; when it is updated in 2011, it's expected to increase. The data will be updated by studies completed by Marion County later this year. Rainse went on to explain that there is a lot of pass-through traffic going to and from I-5. He added that the impact from the airport on the Boone Bridge was also analyzed and it was determined that the airport generates about 1.5% of the total traffic on the bridge. Currently the employment numbers at the airport are approximately 750 employees, which equates to 3.2 trips per employee. Once a 1.19% annual employment growth rate is applied, the total employment for 2030 is 950 employees, equating to an airport generated AADT of 3,040. Rainse added that additional data and background information on the traffic analysis can be found in the report and could be discussed further during the workshop session.

*Traffic Analysis Recommendations:* Rainse said that ODA will continue to work with Marion County and the City of Aurora as improvements to Airport Road are considered and the appropriate considerations will have to be made with regard to airport businesses and entrances along Airport Road. He added that it is likely that there will be sharing of the costs in the system development, similar to what HTS did with their system development, but this will need to be worked out between the entities.

*Forecast Updates:* Chris explained that the previous meeting scheduled for February was postponed because of incorrect forecast information that needed to be corrected. There was an error with previous information related to the number of aircraft based at the airport. To remedy the problem, ODA checked with tenants, sent someone out to physically count aircraft in hangars (if able), and thoroughly reviewed their database of registered aircraft. Chris said there are now new numbers and those numbers have gone down from the original count. He said this information was used to go back and correct other information previously developed in the report. Chris said that he is very confident with the count and the new forecast.

Sara Funk said that while they were doing revisions based on the aircraft count, they completed other revisions, such as:

- Information from the FAA’s Terminal Area Forecast (published in December 2010).
- Comments received from the PAC previously were addressed
- Additional research was done related to the Airport Reference Code (ARC). The project team looked up what kind of airplanes there were that were previously reported as unknown.

Sara reviewed the past and current numbers of aircraft based at Aurora, including the new projections for 2030 (based upon a 1.58% annual average growth rate).

Year	Aircraft Type	Revised Forecast	Previous Forecast
2010 Historical	Single Engine	261	312
	Jets	23	21
	Multi-engine	40	59
	Helicopter	25	35
	Other	5	5
	<i>Total</i>	<i>354</i>	<i>432</i>
2030 Projection	<i>Total</i>	<i>464</i>	<i>566</i>
	Jets	47	51

*Operations:* Sara explained the takeoffs and landings changed with the based number of aircraft. This number is now estimated at 90,909 for 2010. The number was previously somewhere around 100,000. Based upon the estimated annual growth rate, the revised forecast for 2030 operations is 124,386 as compared to the previous figure of 131,312.

Sara asked the PAC if there were any questions about the traffic or forecast analysis before moving on to Chapter 5. There were no questions from the PAC.

## **Draft Chapter 5**

Sara said that the runway length surveys have been updated to reflect at least 500 constrained annual operations, which justifies a longer runway based on the FAA criteria. Besides the additional completed surveys sent to the PAC prior to the meeting, additional surveys have been received.

Tony Holt asked about the updated survey and requested to talk about it further later.

Bruce Bennett noted that Management West is still at Aurora, although the constrained jet aircraft owned by Management West is not.

Sara explained that three build alternatives have been proposed in order to meet the facility requirements.

Sarah Lucas explained that the preferred alternative would be developed based upon the elements included in the three build alternatives and the no-build alternative and the preferred alternative would be the basis for the ALP. She explained that the various elements outlined in the comment form could be mixed and matched to develop the preferred alternative.

Sarah explained the various comparative elements within the alternatives:

- Airport Reference Code (ARC)
- Runway length and strength
- Instrument approach capability
- Hangar/tiedown locations
- Cargo apron location
- Fuel tank location
- Air traffic control tower (ATCT)
- Aurora Rural Fire Protection District Facility

Approximately 40 developable acres are needed to meet the forecasted demand for the activity at Aurora. Currently ODA has about 9 acres of developable land. Development necessary for precision approach path indicators, a cargo apron, helicopter parking, vehicle parking and some additional hangars would be built on state-owned property. In all of the build alternatives, the adjacent church camp property (16 acres) is shown to be suitable for hangars and related development.

- *No-build Alternative:* The no-build alternative is ARC B-II. An air traffic control tower (ATCT) will still be constructed in this option, but a location has not yet been identified. The runway length would remain at its current length of (5,004 feet). Instrument approach capability does not change. The approach criteria minimums remain not lower than 1 statute mile. (The Runway Protection Zone (RPZ) at the end of each runway correlates to the approach minima). The pavement strength would remain the same (45,000 pounds dual-wheel gear). While the no-build alternative is essentially a do nothing option, it does not mean that there would be no financial impact to the airport. Most prominently, there would still be a cost associated with maintaining the current pavement and facilities.
- *Build Alternative 1:* – Alternative 1 is also ARC B-II and includes a 600 foot runway extension. The southern RPZ would extend south of Keil Road and an aviation easement would be sought. The northern RPZ would encroach into Columbia helicopters. The majority of state-owned property would be developed as hangars in this option. The state has identified three various alternatives for the location of the air traffic control tower. This alternative includes a fire station facility near the control tower. The air traffic control tower would be located midfield on the east side. Two helipads would also be built on public property. No cargo apron is included in this build alternative. Instrument approach capability does not change although the visual glide slope indicators would be upgraded to precision approach path indicators. The pavement would be strengthened to 60,000 pounds (dual-wheel gear). The fuelling tank would be relocated to the south of Aurora Aviation.

- *Build Alternative 2* – Alternative 2 increases design standards to ARC C-II. The approach minima are greater and extend RPZs further off of airport property; requiring additional easements or land acquisition. There are further impacts to Columbia Helicopters. This alternative has a fairly equal split between development of tiedown facilities and cargo aprons. The helicopter parking pads are same as in build alternative 1. The fuel facility is located near the cargo apron, northeast of Aurora Aviation. The fire station would be located near the current water suppression system, and the air traffic control tower is located near the center of the airport. The pavement would be strengthened to 60,000 pounds (dual-wheel gear). The runway and parallel taxiway would be extended to the south by 1,000 feet, which would require the closure of Keil Road (total runway length of 6,004 feet).
- *Build Alternative 3* – Alternative 3 also increases design standards to ARC C-II and shows a precision approach. The precision approach was something a lot of pilots requested during the goals and issues identification phase. There is no runway extension included in this alternative and RPZs increase significantly. The high voltage power lines would have to be relocated or put underground. The pavement strength remains the same. The helicopter operations areas are located north of the current cargo apron. The air traffic control tower is located closer to the north end and farther from the runway than in the other two build alternatives. The Fire District's building is located east of the fire suppression system. The fuel tanks would be located at the south end of state-owned property and the cargo aprons would be centrally located on state-owned property.

Steve Hurst asked if the no build option would include an air traffic control tower. Sarah clarified that the control tower is a committed project and would be built regardless, since it's already funded.

*Noise:* Casey Storey explained the type of noise model used and that it looked at saturated noise vs. point in time noise. He said the model accounts for more disturbances by night time noise vs. daytime noise. Casey went on to explain that they looked at the flight paths from this year and the aircraft type and mapped where those types of aircraft will fly. The flight tracks reflect the current noise abatement flight patterns and departure procedures. Casey noted that based upon the FAA criteria, residential land use is not considered compatible within the 65 dBA (average decibel) contour. Casey reviewed the noise projections for each of the proposed alternatives:

- All 2020 alternatives have the same type of and quantity of aircraft and show an increase in noise over time.
- Build Alternative 1 shows a slight bulge/increase in noise to the north due to the expanded runway.
- Build Alternative 2 contours shift south, due to the proposed southern extension to Runway 35.
- Build Alternative 3 contours remain the same as the 2020 No Build Alternative contours, since the runway configuration would not change.

Steve Hurst asked about the maps for the noise and confirmed whether or not alternative 2 was supposed show 2010 or 2020. Casey confirmed that it should have reflected 2020 and that this was a typo.

Tony Holt asked if this assumes the traffic control tower is built. Casey replied that it did not.

Mitch Swecker added that an instrument departure would be recommended for departures as well as certain flight patterns designed to keep the aircraft away from the Charbonneau area.

Tony said that he just wanted to understand what is currently in place.

Sarah explained that there are currently noise abatement procedures in place at the airport. Instrument procedures for northward departures are expected to be approved by the FAA in the fall. These procedures are in line with the current recommended noise abatement procedures for northward departures.

Tony said that he was aware of that but many operators don't pay attention to the noise abatement procedures and he asked if other flight paths were factored into the model. Casey responded that yes, they were taken into account.

Nick Kaiser said that the decibels don't change much between the alternatives and he asked if there were things that affected that. Casey explained that there is some shift based on the type of aircraft since there will be more jets in the future.

A member of the public asked what is happening to noise abatement around Aurora. Mitch replied that they've tried to change the flight pattern to avoid flights over Aurora and planes should depart to the south around Aurora.

Bruce Bennett said that he was involved with the FAA during the time they designed the airport departures/flight pattern and that they were designed to avoid Aurora.

Rainse explained that the preferred alternative would be presented to the Oregon Aviation Board later this month and then again in April for their concurrence. Chris said that he will send information out to the public about the meetings with the State.

Nick asked about the comment period for the draft alternatives. Chris said that there will be a two week comment period prior to the presentation to the Oregon Aviation Board.

## **Public Workshop**

Vaughn reviewed the format for the public workshop and explained there would be 45 minutes for the public and the PAC to interact with staff to ask questions and review information about the draft alternatives. He recommended that participants take a comment form in order to review information and formulate their questions and comments. Vaughn suggested that participants think about the issues that need to be identified or considered when developing the preferred alternative. He said that the group will come back together after the workshop and the feedback heard will be discussed with the PAC for 30 minutes, then there will be time for public comment. If necessary, the public comment time would be extended and each person will be given a couple of minutes to provide testimony.

After the 45 minute public workshop, Vaughn reconvened the PAC session. He said he hoped that everyone had an opportunity to ask questions and obtain information from staff and PAC members. Vaughn explained that the PAC would now have the opportunity to discuss the draft alternatives and give input on the direction for the preferred alternative.

To start off the discussion on the preferred alternatives Sylvia Ciborowski and Adrienne DeDona reported out on the group discussion during the work session related to noise impacts and the draft alternatives. The following is a summary of the comments collected on flip charts at each of the information stations:

- If the runway object free area (ROFA) extends, what will happen to the highway?
- Have you considered what this project will do to the town of Aurora? Who needs this extension?
- I'm concerned about the impact of the RPZ on off-airport properties (alternatives 2 and 3)
- There needs to be consideration for the economic feasibility. There is no way this will pencil out economically. It will result in greater revenue from gas sales, but this will never cover the huge expenditure.
- I'm concerned about the impacts/development on the best farmland in the world. This farmland is more important for the future of food production than to pave over it.
- Currently the flight plan/pattern is not followed, especially at night. Planes fly right over houses and shake the windows. Concerned about the future safety and who disciplines pilots who fly in no flight zones.
- I'm concerned about the feasibility of Alternative 3.
- Can we use the additional capacity at Salem Airport rather than expand Aurora?
- The Run-up area is too close to hangars and private property (condo association) in Alternative 2. I'm concerned about the safety of this situation and the dust flying up in the area.
- What does it take to become a C-II Airport?
- I'm concerned about what will happen to the property values of nearby homes with the noise increase.
- I'm an airport user with five planes stationed in two hangars at Aurora. I prefer Alternative 1 with the 600 foot extension and ARC C-II.
- Can alternative 1 become a C-II with all other elements remaining the same?
- I have a concern about fumes from jets on people. The wind blows fumes into residential areas.
- The no-build option is no good because it does not have a fire facility. If we have a tower, we need a fire facility.
- Since we are already a volunteer fire station in Aurora, who will pay for a new fire facility?
- Can you request a modification to standards of the ROFA (on Highway 551) from the FAA?
- Why do you need more clearance for a more precise approach?
- Has ODOT gotten onboard with road improvements, especially Keil Road?
- Use displaced thresholds as a last resort. Sarah L. explained that a displaced threshold could be done to gain runway length for takeoff. The runway could be extended, but a displaced threshold, where aircraft land, would not be placed at the end of the extended runway pavement. The runway pavement behind the threshold could be used for takeoff, but not for landing. . .
- The Tower will enforce flight patterns (to reduce noise impacts to area neighborhoods) by keeping in contact with pilots by radio.
- Three to four days a week there are early morning airplane departures at approximately 3 a.m.

- Planes should not be allowed to take off before 7 a.m.
- If the current noise/flight pattern policy isn't being followed, why would a different policy be followed?
- Where is the money/funding for the project coming from? The Runway is already long enough. Enough money has already been spent on Aurora. Aurora doesn't have a lot of constraints as compared to the Orange County Airport (CA).
- The power lines at the north end of the airport should be removed or undergrounded for community safety reasons. The expense of doing so should be shared.
- An Educational Center for children should be built at the airport as well as a mechanic school in partnership with the local community colleges. A nearby playground is also a good idea so that kids could watch the airplanes take off and land.
- The area west of highway 551 will be severely impacted if the runway is extended. Farm equipment will be forced into the busy highway, creating safety concerns. Deer Creek Mobile Home Park will have limited access due to the closure Keil Road. Highway 551 will be the only point of access.
- Helicopters fly too low and are too noisy.
- The runway extension will increase the noise impacts to Deer Creek Estates. Residents already smell jet fuel. Airplanes take off as early as 4 a.m.
- Will there be any consideration for jet fumes in any of the future alternatives?
- The impervious surfaces drain to area farmlands since adequate drainage systems do not exist.
- Who enforces the noise abatement procedures? Orange County has a good noise abatement system.
- Will future zoning be amended due to the expanded noise footprint?
- The statement in the report that indicates that NW and Charbonneau residents will not be affected (related to Environmental Justice analysis) is inaccurate. There are 141 homes in the Deer Creek neighborhood. There will be quality of life impacts to residents.
- What will be done to mitigate noise from maintenance on jet engines?
- There seems to be a high number of planes flying over the Charbonneau area when there shouldn't be (based upon recommended flight patterns/noise abatement procedures).
- Mitigation efforts done simultaneously with airport improvements will help make things better for area residents.

### **PAC Discussion on Alternatives:**

After the report out of public comments during the work session, the PAC reconvened for further discussion on the draft alternatives. The following is a summary of their comments and recommendations for consideration when developing the preferred alternative:

- Fred Netter said that his number one concern has consistently been regarding safety. He indicated that the no-build includes the tower, but not a fire station. He said that it would be his preference to have a Fire Station facility at the Airport near Airport Road and the water suppression system. He also indicated that closing Keil Road would be a safety concern due to

emergency access and farming equipment access. Fred also requested that Airport Road be improved and called for Clackamas County to assist with funding for roadway improvements.

- Charlotte Lehan said that the traffic analysis doesn't recognize Clackamas County's role in surface transportation. She explained that Clackamas County's concerns are related to the surface transportation impacts and the impacts to area agriculture (industrial development pushes agriculture out). Charlotte added that Clackamas County has been excluded from some of the planning steps in this process.
- Dave Waggoner agreed that Clackamas County should be involved in funding the airport due to the positive impact the airport has on area economic development.
- Charlotte commented that the funding for the project hasn't been addressed.
- Steve Hurst asked if increased use of GPS and other technologies could be incorporated in lieu of a need for a runway extension.
- Bruce said that in order to make take off quieter, planes/pilots must use less power. To use less power, more runway is needed. This is a typical procedure for noise abatement elsewhere.
- Tony Holt said that the Aurora Airport is constrained by three major roads and only one runway. He indicated his support for the no-build alternative.
- Bruce agreed that the airport is constrained and should 'fill-in' for development. He added that agriculture and golf courses make good neighbors to airports and that no other building development should be allowed near airports.
- Charlotte requested that the financial impact to the public should be captured somehow and that Airport Road should be part of the financial analysis.
- Nick Kaiser stated that Airport Road gets 2,600 trips a day, but is listed as a collector street. It should be listed as an arterial street and should be designed as such. He added that in Alternative 2, the RPZ goes over the Deer Creek neighborhood and highway 551; this is a safety concern.
- Fred added that development in various communities impacts the airport too.
- Steve said that the Wilsonville City Council will discuss the Airport Alternatives at an upcoming meeting and will determine a formal position within the two week comment period.
- Ted Millar said that Aurora Airport is a category 2 airport and is an important part of the National Aviation System. He added that the Airport benefits Clackamas and Washington Counties (the cities of Wilsonville and Aurora). Ted commented that from a safety and an economic development standpoint, the runway should be expanded. There is an economic opportunity and that need should be filled. He called for an additional 1,000 feet of runway and increasing the pavement thickness of the runway.
- Rick Kosta stated that National retailers can land elsewhere in Oregon (Hillsboro, Portland, and Troutdale). He went on to say that the only alternative that doesn't impact Deer Creek neighborhood is the No-build. The noise impacts to Deer Creek residents in any of the build alternatives will be over 65 dB. What mitigation can be done for Deer Creek residents?
- Mitch Swecker said that before any mitigation were to occur, actual measuring of noise exposure would likely be conducted. If impacts are shown, they may be mitigated.

- Dave said that the current situation at the airport is dangerous for run-ups and that the run-up area in alternative 2 is impractical. It's too close to hangars and one of the hangars provides space for the Emergency Operations Center. There is no run-up space allocated in alternative 3. He called for alternative 2 to be modified to allow for a run-up area that doesn't crowd the hangars.
- Bruce said a greater than ¾ statute mile (sm) approach should be required; it's safer, quieter and saves fuel. He requested the minimums be lowered with a small extension to the south.
- Tony Holt asked how many of the user surveys were based at Aurora. He added that there should be a better, more rigorous way to collect/validate this type of data.
- Dan Riches said that Columbia Helicopters has reserved land for future development, so they cannot support any type of expansion to the north. He added that Columbia Helicopters supports safety improvements and improvements to Airport Road. Dan preferred the no-build or a hybrid of the no-build alternative.
- Nick said that the 2002 noise contour showed different planes, but there is not a huge difference. There has been a larger increase in the number of aircraft.
- Fred noted that expansion of the airport may impact other businesses' future plans and suggested that monetary compensation be offered to those businesses. Dan replied stating that Columbia Helicopters monetary compensation wouldn't work in their case because they are looking for a more long-term investment.

To wrap-up the discussion on the draft alternatives and to provide direction to the project team on the development of a preferred alternative, Vaughn directed the PAC to provide their individual recommendations/feedback on the draft alternatives in a round-robin fashion. The following summarizes their feedback:

- Dave Waggoner echoed his concerns about the run-up areas.
- Nick Kaiser said that there are a lot of variables within the four alternatives, especially with regard to noise.
- Dan Riches called for the no-build option or for an extension to the south.
- Steve Hurst said that he is looking forward to hearing the public comments.
- Fred Netter commented that safety is important and a Fire Station should be part of the plan.
- Ted Millar said that the Runway should be extended in addition to the thicker pavement surface. He suggested considering a possible hybrid alternative with a displaced threshold.
- Tony Holt said the no-build is the best option and that there are other airports in the area to operators to use. He feels the expansion of Aurora is not justified.
- Bruce Bennett said lengthening and strengthening the runway are important and that the overall safety of the airport should be increased. He added that the overall noise and environmental impacts should be decreased.
- Charlotte Lehan said that Clackamas County has not yet weighed in on the project and, at this time, she supports the Fire Station and the Airport Control Tower for safety reasons.
- Rick Kosta said he supports the no-build option since there are other airports in the area.

- James Meirow said that he would like to hear from the neighbors to the south of the airport.
- Craig Wilmes said he supports the run-up areas and displaced threshold.

Overall the PAC did not come to consensus on a preference for one single preferred alternative. However, there seemed to be somewhat shared support for safety improvements such as the Fire District's facility and the Air Traffic Control Tower. The consultant team and ODA will evaluate all comments and concerns received and consider them when developing the preferred alternative.

### **Public Comments:**

Members of the public were each given two minutes to provide oral testimony regarding the draft alternatives. Several members provided written testimony in addition to or in lieu of oral testimony. Those statements are attached to this summary as separate documents.

- John Ranken, 26715 Baker Rd: He is an Attorney and consultant representing several property owners to the south. This area comprises 75 acres of properties in the EFU zone—from Airport Road to Hwy 551. Mr. Ranken was formerly the city attorney for the City of Aurora for 13 years and has been asked to help these property owners. He thanked PAC for its manner, and the public, and Chris C. for his efforts to help him get oriented to the project. He distributed information to the PAC showing the properties to the south that would be impacted. He said that at this point, their position is that they are interested in build alternative #1 since it seems to give everyone a little something. He added that this seemed to present a compromise.
- Mike Rite, NW Aircraft: Has been involved in aviation his whole life. He said he has been very involved in airport issues. Mr. Rite added that there have not been meetings in Mulino or McMinnville about expansion because no one wants to go there. He said that people are coming to Aurora because they want to be there. He said there is not as much going to Portland. Mr. Rite added that some complaints about noise will be addressed and that tower will help airplanes not go over neighborhoods as much. He indicated he supports extending the runway because it provides additional safety and will bring in other aircraft that aren't coming in currently.
- Larry Elschen, resident of Charbonneau: Mr. Elschen said he was representing Charbonneau neighbors. He presented a petition with 260 Charbonneau names on it, and indicated it should include more signatures. Mr. Elschen read from the petition (attached).
- Ken Ivey, representing a planning organization in Clackamas County. Mr. Ivey said he has heard a lot about safety and that airplanes are coming into a marginal airport, and they are choosing to create an unsafe condition. Mr. Ivey stated that these pilots have at least four alternatives within 30-40 miles that do have the infrastructure to safely handle those planes. He stated the group he represents would vote for the no-build alternative. He stated if you want to make the airport safer, direct those planes to those airports that have the infrastructure on the ground paid for, rather than asking us to shell out more money. I live near the airport, and I don't see a noisier airport and having to pay for the highway to get there.

- Ailin Ottinger: Mr. Ottinger said the main thing we are doing is making it possible for more commercial flights outside of Aurora. As a taxpayer, I wonder do the corporations have any part in funding all of this?
- Ben Williams, resident of Aurora and President of Friends of French Prairie: (submitted attached written comments). He said he was concerned about preservation of farmland and the impact on surface transportation. He said, we support addressing the safety requirements, but we have a 20-30 year history of the domino effect. With improvements, it will only get bigger and we'll need more improvements. The airport is surrounded by EFU farmland that needs to be preserved.
- Jack Kaley: He said he has a commercial pilot license and has been flying at Aurora 30 years. He is also the director of Positive Aurora Aviation Management Group. He attended the first PAC meeting, and noted that most placed aviation safety as their top concern. He said that is my top concern, especially safety issue for helicopter landing areas. He went on to say that Aurora has stated safety provisions for helicopters. We need to properly separate helicopter and fixed wing areas. Helicopters take off from tie down areas that are designated for fixed wing areas. There are no designated helicopter landing and parking areas on state owned property. Because of ground turbulence, it is essential that helicopters be separated from fixed wing tie down locations. Mr. Kaley distributed some diagrams explaining the problem. He said the FAA has established safety circles and helicopter standards. The safety circles have a range. In his drawing, he superimposed a helicopter pad between a fixed wing. The projected increase of helicopter traffic means we need safe operations. In the interest of overall safety, we must provide for proper separation. The master plan should plan for safe helicopter operation. The vacant state owned land east of the helicopter blade renovation building should be used for locating several helicopter pads.
- Manuel Martinez: chief pilot for JHRD investments: He said that his company moved from PDX to Aurora State due to his recommendations. His company has provided \$2 million in local revenue. He has safety concerns in operating in and out of Aurora Airport. He felt a tower would enhance the safety margins, and runway length is a concern. In his 15 years as pilot, he has had 8 close encounters, mostly near Aurora Airport.
- Larry Brons: professional pilot, flying primarily out of Aurora, doing professional contract flying: He said he supports the Air Traffic Control Tower for safety. The additional 600 feet of runway would make operations safer and more economically viable. He said we are coming out of recession and we should try to stimulate the economy in the local area by making the airport more viable for business.
- Bryan Mobey, representative for Deer Creek Estates: He said they have concerns about their quality of life. He stated now with noise and the smell of fumes from jets, it affects us drastically. They cannot sit on their patios without being disturbed by aircraft. He supports the Air Traffic Control Tower to keep planes out of no fly zones and the Fire Response Facility. He felt an expansion at the airport will negatively affect their property values due to noise and jet fumes. He added that planes take off at 4 or 5 in the morning and that nobody has control of the

planes. Salem tells us to get the number of the aircraft, but we can't get their numbers at night. He said he is concerned about an accident in the future.

- Annie Kirk, Aurora resident: She said she is representing her family. She said regarding undue hardships and compensation, I have not heard anything about outside of the fence compensation for Aurora and Charbonneau residents. For impacts to Airport Road, who will bear the burden for those improvements? The road is grossly unimproved now. It needs to be taken care of, but we have more to come. I am comfortable with the tower and the fire services for safety. But I'm not convinced that any of the alternatives resolve the interest of the communities outside of the fence.
- Lolita Carl, full time farmer in Marion County: She said she is on Marion County Board of Directors for the Farm Bureau. Ms. Carl said that farming is the number one industry in Marion County. She said she is worried about encroachment on farmland and economic development. Agriculture is the second industry in Oregon, and all of us eat. All of the land surrounding Aurora Airport is the most fertile in the world. Once we start a little bit of development, it just encourages more. As a tax payer, she wonders where the money is coming from to support so few.
- Ron Sterba: He shared his concern with the power lines on north end of airport and asked what happens if a plane hits them? Where does the power grid go to? Hospitals or schools? They should be relocated. He said he would like to see an education center on the airport to share with high schools and local community colleges. Would like to see a realignment of runway so the approach is over I-5 on the north and to take the approach corridor off of Charbonneau and move the runway 75 feet to west to allow for an expansion of the taxi way without removing any buildings.

## **Meeting Adjournment**

Rainse wrapped up the meeting and reviewed the next steps for the project. The next meeting will cover the Airport Layout Plan and the Capital Improvement Plan. This meeting is tentatively scheduled for the end of June. Rainse reminded everyone that there will be a public review and comment period for the preferred alternative and that an e-mail notification will be distributed with this information. The meeting was adjourned at approximately 8:30 p.m.

LEGEND

LINE TYPES

- TAX LOT BOUNDARY    OLD PROPERTY LINE
- ROAD RIGHT-OF-WAY    VACATED RIGHT-OF-WAY
- RAILROAD    RAILROAD RIGHT-OF-WAY
- STREAM, LAKE, ETC.    STREAM, LAKE, ETC.
- TAX LOT BOUNDARY    NON-BOUNDARY
- SUBDIVISION BOUNDARY    PARTITION PLAT BDY
- TAX CODE BOUNDARY    EASEMENT

SYMBOL TYPES

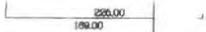
- D.L.C.
- CONTROL POINTS
- SURVEY MONUMENTS
- G.L.O. CORNERS
- SECTION    1/4 SEC    1/16 SEC

NUMBERS

TAX CODE NO.  
000 00 00 0

ACREAGE - ALL ACREAGES EXCLUDE ANY PORTION THAT MAY LIE WITHIN THE INDICATED PUBLIC RIGHT OF WAYS.

TICK MARKS - WHEN A TICK MARK IS INDICATED ON THE EXTENSION OF A LINE, THEN THE DIMENSION GOES TO THE TICK MARK. GENERALLY THIS IS USED WHEN DIMENSIONS GO INTO PUBLIC RIGHT OF WAYS.



ARROWS ARE USED WITH DIMENSIONS IN AREAS OF GREATER COMPLEXITY.

NOTICE: This map was created for Assessor's Office use ONLY.

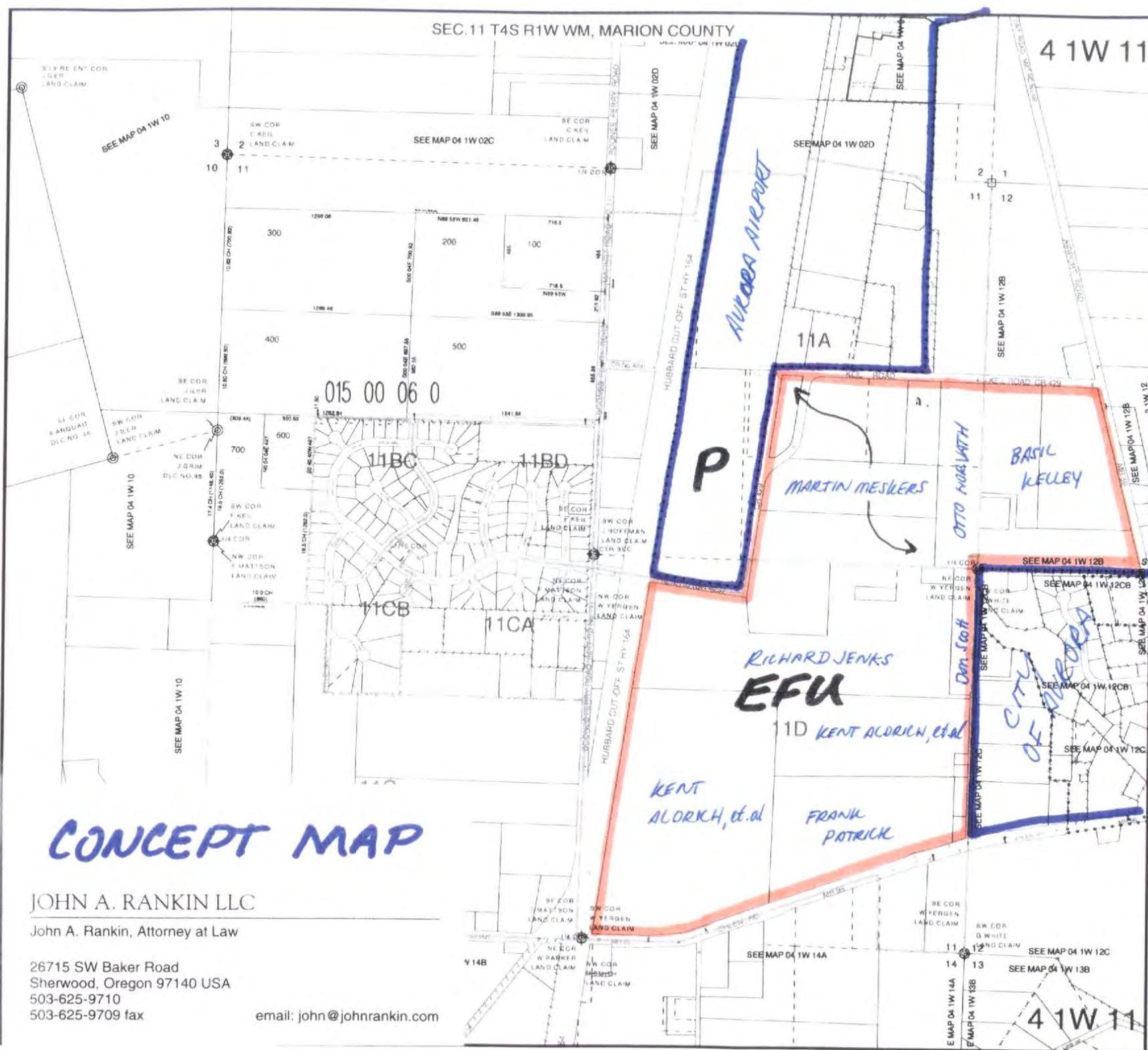


SCALE 1" = 400'  
or 1:4800

Plot file created: August 21, 2001  
s:\magn01\111 of 02100

SEC. 11 T4S R1W WM, MARION COUNTY

4 1W 11



CONCEPT MAP

JOHN A. RANKIN LLC

John A. Rankin, Attorney at Law

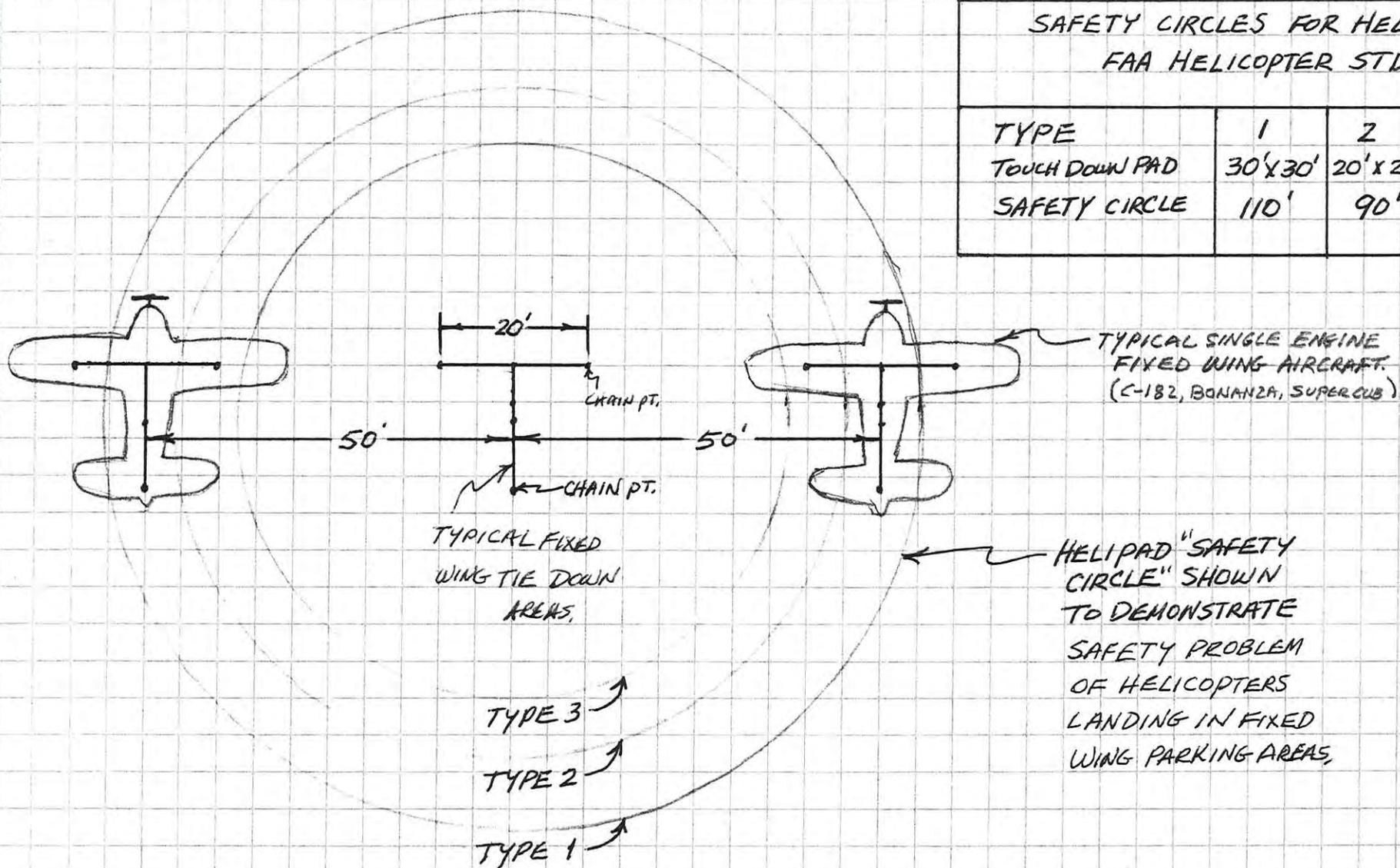
26715 SW Baker Road  
Sherwood, Oregon 97140 USA  
503-625-9710  
503-625-9709 fax

email: john@johnrankin.com

4 1W 11

STATE OWNED PARKING AREA FOR FIXED WING AIRCRAFT

SAFETY CIRCLES FOR HELIPADS FAA HELICOPTER STDS.			
TYPE	1	2	3
TOUCH DOWN PAD	30'x30'	20'x20'	15'x15'
SAFETY CIRCLE	110'	90'	75'



JEK 2-6-11  
SCALE - 1"=20'

**Aurora State Airport Master Plan Update - Planning Advisory Committee (PAC) Meeting #4 & Open House**

March 10, 2011

North Marion Intermediate School

5:00 - 7:30 pm

**SIGN IN SHEET**

<u>NAME</u>	<u>REPRESENTING</u>	<u>MAILING ADDRESS</u>	<u>PHONE#</u>	<u>E-MAIL</u>
Don Chandler	Clackamas County	2051 Karen Rd O.C., OR 97045	503 782 5394	dchandler@clackamas.or.us
Michael Broussard	CHI	PO Box 3500, Portland, OR 97208	503-648-1222	mbroussard@colbieli.com
Marlin Dumber	CSIM	14332 Stanbock Wy NE	503-516-5857	marlin@csimllc.com
Kyle Huberd	CSIM	26101 SW 45 <sup>th</sup> Dr. Wilsonville, OR 97070	503-475-5900	khuberd@csimllc.com
DAN FRICKE	ODOT	455 AIRPORT RD. SE. SALEM 97301-5395	503-986-2663	daniel.fricke@odot.state.or.us
DICK SPENCE	-	8420A S.W. Curry Dr, Wilsonville 97070	503-694-5825	DICKSPENCE72@gmail.com
CINDI ELLIOTT	-	23023 YEARY LANE NE AURORA OR 97002	503-678-2703	DEERCREEKNURSERY@AOL.COM
Rita Witten	Marion C	PO Box 547	503 260-5484	Rita.witten313@gmail.com
Reginald L. Keddle		31988 SW Country View Lane Wilsonville 97070	503-694-2245	RLKAVK50C@centurytel.net
William Wetzstein	Marion	9533 Yeagan Rd NE Aurora 97002	503 678 5187	
Richard Kosta	Deer Creek	22073 Floral Ave NE 97002	503 678 3063	Ricklytic@Hotmail.com
MIKE IVERSON	Aurora Farms	13490 Cedarwood Rd. Aurora 97002	503-849-0662	MIKEIVERSON@CenturyTel.net
STANLEY ANDERSON	SELF	21999 Encanto Ave Aurora 97002	503 678 2207	
BEN WILLIAMS	Friends of French Prairie	23013 Yeary Lane NE Aurora 97002	503-588-5670	ben.williams@liturgica.com
BRIAN MURPHY	DEER CREEK EST	22013 Lora Ave Aurora 97002	503-678-2993	
Carli Dobbs	Self-Deer Creek Est.	13711 NE Wistena Dr Aurora OR	503 348-2917	ddobbs@centurytel.net
Rob Graham	Aurora Planning Commission	21404 Liberty St Aurora		roblyly@yahoo.com
John Rankin	Dick Jenks & Neighboring Prop. Owners	26715 SW BAKER ROAD SHERWOOD OR 97140	503 625-9710	john@johnrankin.com
Brandon Reich	Marion County	5155 Silvera Rd NE Salem 97305	503-548-5034	breich@camarion.or.us
Christen Wauer	myself	15777 NE Becke Rd Aurora OR		
BERNICE JVEY		24780 NE PRAIRIE VIEW DR AURORA OR 97002	503-678-3383	
Manny Martinez	JHRIS INVESTMENTS, LLC	17717 NE 26th St Vancouver Wa 98684	503-957-4891	
Retta Braun	(Historic Repre.)	21883 Airport Rd. NE 97002	503-678-6880	rettabr@yahoo.com

**Aurora State Airport Master Plan Update - Planning Advisory Committee (PAC) Meeting #4 & Open House**

March 10, 2011

North Marion Intermediate School

5:00 - 7:30 pm

**SIGN IN SHEET**

<u>NAME</u>	<u>REPRESENTING</u>	<u>MAILING ADDRESS</u>	<u>PHONE#</u>	<u>E-MAIL</u>
Bob Lebeni	himleff	PO Box 928 Aurora OR	503 778 4956	lebeni@netter.org
Richard Waggoner	Tri-Prop			admin@varicast.com
Suzie Stevens	Chedanneau			ccc@teleport.com
RONALD STERBA	Pilot	500 20 <sup>th</sup> St NE Salem OR 97301	503-559-3191	SAINTESTERBA@MSN.COM
Michele Lambert	SOUTHEND AIRPARK	14255 KEIL RD NE #11 Aurora 97002	503 678 6700	mlamberte@southendairpark.com
Lorraine Gonzales	Clackamas Co		503 872-4541	lorrainego@co.clackamas.or.us
Bob ALTEMUS	PUBLIC	2740 Summit Pl West Linn	(503) 703-1482	BANDALTEMUS@COMCAST.NET
Lisa Veber	Public	22475 Bents Rd NE Aurora	503-680-4316	lisaveber@aol.com
LINDSEY Hughes	Public	owner 14601 Arndt Road Aurora mailing 8485 SW Homewood St Portland OR 97225		lhughes@keatingjones.com

**Aurora State Airport Master Plan Update - Planning Advisory Committee (PAC) Meeting #4 & Open House**

March 10, 2011

North Marion Intermediate School

5:00 - 7:30 pm

**SIGN IN SHEET**

<u>NAME</u>	<u>REPRESENTING</u>	<u>MAILING ADDRESS</u>	<u>PHONE#</u>	<u>E-MAIL</u>
<i>Richard Riches</i>	Self	14198 Keil Rd NE Aurora OR 97002	503-678-3021	
<i>Alvin J. J. J. J.</i>		32545 SW Juliette Dr Wilsonville OR	(503) 694 1065	
DAN RICHES	COLUMBIA HELICOPTERS	14452 ARNDT RD NE AURORA OR 97002	503-678-1232	danrich@co/heli.com
<i>Bruce Bennett</i>	<i>Aurora Av. &amp; Jobs</i>	P.O. Box 127	503-678-1217	Bruce@AuroraAviation.com
Gary Fish	DLCD	635 Capitol St NE, Salem, OR 97301	503-373-0050, x254	gary.fish@state.or.us
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JAMES CONSTATINE	HOMEOWNER	2202 FLORAC AVE NE AURORA		
VIRGINIA CONSTATINE	HOMEOWNER	" "	" "	" "
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<i>Tom Hall</i>		7670 SW Village Creek Circle W. 97070		
<i>Suzanne Mulberry</i>	Self/DCE	22013 WE FLORAC AVE AURORA, OR 97002		Suzanne@Nanatury.com
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MJ Cartasegna	Clackamas/C	2051 Kaen Rd, DC 97045	503-742-5942	mcartasegna@co.clackamas.or.us
<i>Greg Leo</i>	<i>Charlene/ Wilsonville</i>	9318 Champac Road NE Aurora (503) 807-6391		Greg@TheLeos.com
DAVID BUCK	Bucketal property owner	680 Hawthorne Ave SE, #140, Salem, OR 97301	503 585 7774	dbuck@saktcpa.com
Rick Hardman	Self	21124 Liberty St NE Aurora Or 97004	503-526-2412	
SANET OLIVESTED	SELF	8220 SW FAIRWAY DR. WILSONVILLE 97070		jsuzit@comcast.net
Marilee Sullivan	homeowner	(21186 Sayre Dr.) PO Box 34 Aurora OR 97002		marilees@ipns.com
Larry Brons	Self	2024 NE 21st Ave Canby OR 97013		LBrons@CANBY.COM

## Aurora State Airport Alternatives Public Meeting Comment Summary

30 comment forms were submitted at the March 10, 2011 Aurora State Airport meeting. 59 additional comment forms were faxed, mailed or e-mailed in after the meeting. 13 people submitted a comment form via the online survey.

Additionally, several people submitted other comments beyond the comment form at the public meeting and by email after the event. These comments are attached at the end of this summary.

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
<b>Instrument Approach Capability</b>	<b>64</b> No change Approach minima to remain at visual and greater than 1 statute mile (sm)	<b>12</b> No change Approach minima to remain at visual and greater than 1 statute mile (sm)	<b>16</b> Improved instrument approach capability. Visibility greater than $\frac{3}{4}$ statute mile (sm)	<b>8</b> Improved instrument approach capability. Visibility minima lower than $\frac{3}{4}$ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
<b>Airport Reference Code</b>	<b>65</b> No change Remain at ARC B-II	<b>16</b> No change Remain at ARC B-II	<b>12</b> Upgrade to ARC C-II	<b>1</b> Upgrade to ARC C-II
<b>Runway Length</b>	<b>62</b> No change (total runway length: 5,004')	<b>17</b> 600' extension to north end of runway (total runway length: 5,604')	<b>10</b> 1,000' extension to south end of runway, closure of Keil Rd. (total runway length:	<b>5</b> No change to length. However, relocation of the parallel taxiway is necessary for
<b>Runway Strength</b>	<b>69</b> No change - 45,000 pounds DWG	<b>18</b> Strengthen to 60,000 pounds DWG	<b>9</b> Strengthen to 60,000 pounds DWG	<b>4</b> No change - 45,000 pounds DWG
<b>Air Traffic Control Tower (ATCT) Location</b>	<i>Has not yet been determined.</i>	<b>31</b> ATCT located midfield on the east side.	<b>10</b> ATCT centrally located within State-owned property, but north of the location in Alternative 1.	<b>5</b> ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
<b>Helicopter Parking Location</b>	<b>60</b> No change	<b>18</b> Designation of helicopter operations area in the northwest section of State-owned property.	<b>3</b> Designation of helicopter operations area, situated where the fuel tanks are currently located.	<b>4</b> Designation of helicopter operations area, north of the current apron.
<b>Fuel Station Location</b>	<b>64</b> No change	<b>13</b> Fuel tank relocation south of Aurora Aviation.	<b>6</b> Fuel tanks relocated northeast of Aurora Aviation.	<b>9</b> Future fuel tanks located at the south end of State-owned property.
<b>Aurora Rural Fire Protection District Location</b>	<b>34</b> No change	<b>23</b> Fire District's response building located near the air traffic control tower (ATCT).	<b>35</b> Fire District's response building located adjacent to the water suppression system.	<b>3</b> The Fire District's response building located east of the fire suppression system.
<b>Cargo Apron Location</b>	<b>66</b> No change	<b>10</b> No change	<b>4</b> Designation of a cargo apron facility, north of Aurora Aviation.	<b>9</b> The cargo apron centrally located on State-owned property.

**Additional comments provided on comment forms:**

- 1) The number of air operations does not justify the lengthening of the runway. I support the no build alternative with the exception of the Aurora Rural Fire District facility. I am an elected board member of the Fire District. Aurora was never intended to be a "big jet" airport. It is too constrained both in length and width.
- 2) For the no build alternative, determination of the location for the ATCT is a critical addition.
- 3) Would like C-2, but don't think closing Keil Rd. is a good idea, increases traffic on Airport Rd. Prefer 600' extension to the north.
- 4) No additional growth.
- 5) 600' extension to begin with to the North. After a term of 5 years to help replenish funds extend an additional 600' on the South end (save Keil Rd.)
- 6) Roads are already over capacity!
- 7) Alternative 2 as depicted places a RWY 17 run-up area on Wiley Condo Association property very close to existing hangars with large operable doors. This property is not for sale and is not likely to be. Consideration should be given to an alternative that includes a 600' extension with run-up area at the North end and a 500' extension at the South end to create a 60000' runway with an upgrade to ARC C-11.

- 8) Representing property south of airport “P” zone south of Keil Rd. Totally approximately 75 acres.
- 9) Since you cut the trees down the noise is louder—trees are important to clean the air. I support the tower and fire station. NO expansion. I am very concerned about how the quality of my life will decrease because of the high noise along with the value of my property which will decrease. I live in Dear Creek Estates close to the end of the now runway and in 10 years the noise has increased greatly. Plus planes flying over our home taking a short cut to the airport.
- 10) The removal of the trees by the west opened up more noise. I support the no build plan, the tower and fire station.
- 11) I am a home owner in Aurora.
- 12) Why don't they do something at the airport to actually get pilots of jets to fly the pattern they are supposed to?
- 13) Property owner
- 14) Remove power lines on north end. If the power lines were hit by a plane how would the loss of power to our community. Hospitals, schools, fire police. Shared costs to relocate lines underground—Power Company, City, County, and Oregon Aviation Dept. Educational building for high school students interested in aviation, shared by community colleges and education districts; 2-story building. I have additional ideas. Email me please. (Ronald Sterba, saintesterba@msn.com)
- 15) Comment on Helicopter Parking Location for no build alternative: already done on whose approval?
- 16) Aurora is one of the most significant pieces of history in Oregon. Who benefits from a larger and busier airport? Could you consider doing something in the line of keeping the integrity of this small historic piece? It doesn't lend itself to this noisy alternative. Take an example from Vermont and keep this historic jewel as the treasure it should be.
- 17) Any/all proposed changes need to consider/mitigate the problems that will come outside “the fence” area. Such as east-west traffic and turn lanes, drainage issues, sewer and water supplies up to code, noise and vectoring of air traffic. If the above concerns are not met there will be many irate and vindictive neighbors to deal with going forward. Not a good situation! Given present and mean time future economic situation, we are better to not overbuild especially your way for the very few – the number of operations is still highly questionable! Use your new tower to get accurate numbers prior to any further changes. Runway lengthening and Build options 2 and 3 are not warranted.
- 18) What is tax payer liability for under improvements of Airport Rd? For the entire expansion?  
What are impacts of expansion on adjacent properties? Zoning? Usages?  
What is the number of regular operators that live in Clackamas or Marion County?  
What will be done prior to expansion mobilization to ensure City of Aurora's annexation of Airport?  
What are the wildlife and environmental impacts? When were studies completed?
- 19) We have hundreds of large geese in the Charbonneau area which could pose a serious threat to aircraft and civilians. I am not concerned about the lives of the geese—only the people. We have more than enough aircraft emanating from this airport now!

- 20) The noise level now is too high with low flying planes and helicopters who don't seem to care that people would very much appreciate a quiet neighborhood in which to find refuge. It is unfortunate that we in Clackamas County must suffer the consequences of Marion County decisions on this matter. More planes also mean more cars and trucks on our exits and entrances to the I-5 corridor which is awful right now as it is.
- 21) Some Charbonneau residents are curious when we see the map showing the sound pressure level (yellow line) following the exact southern boundary of Charbonneau. Also at the DOA meeting we heard SPL/Ob numbers for aircraft on this boundary to be 65 or 75 Db. Institutions such as MIT and HUD have said that the Db for flushing a toilet is 75 Db and a business office is 85 Db. I have a hard time believing that the planes going over as we dine on our patios are more quiet than a toilet or a business office. We have taken a straw poll of Charbonneau residents, at a recent social function and well over 95% of us are strongly opposed to the airport expansion!
- 22) No more noisy planes over Charbonneau!
- 23) It is hard for me to believe that fuel tax would pay for all the proposed changes. As a tax payer I don't want to have any part of paying for the ability to have more corporate jets landing at the Aurora Airport!
- 24) I have had enough as it is of planes flying over Charbonneau. I came here from Beaverton because of the rural atmosphere and less crowding. Why must it always be ruined?
- 25) To approve any changes is "letting the camel in the tent!" Good, bad, indifferent—the future cannot be controlled. Surely a tower and instrument approach would improve safety but that is the camel.
- 26) Rw 17 run-up area on Alternative 2 is not desirable to owners of Wylee property. It would add constant noise and blast to adjacent hangars. Better solution must be found, preferably adjacent to Willamette Aviation facility on runway extension to north.
- 27) It is my feeling that most Charbonneau residents have little sympathy for the needs and wishes of users of the Aurora Airport, because pilots presently flying in and out of the airport just don't give a shit about avoiding the airspace above Charbonneau. Improved facilities can only mean continued disregard for the neighborhood, on a larger scale.
- 28) Locate ATCT at mid-field west of the highway to Hubbard. This will require land acquisition but will reduce tower height with no loss of 2 acres of airport land. Locate the helicopter parking in the fire suppression system area. This will totally separate helicopter traffic from fixed wing, plus make room for helicopter business and hangars. A reasonable return on investment should always be a paramount consideration where major investment is required. I don't feel that has happened when consideration for runway strengthening or extension is being considered. To spend millions of dollars for the possibility of a very small return on investment makes no sense, especially when both the state and federal government is broke. Lets get realistic.
- 29) A tower and runway extension is not so good in this climate.
- 30) Who wrote this? Our biggest problem is people who don't have a clue about aviation write questionnaires like this. Get someone involved in aviation to help make airport programs! You are wasting our money.
- 31) Justify all projects by cost.

- 32) The noise over our house is BAD enough as it is. I certainly don't want any increase! I wish there were no Aurora Airport at all.
- 33) Any changes will only benefit a small handful of users of the airport, not the general public.
- 34) We hope that the airport is not enlarged! There is enough jet noise now over Charbonneau!
- 35) Larger jets = more noise
- 36) Runway extension – particularly north will result in heavier noisier aircraft taking off closer (& lower over) populated areas. Noise problem. Environmental problem. Safety problem. Please do not extend runways.
- 37) Planes are flying over Charbonneau even though they are required not to. Expansion would only increase the noise level in this area. Think of the noise level at our Portland International Airport. We don't need to push in that direction. Thanks.
- 38) Aircraft coming and going creates a worsening noise problem for those of us who live in Charbonneau. Making the changes sought will only make a bad problem worse!
- 39) I trust you will not move north. It would be too close to a population of a growing city (Wilsonville and Tualatin).
- 40) See submitted letter and petition from Friends of French Prairie.
- 41) We are concerned about the noise level from larger jets. The hundreds of geese that flock to the small lakes in Charbonneau are a hazard to the jet engines. Longer runways bring larger planes. Larger planes bring freight. Freight needs to be hauled away in big trucks. I-5 in the Wilsonville area and beyond is the most deadly in the State. We don't need more truck traffic and congestion.
- 42) We hate to see an increase in the airport. Already the noise and planes flying low is very unpleasant. Quality of living in a somewhat rural area is suffering from all of this. Homes to the south would really feel this with runway extensions.
- 43) In as much as the Charbonneau is a heavily populated area at the southern most edge of the city of Wilsonville, every effort should be taken to not degrade the environmental and living conditions of the residents while improving or, at the very least, mitigating the physical risk to person and property. To that end, I recommend the following: 1) any fuel storage should be located as far to the southern end of the airport as possible. That provides, by physical distance, the maximum protection to the populace in the case of explosion. 2) Approach capability should NOT be lowered below the current one statute mile minimum. North-to-south approaches typically pass over Charbonneau. Lowering the approach minimum directly increases the risk to the populace by reducing the vertical distance between the aircraft and the ground in case of an in-flight emergency such as mechanical failure, bird strikes, and/or wind shear. Further, the potential for increased air traffic coupled with lowering the approach minimum directly and dramatically degrades the quality of life around the airport by increasing the noise pollution associated the lower approaches. 3) Strengthening the runway only serves to allow larger, louder aircraft to access the airport. This change will result in further increasing noise pollution and dramatically increases the risk of damage to property and person in the case of an aircraft crash. 4) Helicopter operations should be located as far away from heavily populated areas as possible. This dislocation not only affords increased protection for the populace but also reduces the noise pollution associated with these aircraft types.

44) My husband and I would like our opinion on the Aurora Airport known. I have attached a copy of the survey for the airport. As you can see we have MARKED every box in the "NO Build Alternative" column. We DO NOT want and improvements done to the Aurora Airport. We would like to see the larger jets go to another airport. The noise from the jets is extremely annoying, especially when they come screaming over the house late at night. We have lived here since 1977. We know there will be change. But we DO NOT want the airport any larger or improved from how it is now. The current JETS are loud and at times too low during landing. The size of aircraft is getting too large for this location.

45) Helicopter parking location should be in south end only.

46) From 1/14/11 to present there have been 127 flights at the intersection of Miley Rd and Airport Rd that are totally out of FAA compliance, according to the flight directory rules. This intersection is 1.6 miles from the airport.

1. Average flight inbound is 337 yards AGL (laser sighted)
2. All aircraft are flying in an illegal pattern
3. Noise abatement—some cases rattle windows
4. Number of aircraft per month is 113 flights
5. Most critical—who at the State Department did the bird counts for possible bird strikes?
6. Four witnesses working on counting birds including AGL and direction of flight have been monitoring morning and night
7. Flocks of over 1,000+ to as few as 25 or 30 generally fly pattern at 020 degrees to 219 degrees. These are the biggest migration pattern for these birds. These birds are directly in the fly pattern of aircraft flying over the intersection of Miley Rd and Airport Rd.
8. The first engine out bird strike outbound is going to land in the middle of Wilsonville Shopping Center. It is a coincidence that average AGL for aircraft is 337 yards and geese are 215 to 480 yards AGL.

With these documentations and witnesses to what may happen in the event of a major accident, who exactly are we going to sue? All flight in and out of this airport should use the FAA directory per its rules and you will find it is pretty safe flying conditions.

### **Comments from Online Survey**

- 1) I have flown into and out of 3S2/ KUAO for 14 years. The demand for greater volume of aircraft is evident, and improved operational conditions would help Aurora, the local economy and the state of Oregon, whilst improving safety.
- 2) I have no opinion or inadequate information on other choices, what about both extensions? Why only 60,000 pounds; many business jets today push 100,000 pounds.
- 3) The city believes that the Airport should be allowed to grow, But it also believes that no growth should happen outside the existing boundaries of the airport until the airport is annexed into the City Of Aurora. In talking to adjacent property owners it seems they also agree with the City. Please consider our comments in your decision.
- 4) Before selecting the preferred alternative, comprehensive traffic and noise impact studies on surrounding communities need to be completed. The work done on these problems to date is cursory and insufficient for the size of the projects contemplated.

## **Additional Comments Submitted**

Bernice -

Here are some of the questions that need to be addressed along with some additional information that you will need at the meetings that you are going to attend.

1. FLOCKS OF GEESE

Since the meeting on the 12/12/10, my neighbor, Mike Farmer and I, have monitored the geese on the approach pattern from 7:30 am to 5:00 pm. In two days the average elevation was 1100'. The flocks range from 15 to more than 200 geese in the flock. We are going to keep monitoring the geese to prove how unsafe this is for the possibility of aircraft bird stikes.

2. DO THE PILOTS FLYING IN THE AIRSPACE AROUND THE AURORA AIRPORT HAVE TO ABIDE BY REGULATIONS FOR LANDING CONFIGERATIONS AND TAKE OFFS, INCLUDING ANY ABATEMENTS OR RESTRICTIONS WHILE FLYING IN THESE PATTERNS?

3. ARE THERE ANY RESTICTIONS AROUND THE AURORA AIRPORT THAT CONCERNS SOUND ABATEMENT? WE WOULD LIKE YOU TO CLARIFY WHAT DECIBLE READING WOULD BE TOO HIGH FOR THE HOUSING AREA THAT SURROUNDS THE AURORA AIRPORT. IS THIS GOING TO BE A FAA READING OR ONE THAT YOU ARE GOING TO APPROVE ON YOUR OWN?

4. WHAT ARE THE RULES FOR ELEVATIONS FOR AIRCRAFTS AFTER CROSSING THE WILLAMETTE RIVER ON FINAL APPROACH TO AURORA AIRPORT?

5. DON'T JETS HAVE TO FOLLOW THE SAME RULES AND REGULATIONS, INCLUDING LANDING CONFIGERATIONS, AS PER THE FAA LAWS AND RULES THAT ARE IN COMPLETE DETAIL IN THE AIRPORT DIRECTORY THAT IS USED BY ALL PILOTS?

6. WILL THERE BY ANY REGULATIONS THAT CONCERNS "CALM WIND DAYS" WITH WINDS 10 MPH OR LESS? ALL AIR TRAFFIC, IN BOUND AND OUT BOUND, SHOULD BE TAKING OFF FROM THE SOUTH ONLY. THIS WOULD EASE SOME OF THE TENSION FOR THE THOUSANDS OF PEOPLE INVOLVED TO THE NORTH.

All the questions above clearly indicate that no one is monitoring those pilots that are violating the FAA laws. When these laws are broken, will the pilots be fined or lose their license or will a new directory be written by the Aurora Airport to fit their needs?

As of 12/12/10, we have been monitoring incoming and out going aircraft, expecially their elevations (AGL). Just as a note, on 12/15/2010, Aurora Airport manager (FBO) was notified that at 11:16 am, 11:21 am, 11:37 am and 11:46 am, the highest elevation for a DC3 was 301 yds and as low as 257 yds above Prairie View Estates. After the call, the DC3 stopped making its practice runs.

HARLAN REETZ

I do not believe citizens or local property owners benefit from the airport improvements that are going to be adopted by this master plan. I also don't believe it makes any difference if citizen's comment with disapproval, Marion County and the ODA will give the airport whatever they decide it needs or wants.

I've watched a film of a town hall meeting, concerning the master plan, from 10 years ago. Local citizens were very disapproving of all the improvements being offered. It made no difference. Marion County commissioners have allowed unrestrained growth. Now, 10 years later, the airport claims they need a tower because of safety issues, that were brought on by that unrestrained growth. In today's financial crisis, I am appalled that our federal and state governments are funding a tower. Millions of dollars could be put to much better use than to build a tower at Aurora.

I would encourage citizens to take a look at what has happened at the Hillsboro airport. The "improvements" being adopted here are designed to promote private aviation business interests such as flight training or aviation hobbyists whose comfortable lifestyle allows them to own or rent private aircraft.

I am against lengthening or strengthening the runway, the taking of farmland for hangers or the building of a tower. Attracting bigger jets or more aircraft only benefits a small minority and diminishes livability for those who live in the area. The no build option is best for the majority of citizens. The roads are already to busy and tax payers should not have to pay the cost of road and utility improvements, that only benefit a few private aviation businesses.

The Marion County Commissioners have demonstrated their support for aviation development over the environment, livable neighborhoods or protecting farmland. Clackamas County residents have not been given equal representation even though the airport expansion and development affects us as well as Marion County citizens.

The project needs a tower, but not for making large aircraft accessible. The environmental impact of a busier facility is a detriment to agriculture and to the livability of the entire area.

March 7, 2011

To: PAC of Aurora State Airport

I am concerned with increased noise and air pollution to nearby residents and potential disturbance to wildlife in the area if airport traffic is increased and more jets begin to use the airport. The small, local airport is already here, and we accept that once in a while a small jet flies in. But we are distressed that if it is opened to more and larger jets, our quality of life and property values will be diminished.

*Perhaps* the addition of a tower and/or runway extension would improve safety at the airport, but the increased noise levels of more jets using the airport are problematic. Jets that are really pounding to gain altitude would definitely affect noise levels. Plus, with the smaller planes that are currently using the airport there is almost no night-time traffic--I'm concerned that with more jets, we would have more noise and increased safety risk at night. I am also concerned about the possibility of more around the clock jet cargo traffic in the future.

The FAA performs extensive noise tests on hundreds of models that fly in the United States, making generalizations difficult. However, according to figures taken from FAA records, the median decibel level upon takeoff of all models of two common small jets, Learjet and Gulfstream, at 76 decibels, is somewhat higher than those of two common small propeller plane manufacturers, Piper and Cessna, at 69 decibels. Even a small increase in jet traffic would have an adverse noise impact. *(Longmont Ledger, April 23, 2010)*

Lorna Dove, who lives in Georgetown near Seattle, has devoted extensive hours toward researching and measuring chemicals like benzene and toluene, byproducts of jet fuel and plane exhaust. Dove's strongest ally has been the Agency for Toxic Substances and Disease Registry in Atlanta, which, after conducting a risk assessment of air quality in 1998, found that Georgetown residents had "a higher risk for leukemia and thyroid cancer" than the population at large. I would like to see studies of environmental impact of increased air traffic on our area. *(The Stranger, July 2, 2008)*

Our area is called French Prairie. Let's talk about the historical significance of this area and the importance of preserving it. A larger commercial airport will undermine the agricultural character and general livability of our community.

Look at CAAP (Citizens Against Airport Pollution), a community based organization that seeks to reduce pollution caused by airport operations.

July 20, 2010

*Citizens Against Airport Pollution [CAAP] has filed a lawsuit against the City of San Jose because the City recently approved a major amendment to the Airport Master Plan without an Environmental Impact Report describing what adverse affect these amendments will have on the environment.*

*The suit alleges that the City failed to conduct the proper environmental investigation necessary prior to the approval of a major amendment to the Airport Master Plan, as required by CEQA. Air pollution impacts, noise pollution impacts and impacts on wildlife are unknown. In an effort to avoid litigation, CAAP previously requested the City to defer action approving the major amendment so that these issues could be evaluated and discussed without litigation. The City chose to ignore these concerns and approved the major amendment to the Airport Master Plan without a clear understanding of its impact on the environment.*

*For over 20 years, Citizens Against Airport Pollution has been the only watchdog organization committed to protecting the environment from pollution caused by Mineta San Jose International Airport. CAAP has always supported a first class airport to serve the needs of the Southbay. Protecting the quality of life for San Jose residents and maintaining a first class airport is doable. However, it requires thoughtful planning and a keen sensitivity to environmental protections. If Silicon Valley is to become the center of "green" technology, the City of San Jose must make every effort to make its airport environmentally sensitive and a good neighbor. CAAP believes that the protection of the quality of life in the neighborhoods should be the highest priority to the City of San Jose. <http://www.caap.org/>*

I hope the ones who finally make the decision in this matter will take into consideration the appeals of their neighbors, and not jeopardize their ability to continue living comfortably in their homes. Please slow down the premature rush to expand this airport.

Patti Oleson  
7465 SW Bunker Post Ct.  
Wilsonville, OR 97070

# Statistics that improve safety

Compiling business jet and turboprop accident statistics has been an objective of mine since the early 1960s.

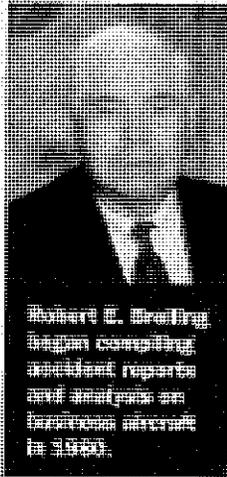
When I was a Navy carrier pilot

and safety officer—and later a Pan Am pilot—I met an insurance executive who was concerned about insuring the new business jets and turboprops being bought by corporations. As I had some 3,000 flight hours, I was retained as a consultant by the underwriter to visit and evaluate its operations. When Pan Am furloughed junior pilots, I went to work for the insurance underwriter to perform new-aircraft analyses, establish an engineering department, and supervise the company's fleet of 12 piston aircraft. There I began to compile business turbine aircraft statistics.

**More than 50 percent of the bizjet accidents and incidents continue to occur in the landing phase year after year (for turboprops, it's 43 percent).**

During this period I served on the NBAA board of directors, as head of its safety committee, and made numerous statistical presentations at Flight Safety Foundation's Corporate Aviation Safety Seminar, Bombardier's Safety Standdown, and others. I also worked with Donald Engen to establish the AOPA and Safety Institute's light aircraft database.

I was then offered an opportunity to join the start-up team SimuFlite, where one of my objectives was to secure an FAA exemption to use "advanced" simulators for training in lieu of aircraft. I showed the FAA that 52 business-jet accidents occurred during in-aircraft training from 1964 through 1980. I received the exemption, which benefitted both SimuFlite and FlightSafety International, the two training companies at the time. The accident rate began to fall (improve) so much that underwriters offered a reduced hull rate if companies insured in advanced simulators for both jets and turboprops. In 1985 we saw a need for this data by aviation insurance underwriters and corporate operators and began publishing the *Annual Business Turbine Aircraft Accident Review*, where identified by specific aircraft the accident rates, phase of



operation in which the accident occurred, causal factors, and other pertinent information.

In review of this data over the years, we found several dominant trends. For example, more than 50 percent of the bizjet accidents and incidents continue to occur in the landing phase year after year (for turboprops, it's 43 percent). Surprisingly, 76 percent of the jet accidents occur on 5,000-foot or longer runways, 10 percent on 4,000- to 5,000-foot-long runways, and 8 percent on runways shorter than 4,000 feet. Sixty-five percent were in VMC, and 24 percent were on contaminated runways. It is obvious that pilots are not adhering to positive landing techniques. They continue to land long, add a few knots to  $V_{REF}$ —which is already 30 percent above stall speed—"grease it on," delay reverser use, and use positive braking.

With respect to turboprops, accidents in the approach phase are higher with 17.6 percent occurring here, versus 7 percent in bizjets. My opinion is that many approach accidents involve single pilots, where it is apparent that the pilot gets to minimums and, being unfamiliar with the missed approach procedure, goes lower or performs an improper missed approach. I might add that single pilots have a 50-percent greater accident rate than aircraft flown by two pilots.

Single-engine turboprops, mostly flown by single pilots, are involved in a higher number of high-altitude upsets than other turboprops. It seems apparent that pilots are over-relying on the autopilot and when a malfunction occurs, loss of control follows. More instrument flight proficiency and upset training may be necessary.

Also noted over the years is that the number of reported incidents is increasing, and many result in serious damage. It is interesting to note that a turboprop can land gear up, and cause serious damage, yet this is classified as an incident—whereas a light jet can experience a gear collapse while taxiing, causing relatively light damage, and it is classified as an accident.

We believe that our annual reviews are invaluable to any bizjet or turboprop operator to aid in identifying specific aircraft problems, support the fact that short runways should not be used, and illustrate how business aviation safety compares to charter air taxi, fractionals, airline operations, single-pilot involvement, et cetera.

We publish the review annually and offer the complete study, including turbine helicopters, for \$375; the jet section or turboprop section can be purchased separately for \$175 each. For more see our website ([www.breilinginc.com](http://www.breilinginc.com)) or call us at 561-338-6900.

AOPA

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**From:** [RobrtC@aol.com](mailto:RobrtC@aol.com) [mailto:RobrtC@aol.com]  
**Sent:** Monday, March 21, 2011 3:03 PM  
**To:** [christopher.cummings@state.or.us](mailto:christopher.cummings@state.or.us)  
**Cc:** Anderson, Rainse  
**Subject:** Comment: Aurora State Airport Master Plan

**I attended the meeting earlier this month but unfortunately could not stay for the public comment portion that was begun at the end of the meeting.**

**One of the questions I have and I posed it to several people at the breakout session: Why is the Aurora Airport the subject of expansion when McNary Field is 20 miles away and has an existing longer runway than Aurora? Most of the responses to my questions were "convenience and closer to downtown Portland". I think that the overall public may be better served by exploring the options of McNary Field in Salem instead of embarking on this costly expansion.**

**If this expansion at Aurora proceeds the State of Oregon needs to impose stringent and enforced noise abatement procedures for the surrounding neighborhoods. This would mean monitoring by the control tower of violators and the imposition of fines and or license suspensions for pilots of aircraft that do not comply. To help with noise abatement the arrival/departure flight path from/to the north should be directed over the I-5 corridor and not Wilsonville.**

**Lastly, has an environmental impact study been conducted as to the affects of wildlife on airport operations. This area of the Willamette valley is a**

**large flyway for Canada geese. Wouldn't this be a safety issue?**

**I would appreciate your thoughts on my comments.**

**Rob Callan**

**7260 SW Fountain Lake Drive.**

**Wilsonville Oregon. 97070**

## Adrienne DeDona

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**From:** Joel Joslin [joelandlynell@mac.com]  
**Sent:** Monday, March 21, 2011 10:23 PM  
**To:** Adrienne DeDona  
**Subject:** Aurora Airport

Dear Adrienne,

Thank you for taking the time to listen to the residents concern about the proposed expansions to the Aurora airport.

I live nearby in an area that is supposed to be a "no fly" zone. It is anything but. We have planes flying over frequently and sometimes very low. Low enough on occasion that I am concerned they are in distress and are about to crash.

An expansion would only increase these problems with the addition of increased jets and larger planes in the area and the subsequent noise issues.

It seems there are enough larger airports in the vicinity already with PDX and Hillsboro, both with greater activity and facilities than here. Please do not turn this area into another large airport and all the noise and safety issues that would go with it.

Keep us safe and quiet!

Thank you for taking our welfare into your consideration.

A local resident and neighbor of the Aurora Airport.

Lynell Cooper-Joslin  
Charbonneau

I, Kenneth W. Hawken agree with the proposal noted below. Please add my name to the petition.  
my address :  
24751 NE Prairie View Dr.  
AURORA, OR 97002-9545  
Phone 503-678-2280

**Aurora Airport Master Planning Process**  
**Petition to the Oregon Department of Aviation**  
**from**  
**Aurora Airport Neighbors in the Prairie View Community**

Whereas, the Aurora State Airport lies less 1 1/2 miles south of the Prairie View residential community and over-flights of Prairie View are already frequent and noisy and

Whereas, the Oregon Department of Aviation is considering the possible inclusion of an extension of the existing runway and/or strengthening the runway to accommodate heavier aircraft in the current master planning process,

We, the undersigned residents of Prairie View support the petition from Charbonneau residents and express our grave concern about the number of larger jets that such an extension would bring, with the resultant increase in noise pollution for neighboring communities. We oppose such action for the following reasons:

1. At this airport, landings to the south require jets and others to fly low over dense residential areas of Wilsonville and surrounding communities. The proposed control tower, operating only during daylight hours, will not be able to fully mitigate this problem.
2. The environmental impact of a runway extension or strengthening, bringing additional and larger jet traffic, will be to reduce property values for many Wilsonville residents including those living in Charbonneau and Prairie View.
3. The extension proposed is sought by a very small number of operators, most of whom regularly use its current runway. At a time of extreme State and Federal budget difficulties it is unacceptable to consider spending large sums of taxpayer money on development to benefit so few special interests.
4. This Airport is constrained on all sides by roads and residences, by one runway, and by private infrastructure close to the taxiway and runway, all hampering long term expansion. For example, it is not practically possible, nor financially feasible, to reduce the approach minimums, something that would make the Airport a more reliable destination in bad weather. If a longer runway is required in the region this should be done at a rural area airport with many fewer constraints, such as Mulino.

For all the above reasons we request that consideration of a runway extension and/or strengthening the weight-bearing load of the runway at Aurora Airport be postponed to allow study of the most appropriate location and timing for such developments and any extension or strengthening be excluded from the current Master Plan update.

To who it may concern, we agree with the proposal below.

Stanley P. Kaveckis  
25031 NE Prairie View Drive  
Aurora, OR 97002

Suzanne M. Kaveckis  
25031 NE Prairie View Drive  
Aurora, OR 97002

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Louisa Farmer  
25089 N.E. Prairie View Drive  
Aurora, Oregon 97002

Michael Farmer  
25089 N.E. Prairie View Drive  
Aurora, Oregon 97002

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I, Karen J. Hawken agree with the proposal noted below. Please add my name to the petition.

My address:  
24751 NE Prairie View Drive  
Aurora, OR 97002  
Phone 503-678-2280

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I agree with this proposal:  
Dana Stephens  
14550 NE Mulligan Ct.  
Aurora, OR 97002

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I agree with the proposal noted below and would like to add the following:

As a tax paying citizen, it is appalling to me that millions are going to be spent to build a tower at the Aurora Airport. It is obvious the ODA at the State of Oregon and the FAA will promote private aviation business interests over those of neighboring property owners. Marion County should not legally be allowed to expand the airport when it affects the residents of Clackamas County without equal representation. Sitting on an advisory committee outnumbered by airport business interests is not representation.

IT IS THE SPECIAL INTERESTS OF A SMALL MINORITY THAT BENEFITS BY DIMINISHING THE RIGHTS AND LIVIBILITY OF PROPERTY OWNERS.

Christine Warren  
15777 NE Becke Rd  
Aurora, Or 97002

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Petition to the Oregon Department of Aviation

BERNICE IVEY  
24780 NE PRAIRIE VIEW  
AURORA, OR 97002

from

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I agree with the proposal noted below.  
Victoria Arck  
24035 Butteville Rd, Aurora, OR 97002

> if you want to send me the petition, I will sign it. The points  
> addressed are significant and will affect all tax payers. Even 'tho  
> I live quite a distance from the A/P I am concerned!  
> Vik

> > Aurora Airport Master Planning Process  
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> > benefit so few special interests.  
> >  
> > 4. This Airport is constrained on all sides by roads and residences,  
> > by one runway, and by private infrastructure close to the taxiway  
> > and runway, all hampering long term expansion. For example, it is  
> > not practically possible, nor financially feasible, to reduce the  
> > approach minimums, something that would make the Airport a more  
> > reliable destination in bad weather. If a longer runway is required  
> > in the region this should be done at a rural area airport with many  
> > fewer constraints, such as Mulino.  
> >  
> >  
> >  
> >  
> > For all the above reasons we request that consideration of a runway  
> > extension and/or strengthening the weight-bearing load of the runway  
> > at Aurora Airport be postponed to allow study of the most  
> > appropriate location and timing for such developments and any  
> > extension or strengthening be excluded from the current Master Plan update.  
> >  
> >=

We agree with the proposal noted below:

Hellen Safronchik  
15651 NE Browndale Farm Rd,  
Aurora, Oregon 97002

Paul Safronchik  
15651 NE Browndale Farm Rd  
Aurora, Oregon, 97002

Rebecca Safronchik  
15651 NE Browndale Farm Rd  
Aurora, Oregon, 97002

Alexander Safronchik  
15651 NE Browndale Farm Rd  
Aurora, Oregon 97002

In a message dated 3/5/2011 5:04:08 P.M. Pacific Standard Time,  
[berniceativeyacres@hotmail.com](mailto:berniceativeyacres@hotmail.com) writes:

Aurora Airport Master Planning Process  
Petition to the Oregon Department of Aviation  
from  
Aurora Airport Neighbors in the Prairie View Community

Whereas, the Aurora State Airport lies less 1 1/2 miles south of the Prairie View residential community and over-flights of Prairie View are already frequent and noisy and

Whereas, the Oregon Department of Aviation is considering the possible inclusion of an extension of the existing runway and/or strengthening the runway to accommodate heavier aircraft in the current master planning process,

We, the undersigned residents of Prairie View support the petition from Charbonneau residents and express our grave concern about the number of larger jets that such an extension would bring, with the resultant increase in noise pollution for neighboring communities. We oppose such action for the following reasons:

1. At this airport, landings to the south require jets and others to fly low over dense residential areas of Wilsonville and surrounding communities. The proposed control tower, operating only during daylight hours, will not be able to fully mitigate this problem.

2. The environmental impact of a runway extension or strengthening, bringing additional and larger jet traffic, will be to reduce property values for many Wilsonville residents including those living in Charbonneau and Prairie View.

3. The extension proposed is sought by a very small number of operators, most of whom regularly use its current runway. At a time of extreme State and Federal budget difficulties it is unacceptable to consider spending large sums of taxpayer money on development to benefit so few special interests.

4. This Airport is constrained on all sides by roads and residences, by one runway, and by private infrastructure close to the taxiway and runway, all hampering long term expansion. For example, it is not practically possible, nor financially feasible, to reduce the approach minimums, something that would make the Airport a more reliable destination in bad weather. If a longer runway is required in the region this should be done at a rural area airport with many fewer constraints, such as Mulino.

For all the above reasons we request that consideration of a runway extension and/or strengthening the weight-bearing load of the runway at Aurora Airport be postponed to allow study of the most appropriate location and timing for such developments and any extension or strengthening be excluded from the current Master Plan update.

=

Bernice,

First a thank you for all the time and effort you put in for all of our sakes. We both appreciate it.

We agree with the attached proposal, namely the Petition to the Oregon Department of Aviation from the Aurora Airport Neighbors in the Prairie View Community.

Robert C. Brooks 14510 NE Mulligan Court, Aurora, OR 97002

Susan G. Brooks 14510 NE Mulligan Court, Aurora, OR 97002

Thank you.

**Aurora Airport Master Planning Process  
Petition to the Oregon Department of Aviation  
from  
Aurora Airport Neighbors in the Prairie View Community**

Whereas, the Aurora State Airport lies less 1 1/2 miles south of the Prairie View residential community and over-flights of Prairie View are already frequent and noisy and

Whereas, the Oregon Department of Aviation is considering the possible inclusion of an extension of the existing runway and/or strengthening the runway to accommodate heavier aircraft in the current master planning process,

We, the undersigned residents of Prairie View support the petition from Charbonneau residents and express our grave concern about the number of larger jets that such an extension would bring, with the resultant increase in noise pollution for neighboring communities. We oppose such action for the following reasons:

1. At this airport, landings to the south require jets and others to fly low over dense residential areas of Wilsonville and surrounding communities. The proposed control tower, operating only during daylight hours, will not be able to fully mitigate this problem.
2. The environmental impact of a runway extension or strengthening, bringing additional and larger jet traffic, will be to reduce property values for many Wilsonville residents including those living in Charbonneau and Prairie View.
3. The extension proposed is sought by a very small number of operators, most of whom regularly use its current runway. At a time of extreme State and Federal budget difficulties it is unacceptable to consider spending large sums of taxpayer money on development to benefit so few special interests.
4. This Airport is constrained on all sides by roads and residences, by one runway, and by private infrastructure close to the taxiway and runway, all hampering long term expansion. For example, it is not practically possible, nor financially feasible, to reduce the approach minimums, something

that would make the Airport a more reliable destination in bad weather. If a longer runway is required in the region this should be done at a rural area airport with many fewer constraints, such as Mulino.

For all the above reasons we request that consideration of a runway extension and/or strengthening the weight-bearing load of the runway at Aurora Airport be postponed to allow study of the most appropriate location and timing for such developments and any extension or strengthening be excluded from the current Master Plan update.

Aurora Airport Master Planning Process  
Petition to the Oregon Department of Aviation  
from the  
Residents of the Charbonneau Community in Wilsonville

Whereas, the Aurora State Airport lies less than 2 miles south of the Charbonneau residential community and over-flights of Charbonneau are already frequent and noisy and,

Whereas, the Oregon Department of Aviation is considering the possible inclusion of an extension of the existing runway and/or strengthening the runway to accommodate heavier aircraft in the current master planning process,

We, the undersigned residents of Charbonneau, express our grave concern about the number of larger jets that such an extension would bring, with the resultant increase in noise pollution for neighboring communities. We oppose such action for the following reasons:

1. At this airport, landings to the south require jets and others to fly low over dense residential areas of Wilsonville and surrounding communities. The proposed control tower, operating only during daylight hours, will not be able to fully mitigate this problem.
2. The environmental impact of a runway extension or strengthening, bringing additional and larger jet traffic, will likely have a negative effect on property values for many Wilsonville residents including those living in Charbonneau.
3. The extension proposed is sought by a very small number of operators, most of whom regularly use its current runway. At a time of extreme State and Federal budget difficulties it is unacceptable to consider spending large sums of taxpayer money on development to benefit so few special interests.
4. This Airport is constrained on all sides by roads and residences, by one runway, and by private infrastructure close to the taxiway and runway, all hampering long term expansion. For example, it is not practically possible, nor financially feasible, to reduce the approach minimums to less than  $\frac{3}{4}$  mile, something that would make the Airport a more reliable destination in bad weather. If a longer runway is required in the region this should be done at a rural area airport with many fewer constraints, such as Mulino.

For all the above reasons we request that consideration of a runway extension and/or strengthening the weight-bearing load of the runway at Aurora Airport be postponed to allow study of the most appropriate location and timing for such developments and any extension or strengthening be excluded from the current Master Plan update.

March 2011

We, the undersigned people, support the:

Petition to the Oregon Department of Aviation  
from the  
Residents of the Charbonneau Community in Wilsonville  
Regarding the Aurora Airport Master Planning Process

PRINT NAME

SIGNATURE

JERRY TILLEY

Jerry Tilley

Mary T. Tilley

Mary T. Tilley

MARY BORUD

Mary Borud

CANDACE PLANT

Candace Plant

BILL & JENIFER BRONTSEMA

Brontsema

JENIFER BRONTSEMA

Jenifer Brontsema

ELEANOR MURRAY

Eleanor Murray

IAN MURRAY

Ian Murray

JEANNETTE NIELSEN

Jeannette Nielsen

THEO W. NIELSEN

Theo W. Nielsen

FREDERICK RESSON

Frederick Resson

BURNADEEN HANDEWITA

BURNADEEN HANDEWITA

Gloria Shaw Walker

Gloria Shaw Walker

PATRICIA TEWELL

Patricia TEWELL

*Spary*

March 2011

We, the undersigned people, support the:

Petition to the Oregon Department of Aviation  
from the  
Residents of the Charbonneau Community in Wilsonville  
Regarding the Aurora Airport Master Planning Process

PRINT NAME

SIGNATURE

Rosemary R. Mason

Rosemary R. Mason

Dan Mason

D. Mason

ROBERT GRAHAM

Robert Graham

PATRICIA GRAHAM

Patricia Graham

Elizabeth Barrett

Elizabeth Barrett

DANA RICHMOND

Dana Richmond

MIKE RICHMOND

Mike Richmond

TOM BARRETT

Tom Barrett

LARRY HANLON

Larry Hanlon

PAULIN HANLON

Paulin Hanlon

DENNIS BARTON

Dennis Barton

EUGENE FREEMAN

Eugene Freeman

JOHN PLANT

John Plant

March 2011

**We, the undersigned people, support the:**

**Petition to the Oregon Department of Aviation  
from the  
Residents of the Charbonneau Community in Wilsonville  
Regarding the Aurora Airport Master Planning Process**

**PRINT NAME**

**SIGNATURE**

Susan T. Roison

Susan T. Roison

Sara L Bennett

Sara L Bennett

Joan Pene

Joan Pene

Robert Pene

Rob Pene

DAN ROISON

Dan Roison

CARMELLA A. WEBB

Carmella Webb

Barbara J Myers

Barbara J Myers

David Sanville

David Sanville

Cherie Sanville

Cherie L. Sanville

SHEILA M BARTON

Sheila M Barton

HAROLD W PARKER

Harold W P

Joey Hatfield

JOEY HATFIELD

Joey Hatfield

Michael W. Tewell

MICHAEL W. TEWELL

March 2011

We, the undersigned people, support the:

**Petition to the Oregon Department of Aviation  
from the  
Residents of the Charbonneau Community in Wilsonville  
Regarding the Aurora Airport Master Planning Process**

PRINT NAME

SIGNATURE

Carol E Zinsli

Carol E. Zinsli

Lynn Gearhart

Lynn Gearhart

Lenny M Gearhart

Lenny M Gearhart

Charles K. Patterson

C. K. Patterson

Judith M. Patterson

Judith M. Patterson

James H. Gibbons

Jim H. Gibbons

John Paque

John B Paque

Ruth Sue Eggleston

Ruth Sue Eggleston

RUTH HAGAN

Ruth Hagan

Sally Onisko

John Onisko

SALLY ONISKO

John Onisko

Maridel Wise

Maridel Wise

Pat Holm

Pat Holm

Robert Holm

Robert Holm

March 2011

We, the undersigned people, support the:

Petition to the Oregon Department of Aviation  
from the  
Residents of the Charbonneau Community in Wilsonville  
Regarding the Aurora Airport Master Planning Process

<u>PRINT NAME</u>	<u>SIGNATURE</u>
<sup>Pat.</sup> Bob Olson	Bob Olson
Lindy Anderson	Lindy Anderson
STEPHEN PERRY	Stephen Perry
BERNICE A PERRY	Bernice A Perry
SANDRA G. SHAPIRO	Sandra G Shapiro
DEANIS KRISKE	Deanis Krisker
ROBERT E JOHNSON	R Johnson
Jacquelyn A. JOHNSON	Jacquelyn A Johnson
Karol I. Wall	Karol I Wall
JON L. WOERNER	Jon L Woerner
MICHAEL R. MULLER	Michael P. Muller
JANET L. WOERNER	Janet L Woerner
CHARLOTTE ALLERT	Charlotte Allert
Yehrice BROWER	Yehrice Brower
Jess Peno	J

March 2011

We, the undersigned people, support the:

Petition to the Oregon Department of Aviation  
from the  
Residents of the Charbonneau Community in Wilsonville  
Regarding the Aurora Airport Master Planning Process

PRINT NAME

SIGNATURE

JAMES R. GREENE	James R. Greene
Stanley J. Wall	Stanley J. Wall
Thomas S. COUNCELL	Thomas S. Councell
MARILYN J COUNCELL	Marilyn J Councell
Freda N. STEELE	Dorothy Steele
C. Stanley Hays	C. S. Hays
Sara Frank	Sara Frank
ANGELA C GREENE	Angela C Greene
Shirley Scrivens	Shirley Scrivens
Ronald Hehl	Ronald Hehl
Jack Scrivens	Jack B. Scrivens
Kathleen S Fuller	Kathleen S Fuller
Benjamin Lawson	Benjamin Lawson
KATHIE BARTON	Kathie Barton

March 2011

We, the undersigned people, support the:

**Petition to the Oregon Department of Aviation  
from the  
Residents of the Charbonneau Community in Wilsonville  
Regarding the Aurora Airport Master Planning Process**

**PRINT NAME**

**SIGNATURE**

Shirley K Rieseke

Shirley Kieseke

Michelle Giroux

Michelle Giroux

NADINE HANSON

Nadine Hanson

MAXINE A HANSON

Maxine A Hanson

JENNIE BRANDSTROM

Jennie Brandstrom

CHUCK BRANDSTROM

Chuck Brandstrom

ANTHONY HOLT

Anthony Holt

Susanna Holt

Susanna Holt

Ron Stetta

Ron Stetta

CAROLE Stetta

Carole Stetta

BUBBA HEARD

Bubba Heard

ED CROFT

Ed Croft

Teresa Bean

Teresa Bean

Elizabeth E. Heard

Elizabeth Heard

March 2011

**We, the undersigned people, support the:**

**Petition to the Oregon Department of Aviation  
from the  
Residents of the Charbonneau Community in Wilsonville  
Regarding the Aurora Airport Master Planning Process**

**PRINT NAME**

**SIGNATURE**

Donald F. Klosterman

Donald F. Klosterman

Veralyn J. Klosterman

Veralyn J. Klosterman

Kim Lawson

Kim Lawson

William E. Dawson

William E. Dawson

Clark Randy

Clark Randy

Robert Cortright

Robert Cortright

Katherine Rode

Katherine Rode

Glenn Liffick

Glenn Liffick

Lynn Liffick

Lynn Liffick

Sharon Thomas

Sharon Thomas

Sally Bond

Sally Bond

Carol S. Moore

Carol S. Moore

BARBARA

Barbara Sutton (I object to flights over homes)

Anita McFarland

Anita McFarland

March 2011

**We, the undersigned people, support the:**

**Petition to the Oregon Department of Aviation  
from the  
Residents of the Charbonneau Community in Wilsonville  
Regarding the Aurora Airport Master Planning Process**

**PRINT NAME**

**SIGNATURE**

Barbara B. Sebastian

Barbara B. Sebastian

G. E. SEBASTIAN

Ed Sebastian

Bui Freck

Bui Freck

Judy Freck

Judith m Freck

Pat Struckman

Pat Struckman

Debra Schramm

Debra Schramm

Debbie Stonebraker

Debra Stonebraker

Janet Moore

Janet Moore

ANN KEDDIE

Ann Keddie

Frieda Jackson

Frieda Jackson

Maryanna Wiese

Maryanna Wiese

KATHY MILLER

Kathy Miller

JULIE CLARK

Julie Clark

Reginald L. Keddie

Reginald L. Keddie

March 2011

**We, the undersigned people, support the:**

**Petition to the Oregon Department of Aviation  
from the  
Residents of the Charbonneau Community in Wilsonville  
Regarding the Aurora Airport Master Planning Process**

PRINT NAME

SIGNATURE

JACK E. KAHLE



Farol L. Kahle

Farol L. Kahle

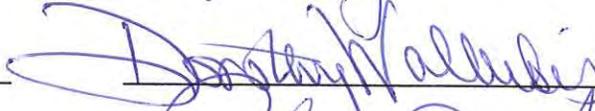
Keith Olson

K Olson

Nancy Olson

Nancy Olson

Dorothy Wallulis



Robin D Santos

Robin D Santos

JOHN M. SANTOS

John M Santos

W R Steele

W R Steele

Susan Steele ↔

SUSAN STEELE

Lila McCarthy Langford

LILA Mc CARTHY - LANGFORD

LATIMER FRAZIER

Latimer Frazer

Siddu Van Guelpen

S, DUY VAN GUEL PEN

Susan J. Preston

Susan Preston

BARBARA A. Anderson

Barbara A. Anderson

March 2011

We, the undersigned people, support the:

Petition to the Oregon Department of Aviation  
from the  
Residents of the Charbonneau Community in Wilsonville  
Regarding the Aurora Airport Master Planning Process

PRINT NAME

SIGNATURE

Jeanie Paquie

Jeanie Paquie

Susan DeFrancisco

Susan DeFrancisco

Elaine Brunmeier

Elaine Brunmeier

JANE DEPROSPERO

Jane DeProspero

Irja Telfer

Irja Telfer

MARGARET HARRINGTON

Mrs. Margaret Harrington

Leonard A DeFrancisco

Leonard A DeFrancisco

KARI MULDROW  
Kari Muldrow

Kari Muldrow

VIRGINIA L. HORLER  
~~Virginia~~

Virginia L Horler

LINDA WATKINS

Linda Watkins

Arlo K. Amundson

Arlo K. Amundson

ROY HENEGAN

R

Jerome B. Zeller

Jerome B Zeller

JOSEPH SWYT

Joseph Swyt

March 2011

We, the undersigned people, support the:

**Petition to the Oregon Department of Aviation  
from the  
Residents of the Charbonneau Community in Wilsonville  
Regarding the Aurora Airport Master Planning Process**

PRINT NAME

SIGNATURE

Joyce Swan

Joyce Swan

~~Edwin H. Reid~~

~~Edwin H. Reid~~

Edwin H. Reid

Edwin H. Reid

GEORGE ANDERSON

George Anderson

ARTHUR JOHNSON

Arthur Johnson

ROGER GARRETSON

Roger Garretson

M. Ruhlleder

M. Ruhlleder

B. Ruhlleder

B. Ruhlleder

SALLY KINGSTON

Sally W. Kingston

JACQUELINE PETERS

Jacqueline Peters

RICHARD PETERS

Richard Peters

Robert Henry

Robert Henry

M. June Henry

M. June Henry

Jacqueline Powell

Jacqueline Powell

March 2011

**We, the undersigned people, support the:**

**Petition to the Oregon Department of Aviation  
from the  
Residents of the Charbonneau Community in Wilsonville  
Regarding the Aurora Airport Master Planning Process**

**PRINT NAME**

**SIGNATURE**

LINDA LANDRE

Linda Landre

Martha Griggs

Martha Griggs

Millie Keylock

Millie Keylock

Kathy Gibbons

Kathy Gibbons

Jane C. King

Jane C. King

Jeanie Pague

Jeanie Pague

Sandra Wicht

Sandra Wicht

Peter M Watkins

Peter M Watkins

Andy Miller

Andy Miller

Verna L. Westbury

Verna L. Westbury

R. Bruce Westbury

R. Bruce Westbury

DONALD LOFF

Donald Loff

Jean Loff

Jean Loff

SALLY FELL

Sally Fell

March 2011

**We, the undersigned people, support the:**

**Petition to the Oregon Department of Aviation  
from the  
Residents of the Charbonneau Community in Wilsonville  
Regarding the Aurora Airport Master Planning Process**

**PRINT NAME**

**SIGNATURE**

<u>JOHN WALKER III</u>	<u><i>John Walker III</i></u>
<u>DON HANDEWICH</u>	<u><i>Don Handewich</i></u>
<u>NANCY McELWAIN</u>	<u><i>Nancy McElwain</i></u>
<u>ALAN KIRK</u>	<u><i>Alan Kirk</i></u>
<u>Don Higgins</u>	<u><i>Don Higgins</i></u>
<u>Shirley Higgins</u>	<u><i>Shirley M. Higgins</i></u>
<u>JANET D. OLMSTED</u>	<u><i>Janet D. Olsted</i></u>
<u>LARRY EISCHEN</u>	<u><i>Larry Eischen</i></u>
<u>Mildred L. Duprau</u>	<u><i>Mildred L. Duprau</i></u>
<u>Judith S Eischen</u>	<u><i>Judith S Eischen</i></u>
<u>CAROL K. HANSON</u>	<u><i>Carol K. Hanson</i></u>
<u>Gloria M. Brayson</u>	<u><i>Gloria M Brayson</i></u>
<u>Betty Mathison</u>	<u><i>Betty Mathison</i></u>
<u> </u>	<u> </u>

Susie -  
503-694-5783

1 March 2011

**We, the undersigned people, support the:**

**Petition to the Oregon Department of Aviation  
from the  
Residents of the Charbonneau Community in Wilsonville  
Regarding the Aurora Airport Master Planning Process**

PRINT NAME

SIGNATURE

KRIS FULTON

Kris Fulton

PENNY KIRK

Penny Kirk

Connie K. Taylor

Connie K. Taylor

LEE ZINSKI

Lee Zinski

Larry Hall

Larry Hall

Janie Olson

Janie Olson

A. Bruce Olson

A Bruce Olson

RONALD L. LEEPER

Ronald L. Leeper

ELAINE JUNTA

Elaine Junta

Frank Capria

Frank Capria

Suzanne W Sanford

Suzanne W Sanford

Don Larson

Don Larson

Leroy Ostrem

Leroy Ostrem

Peter Vaccana

Peter Vaccana

2

March 2011

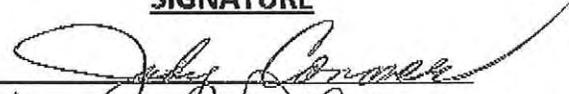
We, the undersigned people, support the:

Petition to the Oregon Department of Aviation  
from the  
Residents of the Charbonneau Community in Wilsonville  
Regarding the Aurora Airport Master Planning Process

PRINT NAME

SIGNATURE

JIM & JUDY CONOVER



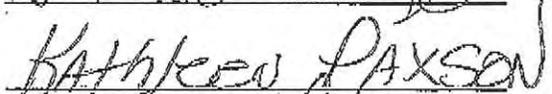
JAMES W. OBERG



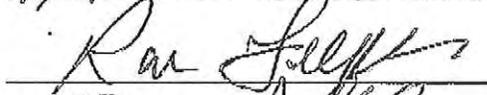
Linda Schultze



KATHLEEN PAXSON



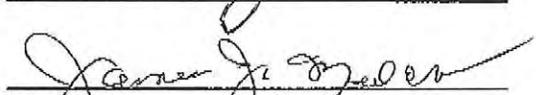
ROD LEEPER



Dennis Jablowski



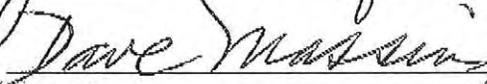
James S. Muldrew



James A. Sanford



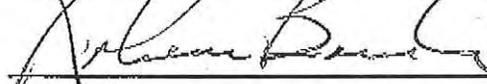
DAVE MASSING



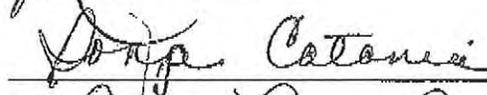
~~ADRIAN BOWDEN~~



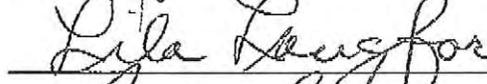
ROBERT BOWDEN



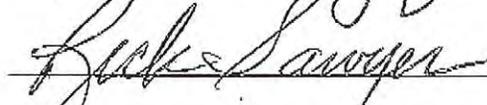
SONJA CATANIA



LILA LANGFORD



RICK SAWYER



March 2011

We, the undersigned people, support the:

3

Petition to the Oregon Department of Aviation  
from the  
Residents of the Charbonneau Community in Wilsonville  
Regarding the Aurora Airport Master Planning Process

PRINT NAME

SIGNATURE

ROLAND L. TAYLOR  
ROBERT M CHRIST  
Robert W. Cole  
LAWRENCE E. HANCOX  
CLAIRE A. SIMMONS  
ROBERT HARVON  
ELIZABETH MASSING  
Judy Miller  
Bob Junta  
Susan Taylor  
Thomas Taylor  
RICHARD MILLER  
William Paxson  
Sherry Jablonski

[Signature]  
[Signature]  
Robert W. Cole  
Lawrence E. Hancox  
Claire A. Simmons  
[Signature]  
Elizabeth Massing  
Judy Miller  
Bob Junta  
Susan Taylor  
Thomas M. Taylor  
[Signature]  
WILLIAM PAXSON  
Sherry J. Jablonski

March 2011

We, the undersigned people, support the:

**Petition to the Oregon Department of Aviation  
from the  
Residents of the Charbonneau Community in Wilsonville  
Regarding the Aurora Airport Master Planning Process**

PRINT NAME

SIGNATURE

RUTH M. JOHNSON

Ruth M Johnson

Catherine E. Fahy

Catherine E Fahy

Tony Davey

Tony Davey

MARY V. DAVEY

Mary V Davey

x PETER HOFF

Peter Hoff

JON WOERNER

Jon Woerner

David Jones

David Jones

Celeste Suzanne Jones

Celeste Suzanne Jones

Larry Baugh

Larry Baugh

# Friends of French Prairie

Friends of French Prairie  
is an Oregon non-profit corporation

PO Box 403 | Donald, Oregon 97020 | [www.friendsoffrenchprairie.org](http://www.friendsoffrenchprairie.org)



March 10, 2011

Chris Cummings  
Oregon Department of Aviation  
3040 25th Street  
Salem, OR 97302

Mr. Cummings;

As you know, Friends of French Prairie is a land use organization whose area of interest is French Prairie, the historic and agricultural center of Oregon. The Aurora Airport happens to sit in north east French Prairie, and is surrounded principally by farmland zoned EFU that are comprised of Class I and II soils. Our greatest concern is the preservation of farmland.

We are opposed to expansion of the Aurora Airport, because all such expansion occurs at the expense of farm land. The airport was expanded in the '90s (resulting in the reconfiguration of Kiel Road), which in turn allowed the airport to handle larger aircraft. This attracted not just aircraft owners with larger aircraft, but aviation industry, which in turn led to more traffic, etc. The result of which is the current "safety problem" that has to be resolved with an air traffic control tower. Marion County has abetted this process by approving zone changes that have increased aviation activity, in as much as they see the airport as a tax revenue source and appear not to be concerned that the consequence is loss of farm land. The most recent and egregious example is the rezoning of EFU land allowing Helicopter Transport Corp. to relocate to the southwest corner of the airport will greatly increase helicopter traffic, and removes 30 acres of farm land.

While we support improved air traffic safety, and thus the air traffic control tower, we support the No-Build Alternative found in Chapter 5 of the current Aurora Airport Master Plan document. The airport should continue as is, with necessary and required maintenance. All the other proposed alternatives either increase the runway length or accommodate precision approach which means more larger aircraft which means airport expansion. We note that Alternatives 1 proposes moderate runway lengthening within the current airport boundary, but Alternatives 3 and 4 are expansion of such scope as to be substantially expand the Runway Object Free Area and the 35' Building Restriction Line, and as such are intolerable.

The efforts of Oregon Department of Aviation, Marion County, and the local aviation industry over the past two decades have not only expanded the airport, but have created a domino effect of actions leading to contemplated and unanticipated results which require another action--all characterized by expansion and loss of farm land.

The current master planning process will continue this outcome if the airport is expanded yet again. Agriculture is a major economic sector in the state and in Marion County. French Prairie has the best soils in the United States. Both need to be protected.

Please see attached petition signed by members of Friends of French Prairie, uniformly in opposition to expansion of the Aurora Airport.

Sincerely

A handwritten signature in blue ink, appearing to read "Benjamin D. Williams". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Benjamin D Williams

President, Friends of French Prairie



Jan House Jan House  
Name Signature

23082 yeary lane Aurora, OR 97002  
Address

David Reboer David R Reboer  
Name Signature

Box 480 St. Paul, OR 97137  
Address

Joe Casale Jr Joe CASALE JR  
Name Signature

13000 NE Dembrook Rd AURORA OR 97002  
Address

Joe Casale III Joe Casale III  
Name Signature

P.O. Box 542 Donald OR. 97020  
Address

Ryan Fowler Ryan RL  
Name Signature

12877 Napheluf Ct Ne Aurora, OR 97002  
Address

Twila Wetstein Twila M Wetstein  
Name Signature

9533 Ferguson Rd Aurora OR 97003  
Address

Sheila Lemora

Name

Sheila Lemora

Signature

10207 Markham Ln, Aurora OR 97000

Address

Dick & Mary Lundy

Name

Dick Lundy

Signature

12300 SW Foxe Rd, Sherwood OR 97108

Address

JACK + SUZANNE MARVIN

Name

Jack Marvin

Signature

23252 BENTS RD, AURORA OR 97002

Address

PAUL + JUDY KROPP

Name

Paul Kropp

Signature

10499 Clamport RD, Aurora OR 97002

Address

CREG + SALLIE HOLBERT

Name

Sallie Holbert

Signature

13652 ARNDT RD, AURORA OR 97002

Address

Bill + Valerie Madison

Name

Valerie Madison

Signature

22365 Bents Rd, Aurora OR 97002

Address

**PETITION CONCERNING THE MASTER PLANNING PROCESS  
FOR THE AURORA STATE AIRPORT**

**To be submitted to OREGON DEPARTMENT OF AVIATION**

**by FRIENDS OF FRENCH PRAIRIE**

**W**hereas the Aurora State Airport is located in the French Prairie part of Marion County, the historic and agricultural heartland of Oregon, primarily comprised of agricultural land characterized by the finest soils in the United States.

**W**hereas Oregon Department of Aviation is currently conducting an update to the Aurora State Airport Master plan, we the undersigned hereby express our concern with the potential negative impacts of the Master planning process, and specifically oppose:

- The contemplated lengthening of the runway which has the potential to attract more aviation operations and **negatively impact nearby roads and traffic**;
- Expansion of the Aurora Airport beyond the current boundaries as a result of implementing "precision approach" and the consequent **loss of farm land**.

Signed by

Eric Hoem Eric Hoem  
Name Signature  
8301 SW Lafayette Way  
Address

Wilsonville, OR, 97070  
Address

Stephen G Baker Stephen G Baker  
Name Signature

13700 SW Bell Rd, Sherwood, OR 97140  
Address

Mary Herschberger Mary Herschberger  
Name Signature

8425 SW Curry Dr. Wilsonville, OR 97070  
Address

R. Michael IVERSON  
Name Signature  
13490 CEDARWOOD Rd. NE. Aurora, Or 97002  
Address

Paul William Paul W. Iverson  
Name Signature  
23013 Yeary Lane Aurora Oregon 97002  
Address

Reginald L. Keddie Reginald L. Keddie  
Name Signature  
31988 SW County View Lane Wilsonville, OR 97070  
Address

ANN V. KEDDIE Ann V. Keddie  
Name Signature  
31988 SW County View Lane Wilsonville, OR 97070  
Address

Charles N. Irvine Charles N. Irvine  
Name Signature  
20940 Hubbard Coffey Rd. Aurora, OR 97002.  
Address

Mark Kraemer Mark Kraemer  
Name Signature  
23707 1<sup>ST</sup> St. N. E., Aurora, OR 97202  
Address

Julia Kraemer

Name

Julia Kraemer

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Kel Tivy

Name

Signature

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Address

Carla Mikkelsen

Name

Carla J. Mikkelsen

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Name

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CINDI ELLIOTT

Name

Cindi Elliott

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James Moore, Robert J. A. Moore

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Robert J. A. Moore

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DENNIS MAXS

Name

Dennis Maxs

Signature

12120  
~~12102~~ Fargo Rd. N.E. Aurora

Address

Peter Koehler, Jr

Name

Peter Koehler

Signature

21117 Case Rd NE, Aurora OR 97002

Address

Noel Hanlon

Name

Noel Hanlon

Signature

21117 Case Rd. NE Aurora OR 97002

Address

LYNN & ALICE BAUSTIAN

Name

Lynn Baustian

Signature

23003 YEARY LN NE AURORA OR 97002

Address

MARY ELIZABETH WELLS

Mary Elizabeth Wells

Name

Signature

5605 BUYSERIE RD, ST PAUL OR 97137

Address

Dan & Joanne Keeley

Dan Keeley

Name

Signature

5975 Buyserie Rd St Paul OR 97137

Address

JUAN + MARTIN HOVE

Juan Hove

Name

Signature

11331 FARGO RD NE, AURORA OR 97002

Address

John + Katherine Miller

John Miller

Name

Signature

22615 BEATS RD NE, AURORA OR 97002

Address

Name

Signature

Address

Name

Signature

Address

# **Aurora State Airport Master Plan**

## **Planning Advisory Committee (PAC) Meeting #5**

June 7, 2011  
Maplewood Grange Hall, Aurora, OR

### **MEETING SUMMARY**

#### **Attendees**

Oregon Department of Aviation (ODA) –Sandra Larsen, John Wilson and Mitch Swecker (also a PAC member)

WHPacific – Rainse Anderson and Sarah Lucas

JLA Public Involvement –Adrienne DeDona and Sylvia Ciborowski

Public Advisory Committee (PAC) – Patti Milne, Bruce Bennett, Jim Bernard, James Meirow, Tony Holt, Steve Hurst, Nick Kaiser, Rick Kosta, Ted Millar, Fred Netter, Dan Riches, Ray Phelps, Craig Wilmes, Randy Carson, Tony Helbling, Roger Kaye and Dave Waggoner. (PAC Member not in attendance: Jim Hansen)

Public Attendees – see attached sign in sheets

#### **Welcome and Introductions**

Rainse Anderson kicked off the meeting and thanked everyone for coming. He explained that this was the fifth PAC meeting. The meeting had been moved up to address the preferred alternative and the various add-on scenarios developed in March. Rainse introduced himself, Sarah Lucas from WHPacific and Mark Gardiner from the Oregon Aviation Board. Mark Gardiner introduced himself as the Chair of the Oregon Aviation Board and added that Joe Smith and Jack Loacker from the Oregon Aviation Board were also in attendance. Mark explained that this project has been through quite a process and a lot has gone on. He said that initially a preferred alternative and a couple of scenarios were developed and reviewed by the Aviation Board. The Board is interested in hearing what people think of each of the scenarios. Mark said that one scenario included an 800 foot displaced threshold to the north. He felt that this scenario balanced as many varying factors as possible. He added that many people feel this scenario is a viable alternative for the airport, while still meeting the community needs. However, he said that he is not confident that they will get cooperation from FAA related to this scenario. Because of this, they are still looking at an extension to the south. Mark said that they are still in process of balancing the needs of the airport and needs of the community.

Rainse asked for show of hands from the audience whether or not this was the first meeting they had attended. There were several people who raised their hands; approximately one quarter of the group.

Rainse reviewed the meeting agenda and explained there would be public comment at the end of the meeting. Each person would likely have about 2 minutes to speak. He said the meeting should be wrapped-up and adjourned around 7 p.m.

### **Presentation: Draft Preferred Alternative**

Rainse explained that the master plan is a 20 year guide for airport development in order to obtain funding from the FAA. He said that so far in this process, they have completed Chapters 1 through 5 [Chapter 1: Introduction (*master plan issues and goals and airport role*), Chapter 2: Airport Inventory (*current airport facilities, zoning and aviation activity*), Chapter 3: Aeronautical Activity Forecast (*forecast for 20-year planning period*), Chapter 4: Facilities Requirements (*airport needs to meet future forecasted demand*), and Chapter 5: Airport Alternatives (*how to address the needs identified in Chapter 4*)]. They are currently moving towards developing Chapters 6 and 7: the Airport Layout Plan (ALP) and Capital Improvement Plan (CIP). The ALP must be approved by the FAA, to enable funding from the FAA.

Rainse said that this meeting was moved up from the last meeting, which would have covered the Master Plan' final draft, so that the preferred alternative and the various add-on scenarios could be reviewed with the PAC and the public. The last meeting has been eliminated in order to provide for this meeting.

Rainse explained that the draft alternatives were presented to the PAC on March 10<sup>th</sup>. Following that meeting, public comments were collected until March 24<sup>th</sup>. A presentation was given to the Oregon Aviation Board on March 31<sup>st</sup> and again on April 28<sup>th</sup>. Due to the comments that were received related to the draft alternatives and the need for extended runway, a discussion took place regarding adding a displaced threshold.

Rainse reminded everyone that this meeting was intended as a work session for the PAC and requested that members of the public hold their comments until the public workshop session or during public comment.

Sarah Lucas reviewed the process since the last PAC meeting. She said that they had received 30 comment forms at the last meeting and 60 were sent in following the meeting. Over 100 people took the online survey. The results were fairly split between the no-build and alternative 2. Common themes throughout all of the comments were related to the airport reference code, runway length, runway strength.

### **PAC Discussion: Draft preferred Alternative**

Tony Holt asked if the slide regarding public comments was presented to the Aviation Board. He said that he was not sure how many of the comments were recorded since he had submitted a petition with 260 signatures that were not included and supported no runway extension. He added that this seems to be cherry picking the comment data. Sarah responded that the comments were not 1 for 1 weighted and there were other communities that submitted petitions. Sarah clarified that this is a summary of the input received from the comment forms.

Tony asked how they came to the conclusion of developing the preferred alternative and the displaced threshold scenarios. Rainse responded that the comment forms are all available online. There were many comments received from airport users that requested a runway extension and that they are trying to balance the input received. Rainse stated that this has been an open process; trying to juggle all of the needs. Mitch explained that ODA values all of the input received and they consider all input equally; they don't put more weight on some input than others. He added that they've met with the FAA numerous times and the FAA believes they have justified constrained operations for a runway extension. Tony reiterated that his issue is with the decision that was made related to the preferred alternative. Rainse explained that based on the input collected, along with the input from the Board, they determined the preferred alternative.

Bruce Bennett said he would like to point out that there were various alternatives considered that made up the outcome of the preferred alternative.

Sarah reviewed the draft alternative that was presented to the Oregon Aviation Board:

- No runway extension
- Increased pavement strength (load capacity), which would match the parallel taxiway's pavement strength. This would allow for heavier aircraft to takeoff and land on the runway.
- To the south shows increased RPZ for a larger safety area with an approach greater than three quarter statute miles. Some impacts to residential and farm properties due to acquisition needed.

Sarah explained that at their last meeting, the Aviation Board requested further public comment on the preferred alternative and add-on scenarios. Since that time, they have received 42 e-mails. Most comments received were in support of the preferred alternative: increased runway length and increased runway strength. A few people made comments in support of or against improved instrument approach capability. A couple of people were against the upgraded airport reference code and the cargo apron. One person made a comment in support of the Rural Fire Protection District Facility. Sarah stated that all of the comments are listed online in Appendix K.

A PAC member commented on the strength and length of the runway. Sarah explained that comment summary is related to the comments received. Another PAC member asked if there was someone on the team that is an expert in statistical analysis. Sarah explained that this isn't a statistically valid survey.

Sarah said that the add-on scenarios were developed based upon the comments received following the last PAC meeting. She reviewed the concept of displaced thresholds, which are a very technical design for runway extensions/declared distances that typically only pilots understand. Sarah read the definition of displaced thresholds: *The purpose of declared distances in airport design is to provide an equivalent Runway Safety Area (RSA), Object Free Area (ROFA), or Runway Protection Zone (RPZ) in accordance with the design standards at existing constrained airports where it is otherwise impracticable to meet standards by other means. Declared distances are also employed when there are obstructions in the runway approaches and/or departure surface that are beyond the ability of the airport owner to remove.* Sarah said that what that means is that there are four proposed declared distances:

*Add-on Scenario 1:* Sarah explained that in this scenario, the threshold stays the same, but pavement would be extended 200 ft to the north and 600 ft to the south for a total of 800 feet.

	Runway 35	Runway 17
Takeoff Run Available (TORA)	5,604'	5,204'
Takeoff Distance Available (TODA)	5,604'	5,204'
Accelerate-Stop Distance Available (ASDA)	5,804'	5,804'
Landing Distance Available (LDA)	5,004'	5,004'

There was a question from a PAC member regarding relocating fuel tanks: If ODA can afford to move the fuel tank, why can't we ask property owners to move their facilities to provide for a runway extension? Mitch explained that funding hasn't been identified. Sarah explained that fuel tanks will be moved when they reach their life expectancy.

*Add-on Scenario 2:* Sarah explained that the distances will remain the same in this scenario, but with no additional added pavement to the north. Traffic departing to the south would have additional runway, but traffic departing to the north would not. Departing to the south is against the calm wind recommendations.

	Runway 35	Runway 17
Takeoff Run Available (TORA)	5,004'	5,804'
Takeoff Distance Available (TODA)	5,004'	5,804'
Accelerate-Stop Distance Available (ASDA)	5,804'	5,804'
Landing Distance Available (LDA)	5,004'	5,004'

Rainse explained that the scenarios were reviewed by the FAA and they were not thrilled with the idea of displaced threshold, and said that there is justification for a runway extension. ODA requested an official position from the FAA which was received today. Copies were provided to the PAC members. Rainse summarized the letter from the FAA. The FAA feels that displaced thresholds would only be used in a limited capacity and anything additional is a runway extension. To take the Runway Protection Zones (RPZ), object free areas and move them out impacts operators, particularly Columbia Helicopters on the north. The same thing would occur on the south side which would cross Keil Road. The benefit of the displaced threshold goes away with the FAA's position. The FAA indicated they will not participate in funding partial or limited use of a runway extension.

A PAC member asked about the closure of Keil Road which is an important farming access road. He asked if the FAA plans to pay for relocation. Rainse replied that often times these types of road relocations are paid for by the FAA.

*Add on Scenario 3:* Sarah explained that this scenario includes a 1,000 ft extension to the south and takes pavement out to the current airport property RPZ another 1,000 ft. This option would require closure of Keil Road. Scenario 3 shows the declared distance of 6,004 ft.

	Runway 35	Runway 17
Takeoff Run Available (TORA)	6,004'	6,004'
Takeoff Distance Available (TODA)	6,004'	6,004'
Accelerate-Stop Distance Available (ASDA)	6,004'	6,004'
Landing Distance Available (LDA)	6,004'	6,004'

Rainse asked if there were further questions from the PAC.

Tony Holt stated that this was a planning process, not a funding process and his understanding was that the FAA does not have to approve the master plan. Rainse explained that they have to sign the ALP, but not the master plan. The State has to approve and update the capital improvement plan each year. Tony asked if we have to conform to the FAA through this process. Rainse replied there is a lot of demand driven items in this process such as hangars, tie-downs, etc. That is why the user survey was completed at the outset of this process in order to justify the process. The State doesn't have money in the foreseeable future for this project. Mitch explained that this is a long-range plan based upon the needs of the aviation community. The FAA will not fund improvements without approval of the ALP. Tony said that part of his problem is how to get to the ultimate decision considering the feedback received. Mitch responded that the FAA thinks the extension is justified based up on the constrained operations.

Jim Bernard, Clackamas County Commissioner, said he understands that many PAC members feel that the needs analysis was cooked. He also supports economic development and job growth. There will be impacts on Clackamas County that they don't know how to pay for. Will an extension increase the use at the airport? An analysis of the impact on public facilities needs to take place. Was there any analysis of closing Keil Road? Will Mulino be the next rural airport that needs to be expanded? There needs to be an analysis of farm land and farming practices. Has ODA analyzed the impact of the Salem Airport extension? Will ODA commit now to do the analysis later? Mitch responded that we have talked about a lot of these issues all along and a study would have to be done on the runway extension. It would not be fair for ODA to do all the traffic analysis study. Jim Bernard added that the Mayor of Canby has also said they do not have the money to accommodate the impacts of expansion. I-5 will be impacted. Communities to the north will be impacted. He added that he would greatly appreciate the analysis of these impacts. Mitch said ODA would consider cost sharing when the time comes and added that it is not reasonable for the airport to bear the cost when airport traffic is only a small percentage of the total traffic. Rainse said that prior to any runway extension there would have to be an environmental process that would have to take place, which would analyze traffic, endangered species, social impacts, etc. before construction was approved by the FAA.

Fred Netter commented that when this first came out the first concern was safety. Now looking at an extension, he's not sure if the safety impacts have been addressed. Rainse explained that on the last scenario there were three locations identified for the control tower. Fred said that the Fire District has talked about the Fire District facility, but he doesn't see a location for where that would be designated when funding is identified. He asked if a location will be guaranteed. Mitch said that they would like to have that space designated for a fire facility.

A PAC member commented that we were informed that a tower would be added to improve safety. He doesn't understand how lengthening the runway would improve safety whether there is a tower or not because there would be larger planes with more fuel. Rainse said the two aren't necessarily connected. Planes can come in and land, but are constrained when taking off. The additional runway will allow for better take off.

It was added that engine failure could occur at any time and additional runway allows more space and prevents emergency landing in fields or residential areas. Also, increased airport use takes cars off the road. The Keil Road closure could be relocated to Ehlen road.

Tony Holt stated that the issue of safety is obscured because there will be larger aircraft coming in. Larger aircraft will have the same safety problem as smaller airplanes. The logic is not there.

It was commented that the infrastructure doesn't meet the current demand of the airport. The PAC member added that he's not against growth, but he's concerned about how growth will be handled and how it affects the City of Aurora.

Another PAC member said this doesn't necessarily mean larger aircraft will come to Aurora unless it allows for it based upon the strength of runway.

A PAC member stated we are strengthening runway, so we would be allowing for larger planes. Rainse replied that if you look at the airport's current use, there are currently 60,000 pound aircraft. This change would be preserving the life of the pavement by strengthening it.

Bruce Bennett stated that most people wouldn't notice difference between 45,000 and 60,000 pound aircraft. The 60,000 pound aircraft are just larger business aircraft which tend to be quieter. These larger planes will allow for more jobs which will bring in revenue.

## **Public Workshop**

Rainse reviewed the format for the public workshop and explained there would be 25 minutes for the public and the PAC to interact with staff to ask questions and review information about the preferred alternative.

After the 25 minute public workshop, Rainse reconvened the PAC session. Rainse explained that the PAC would now have the opportunity to discuss the preferred alternative and add-on scenarios and give input on the direction for the preferred alternative.

## **PAC Discussion**

Mark Gardiner responded to some of the questions raised by the PAC earlier in the meeting. He said that related to the analysis of public facilities, traffic counts were done and airport traffic is a minor impact currently and is not a factor in any meaningful percentage between Canby and I-5. He added that at the last Aviation Board meeting, a person from Canby and a major employer in the area testified in favor of airport improvements. Airport users will not be forced to move anywhere, but may choose to move to Mulino due to the tower. Mark explained that intersections will be addressed through a planning process the airport will go through as part of the land use planning requirements. There has been consideration for prime farm land in the area and they have tried hard to limit any impacts to farmland. They are working hard to extend to the north vs. the south for that reason and will look at how to mitigate that. None of the recommendations will adversely impact farming. Keil Road is a minor facility and is not currently a source of traffic problems. The Salem Airport is outside of the Aurora airport market area, this would be the same thing as saying people would go to Portland although there are no hangars in Portland. Mark added that they will absolutely analyze the impacts, as required by the State's planning laws.

Steve Hurst, Wilsonville City Council, explained that during the breakout period he placed a copy of a letter on everyone's chair which states Wilsonville City Council's list of preferences related to the Master Plan:

- Improve management of aircraft approaching the airport that would result in the enhanced safety and reduced noise on Wilsonville.
- Eliminate the need to expand to the north.
- Preserve farmland
- Support concurrency by recognizing surface transportation improvements
- Recognize importance of preserving existing use of Keil Road for farm use

Patty Milne, Marion County Commissioner, stated that safety is most important to her. Farm and Agriculture in Marion County is extremely important to her and the Marion County Commissioners. Over the years, Marion County has made many specific statements about preserving farmland. Economic Development is extremely important to Marion County and the surrounding communities and they want to protect that. Everyone is well aware of the positive impact the businesses at the airport have on the City of Wilsonville, Clackamas County, and Marion County. Roads and transportation will need to be a joint effort with Clackamas County. When a master plan is determined, that will be the time to look at the conditions of the surrounding roads and identify the responsible parties. At that time, we will know how to identify the most important projects and prioritize them on the Marion County capital improvement plan and working with Wilsonville and Clackamas County. We will also look to federal and state government to help fund those projects.

Nick Kaiser said that since this project came out originally with preferred alternative, he has felt that it was a compromise and thought that it was a valid approach. He doesn't support a runway extension. He said they have the ability to deal with some of the safety issues without extending the runway and preserving the viability of the airport. Nick added that he had some other issues that he will address at a later time.

Randy Carson, Mayor of Canby, stated that he wears two hats. He works for Columbia Helicopters as well. He has watched the traffic increase over the years. He believes we need more transportation dollars on this side of the county. We should work to improve infrastructure to tie into I-5 and the airport. He believes there needs to be some build-out within the airport. Randy added that the big need is infrastructure and how we can work together to make that happen.

Roger Kaye said Keil Road is an important farm road and cannot be looked at primarily based on traffic counts. It's an important connector road as well. He previously wrote a letter to Mitch and ODA. He opposes lengthening the runway and disagrees that there is no noise difference between 45,000 and 60,000 pound planes.

Fred Netter of the Aurora Fire Protection District said he is happy to say that they have sited a facility at the truck stop which will improve response times to the airport. Keil Road is important for emergency access; without access through a gate or otherwise, emergency vehicles will have to go all the way around the airport. A gate could serve their purpose, but wouldn't help farmers. He wondered if Keil Road could be put below where there wouldn't be issues, or relocated further towards Ehlen Road. Fred said that he is adamantly opposed to any alternative that would remove access to Keil Road. If more traffic was added to Boones Ferry Road it would make it even more unsafe. There are currently numerous traffic incidents on Keil Road at Highway 551 which would be moved to Boones Ferry. He would like to make sure that the fire station has a dedicated spot on the airport property that cannot be taken away.

Tony Holt, representative of Charbonneau Country Club and residents, stated that he somewhat reluctantly supported the first preferred alternative because he felt it was a fair compromise and because that was put forward as a preferred alternative, he did not write numerous letters following the meeting. Tony stated that the summary of the comment forms does not stand up. He would like to know how ODA arrived at the decision for the preferred alternative.

Ted Millar, representative of airport users, said that they have held many public meetings for airport users at which they have come to understand the needs of the airport and the safety issues. A lot of pilots live in Charbonneau also. He believes there are two issues: safety first and jobs second. It has been well documented that there is a need for a runway extension. There have been noise studies that have been completed that prove that 60,000 pound airplanes are much quieter than the planes that currently land at Aurora Airport. Also with the longer runway, they are allowed to use noise abatement procedures. He has worked with the surrounding communities to establish instrument departures. On economic development, the job growth won't be at the airport. Big job growth will be within the surrounding communities that use aircraft at Aurora. He prefers scenario #2 because it fits within the needs of the surrounding community and it meets the needs of the airport users; a longer runway.

Bruce Bennett said he would like to point out that the Aurora airport has been there for 70 years. He has been involved with his family business that has been there over 40 years. He's also been involved in airport departure facilities that will abate noise and improve safety. The only way to do quieter takeoff is with more runway length. He believes we have worked hard to compromise with neighbors and

farmers and for that reason, he prefers scenario 2. Bruce added that additional runway is needed to takeoff safely for commercial aircraft. If FAA won't support scenario 2, then he would support scenario 3.

David Waggoner, business operator at the airport and resident of Clackamas County, said he appreciates the amount of revenue that Clackamas County generates for the airport, but he is frustrated that Clackamas County doesn't appreciate the amount of money that is generated at Aurora and gets funneled to Clackamas County. This is hugely beneficial to Clackamas County. He added that if managed correctly, there won't be an impact on Clackamas County. He supports scenario 2, but if the FAA doesn't, he would go back and support build alternative 1.

Tony Helbling, Wilson Construction, said he operates three fixed wing airplanes at Aurora. His company has various business locations in the United States and being able to get in and out of Aurora airport is critical to their business. When locating there, they looked at what is the best place, safest for employees, and allows growth that provides jobs for the people that live in the community. He added that money that comes in from out of state is brought to this community. He supports scenario #2 or a runway extension. He said that someone asked him if there are standard procedures for approach and he replied that pilots follow a highway in the sky. There are procedures that pilots are required to follow by the FAA. Not everyone follows these procedures, but this is comparable to automobile drivers who do not obey the speed limit. Most follow the regulations, but a few don't.

Jim Bernard said that Clackamas County does not oppose economic development or jobs. He just wants to be sure that the issue of traffic impacts is addressed. He said people can't deny that passenger planes and job growth won't increase cars on the road and he wants that addressed. Clackamas County does support economic development and growth. He feels their concerns were simply not addressed. They are concerned about the traffic impacts should the airport someday expand and want to see a study completed.

Mitch Swecker thanked everyone for providing their input from various viewpoints and said they are really trying to accommodate everyone and their feedback.

Rick Kosta, representative of Deer Creek Estates, said they are the closest community to the airport. If the runway is expanded to the south, they will be within 500 feet of the airport. The noise is currently an extreme factor. He does not support a runway extension, but does support runway strengthening. At previous meetings he has commented on the noise issues and has been told Deer Creek would be beyond the noise boundary. Rainse added that would be part of the social impacts study necessary for construction.

Craig Wilmes, area business representative, said he supports scenario #2 for increased safety and opportunities for business expansion.

Dan Riches, Columbia Helicopters, said he agrees with Craig. He explained that Columbia is a global company. They located at Aurora to be able to respond to their business needs. Columbia has spent a large amount of time ensuring they are a good neighbor. He believes the economic impacts on both

sides of the County line are significant. He supports expansion of the runway for safety reasons and prefers scenario #1. He added that he tempers his input with continuing to defend the use of their property.

Jim Meirow, City of Aurora, said he struggles with how we got from original alternative to where we are today, but has said in the past the City would support an extension within the airport property. Therefore, he supports scenario #2. He added that some adjustments could be made so that everybody can work with it.

Ray Phelps, Wilsonville Chamber, asked if there would be a later opportunity to comment. He explained the Chamber is not as nimble as this process is requiring. Their Board hasn't had a chance to take an official position and they want to do it correctly. He added that most people who work at the airport live in Clackamas County. Those are important people to us (600 of the 900 people). Rainse said that would be going to the Aviation board on the 23<sup>rd</sup> of June and requested that have comments in by then. Tom also said that many of the large businesses use the airport for airport traffic (Costco, State Farm, etc.).

Mitch Swecker again thanked everyone for input and said they had a tough act to complete.

## **Public Comments**

Members of the public were each given two minutes to provide oral testimony regarding the draft alternatives.

**Keith Amundson** (Retired urban planner with state federal and local experience and a Charbonneau resident): The data and analysis only supports the no build alternative. Reluctantly, I would go along with idea of the preferred alternative, and reiterate the comments made by Tony Holt and the Clackamas County Commissioner.

**Jeff Purr** (Charbonneau resident): Against expansion of the runway. I have not heard a survey of residents of the area. There are 50,000 residents. How many of those people actually use the airport? Why are we expanding an airport for a small number of people? I hear jets in the middle of the night. There are other airport options, such as Hillsboro, Portland, and Salem. People can drive to those airports. There is no need to have residents hearing jets so close by. The airport is functioning as is, and there is no need to expand it. If companies want to grow, they can use other airports. I would rather use funds to build a second bridge across the Willamette than to use funds for this airport expansion.

**Mike Iverson** (French Prairie Board of Directors): French Prairie is opposed to expansion of airport, the closing of Keil Road and taking away farmland. The FAA and the Board seem to go against their statements in the preferred alternative, including stating that any expansion would not prove feasible. What has suddenly made expansion feasible? We should not use tax payer dollars to benefit a small number of people. I also farm land south of the runway and have holdings on the east and west side of the airport. I have 30 employees working for me and we cross Keil Road many times daily, so you can't say that it is not used. We have lots of farm equipment we need to move, and using Arndt Road would

be a disaster. Ehlen Rd would also be impossible. I am also an ex pilot. Surface transportation interruptions caused by the 1,000 ft expansion would be inconceivable to be compatible with farming.

**Rob Callan** (Charboneau resident): We are not using the best method of getting public comment. You need to talk to the people. There are a lot of pilots that don't follow the rules. 5:30 this Sunday morning there was a jet over Charboneau—and that is the norm, not the exception. Whatever you do is going to increase the traffic at this airport. We don't understand why we need expansion when 25 miles down the road we have a very long runway. Aurora airport is a convenience to big companies. To have that convenience be to the detriment of homeowners and farms is unconscionable. Salem airport is a fine alternative. Tax payer money will be spent on Aurora, which functions now. Would like to count on Marion and Clackamas County to implement noise abatement ordinances if the expansion goes through.

**Janet Olmstead** (Wilsonville resident): My biggest concern is the traffic—the road traffic will be impacted terribly if we expand the airport. This whole thing seems to be a plan to enrich a few people and leave the rest of us in noise and traffic.

**Glen Liffick**: This seems to be airport creep. I have been involved with the evolution of a couple of local airports to regional airports. There is usually an incremental increase in runway length/strength justified by safety, which results in more traffic. Then there are increased taxiways and finally a crosswind of perpendicular runway to handle bigger airplanes. I believe this is the first step in evolution to Aurora regional airport. I encourage citizens to stay involved in this process if they are concerned. Citizens must continue to speak up.

**Phil Swain** (Chief pilot of Aurora Aviation): I also do safety management consulting in aviation. It is not true to say longer runways don't promote safety. Safety plans need to look at the capacity of the airport. Aurora is extremely limited with the approaches we have. That in and of itself means you can't get into Aurora. Also, we have a lot of mixed traffic—jet aircraft, reciprocating aircraft. Trying to forestall a tower and runway lengthening demonstrates a lack of foresight into what the future will bring in terms of economic growth, whether we like it or not. We need to look at this from a safety and usability perspective. This is not just about a few big businesses coming in. This is an area that needs the economic growth. We need to look down the road for future and economic viability.

**Brian Oliver** (Employee at Aurora Aviation and resident of Multnomah County): I am an employee that commutes to Aurora. I stop in the stores in Wilsonville and eat in restaurants. I shuttle visitors to the area. The economic growth is there. I have learned that growth is inevitable. We will all experience it. The airport will continue to grow. I am a student pilot. I have been fascinated to hear the armchair aviation that occurs in these kinds of public forums. A lengthened runway will increase safety. We need to listen to the experts and those who understand aviation. We can't look at an airplane on a ramp and make a judgment on it just because we are impacted by something tangential to the safety issue.

**Ken Ivey** (Chair of an unincorporated communities planning organization in Clackamas County): The noise plans are not being respected very much. In Charboneau, I had a leer jet over my house, and that is common. People aren't following the noise abatement routes. If you want to justify expansion, you need to control your pilots and get noise abatement in place.

**Annie Kirk** (Aurora citizen and Marion County resident): I appreciate the comments made about mitigating noise. I would ask that when Charbonneau residents make noise comments, you would include the City of Aurora. I am against lengthening of the runway and agree with the Charbonneau representative that strengthening is okay. If any other alternatives come to pass, those on mailing list should understand they have an opportunity to comment. When the add-ons were made, I was unaware so did not comment.

### **Next steps**

Rainse explained that the comment form would be online for the next two weeks. The next item of business will be a presentation to the Oregon Aviation Board looking for direction from them as to how to move forward with the ALP and the CIP on the 23<sup>rd</sup> of June. A PAC workshop will follow regarding the ALP and the CIP.

Joe Smith, Oregon Aviation Board said that he came to the meeting to listen and he listened very carefully. He has taken the time to read every comment on the website, and by June 23<sup>rd</sup>, will read everything on the website and that comes his way. He said there are a couple of things that people should be aware of: First, he is totally in favor of there being a tower for safety and for the best way to see that pilots are obeying flight patterns and noise abatement procedures. Second, he said he has to confess that he's very underwhelmed by the road/traffic arguments. The idea that there is going to be a significant increase in traffic is hard to believe. Before any extension happens, a number of studies would have to take place, and people would have to be compensated for their property. The thing to remember is that what goes into the ALP is not necessarily going to happen, but what doesn't won't happen. He said he really appreciates people attending, staying late and providing feedback.

Tony Holt asked what preferred alternative will be presented to the Aviation Board. Joe responded that he doesn't know where the idea of a preferred alternative came from. He said it's not the business of the consultant. It is the business of the consultant to look at all the possible options. He believes the word preferred has to go away. Rainse responded that they have to get to an ALP and to do so, they will get together with staff from ODA and Mark Gardiner from the Aviation Board to determine how they will present the material to the Aviation Board. Mitch added that it is a Board decision and they will make the call. They have postponed that decision twice. Mitch said that all feasible alternatives will be presented to the Board for consideration and decision.

The meeting adjourned at approximately 7:45 p.m.

# Aurora State Airport Master Plan Update - Planning Advisory Committee (PAC) Meeting #5

June 7, 2011  
Maplewood Grange Hall  
5:00 - 7:00 pm

## SIGN IN SHEET

<u>NAME</u>	<u>REPRESENTING</u>	<u>MAILING ADDRESS</u>	<u>PHONE#</u>	<u>E-MAIL</u>
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Jesse Smith	COO			
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Sharon Thomas	Charbonneau	8200 SW Mariner Dr, Wilsonville 97070	503/432/6842	
Jim Matsies	Chambers Air	14375 So Donwood Rd OR 97045	503-657-3056	
Sheryl Stauffer	Stauffer Farms	13551 Stauffer Rd NE Hubbard OR 97032	971-533-2837	
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Mary Anne Dodd	Self	3465 Turner Rd SE Salem		red.white.blended@comcast.net
Jack Loacker	Aviation Board	6135 SW Mill St Portland OR 97221		jnlloacker@msn.com
Mailee Sullivan	Aurora resident	PO Box 34 Aurora OR 97002	503 694 2860	
Bob Clunes		Po Box 3 Aurora, OR 97002	503 428-6956	
Bob Oleson	self	bob oleson @ hotmail.com		Wilsonville

# Aurora State Airport Master Plan Update - Planning Advisory Committee (PAC) Meeting #5

June 7, 2011

Maplewood Grange Hall

5:00 - 7:00 pm

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Paul & Mylene Schatz	Charbonneau	7610 S.W. Cedar Glen Ct	503 694 1230	
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# Aurora State Airport Master Plan Update - Planning Advisory Committee (PAC) Meeting #5

June 7, 2011

Maplewood Grange Hall

5:00 - 7:00 pm

## SIGN IN SHEET

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Jeff David	Professional Pilots	2827 SW Morningside Ave - Wilsonville OR 97070	503-348-1119	
Sally Pond	Charbonneau	32552 SW Rumera Ln	503-694-2679	Sallypond@comcast.net
Dr. Joe Buserman	Charbonneau	32220 SW Amistage Pl. - Wilsonville OR 97070	503 803 0846	jwbuserman@msu.com

Aurora State Airport Master Plan Update - Planning Advisory Committee (PAC) Meeting #5

June 7, 2011

Maplewood Grange Hall

5:00 - 7:00 pm

SIGN IN SHEET

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Jim GREENE	charbonneau	31700 S.W. OLD FARM RD. 97070	503-694-6068	
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Bruce Bennett	Aurora Grange	P.O. Box 127	503-678-1217	
R.P. Jenks	Self - Farmer	14198 Neil Rd NE Aurora OR	503 678-3001	N/A
Land donated	neighborhood	8220 SW FAIRWAY DR. 97070	503-694-2821	
WAYNE HUBERD	Self	14747 ALBERS WAY NE Aurora	503 678 2009	
Henry & Verna Jansen	Charbonneau	32185 SW East L. H. PT. Wilsonville	503-694-2690	
PETER HOFF	CHARB	2450 SW Bunker Post at Wilson		P.HOFF434 ADL.COM
Dean Forsyth	Charb	1900 SW Edgewood Dr E 97070	503-694-8042	deanfors@msn.com
SUSANNA HOLT	CHARB	7670 SW Village Cir	503 694 2333	
Don Higgins	Charbonneau	31250 S.W. French Prairie Rd Wilsonville	503-694-2332	
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BRUCE BERGMAN	BERGMAN PHOTO / Wylee corbis	7816 SE 134th Ave Portland, OR 97202	503-572-3831	bwr@bergmanphotography.com
Steve Perry	Charbonneau	8274 SW Lafayette Way Wilsonville 97070	503-694-6066	
Bonnie Perry	"	" " " " " " " "	"	"
Ginger Bennett	Prairie View Estates	P.O. Box 2177 WILSONVILLE 97070	503 407 5176	gingerb@remax.net
Pat Thompson	Charbonneau	1287 SW Arborhaleth Wilson 97070	503-694-5191	
BILL BARNETTE	"	7140 SW Arborhaleth Wilson	503-694-2886	ATYBILL@ADL.COM
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Sarah & Mike Farrens	OWNERS	21810 Doones Ferry Rd NE 97002	503.720.8899	
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# Aurora State Airport Master Plan Update - Planning Advisory Committee (PAC) Meeting #5

June 7, 2011

Maplewood Grange Hall

5:00 - 7:00 pm

## SIGN IN SHEET

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Florence Sexton	"	32645 SW LAKE PT. COURT WILSONVILLE 97070		
Brian Horler	"	8177 SW VILLAGE GREENS CIR, WILSONVILLE		
Virginia Horler	"	" " " " " "		
NICK KAUSH	Aurora			
ANGELA GREENE	CHARBONNEAU	31700 OLD FARM RR	694-6068	
ARLO K. AMUNDSON	"	32545 SW Juliette Dr	694-1065	
Joan Rice	"	32150 SW Armitage Ct. N. Wilsonville	503-694-2219	
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Kay Hill	neighborhood	7380 SW Fairwinds Dr, Wilsonville	(503) 694-5199	
ERNIE WASCHEHOUSE		2010 N.E. 137 <sup>th</sup> Ave Portland, OR 97230	503-256 481X	
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Kay & Bud Williamson	Charbonneau	31441 SW Village Green Ct., Wilsonville, OR 97070	503-694-2425	
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CLARK RIMISY	"	6815 SW WHITLAND Rn WILSONVILLE	503-694-5534	
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Larry Huss	Charbonneau	32295 SW Acorn Lake Dr Wilsonville		
Phil Swain	Sunny Hill Consulting	871 Clara Ct Lake Oswego OR	503-329-7943	swaphil@aol.com
Rick Kostri	Deer Creek	22073 Floral Ave NE Aurora	503-678-3063	Ricky.Hickey@att.net
Sally Kingston	Charbonneau			
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Dan Sullivan	Aurora	P.O. Box 34 Aurora 97002		

# Aurora State Airport Master Plan Update - Planning Advisory Committee (PAC) Meeting #5

June 7, 2011

Maplewood Grange Hall

5:00 - 7:00 pm

## SIGN IN SHEET

<u>NAME</u>	<u>REPRESENTING</u>	<u>MAILING ADDRESS</u>	<u>PHONE#</u>	<u>E-MAIL</u>
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# Aurora State Airport Master Plan

## Planning Advisory Committee (PAC) Meeting #6

September 15, 2011

North Marion School District, Intermediate School, Aurora, OR

### MEETING SUMMARY

#### Attendees

Oregon Department of Aviation (ODA) – Mitch Swecker, Heather Peck, Sandra Larsen, and John Wilson

WHPacific – Rainse Anderson and Sarah Lucas

JLA Public Involvement –Adrienne DeDona and Sylvia Ciborowski

Public Advisory Committee (PAC) –Greg Taylor (new Aurora Mayor), Ray Phelps, Randy Carson, Patti Milne, Nick Kaiser, Jim Hansen, Tony Helbling, Bruce Bennett, Tony Holt, Mark Ottenad (alternate for Wilsonville), Fred Netter, David Waggoner, and Alternate for Dan Riches, Columbia Helicopters.

Public Attendees – see attached sign in sheets

#### Welcome and Introductions:

Mitch Swecker, Director of the Oregon Department of Aviation (ODA), welcomed the group and kicked-off the meeting. Mitch introduced Heather Peck, ODA's new construction project manager and Greg Taylor, the new mayor of Aurora.

Rainse Anderson introduced himself as the project manager for the Aurora Airport Master Plan update. Rainse introduced Sarah Lucas, project planner and John Wilson and Sandy Larsen from ODA. Rainse explained that there were comment forms and sign in sheets at the front for people to leave written comments at the meeting or send to staff later. Comments can also be made through the project website. Comments will be taken until Sept. 30<sup>th</sup>. Rainse added that this is the last meeting for the project and that he's enjoyed working with the community here in Aurora.

Rainse reviewed the meeting agenda which includes a project update and presentation on Chapters 6 and 7 (Airport Layout Plan and Capital Facilities Plan). Rainse reminded the public that this is a working session for the PAC and during the presentation, PAC members may have questions, but the public is asked to hold their comments until the end of the meeting. He explained there would be a break for a public workshop during which time the public and the PAC members could review project materials and interact with staff to ask detailed questions about Chapters 6 and 7. After the public workshop, the PAC will reconvene to discuss what was heard, then there will be time for public comment.

Rainse reviewed the project purpose, which is to update the 20 year plan that will guide the future development of the Airport. He went on to explain that at previous meetings, we have reviewed the first five chapters of the Master Plan document. We will now begin review of the Airport Layout Plan and the Capital Improvement Plan. Over the last five months, several alternatives were developed and public comment was generated related to these alternatives. Following public comment, project staff presented the outcomes to the ODA Board on April 28<sup>th</sup>, where they came up with the displaced threshold concept. The Board requested another public meeting to discuss the displaced threshold. Public comment was generated on the displaced threshold option until June 21<sup>st</sup>. At that time the ODA Board gave the direction to move forward with the 800-foot displaced threshold to the north, so that will be presented to the FAA within the draft Master Plan as the preferred option. If the FAA does not approve the displaced threshold, a 1,000-foot extension to the South would be recommended for their review and opinion. Only one option will be carried forward.

### **Displaced threshold:**

Rainse explained the displaced threshold option, which is recommended to mitigate the runway length deficiency at Aurora Airport. The following distances will be included in the displaced threshold option.

- Take-off run available (TORA): Runway 35, 5,004 feet and Runway 17, 5,804 feet
- Take-off distance available (TODA): Runway 35, 5,004 feet and Runway 17, 5,804 feet
- Accelerate-Stop distance (ASDA): Runway 35, 5,004 feet and Runway 17, 5,804 feet
- Landing Distance Available (LDA): Runway 35, 5,004 feet and Runway 17, 5,004 feet

Note: there is no change to the landing distance available.

### **Runway extension to the South:**

Rainse explained the various concepts included in the proposed 1,000 foot runway extension to the South. The following distances will be included in the displaced threshold option.

- Take-off run available (TORA): Runway 35, 6,004 feet and Runway 17, 6,004 feet
- Take-off distance available (TODA): Runway 35, 6,004 feet and Runway 17, 6,004 feet
- Accelerate-Stop distance (ASDA): Runway 35, 6,004 feet and Runway 17, 6,004 feet
- Landing Distance Available (LDA): Runway 35, 6,004 feet and Runway 17, 6,004 feet

This option would require property acquisition, however pavement options are all on property owned by the Airport.

### **PAC Discussion:**

Bruce Bennett asked why the landing distance wasn't extended in the displaced threshold. Rainse replied that this is how the displaced threshold is calculated since the pavement is only usable in one direction. Bruce asked if it can be considered as a stop-way. Sarah replied that you can only use the 5,000 feet to calculate the distance available. Bruce asked if the Runway 17 run-up pad was shown. Rainse replied that it was included in both alternatives, however it is shifted down to the very end of Runway 17 in the displaced threshold scenario. Rainse also added that easement acquisition is needed at Columbia Helicopters for the displaced threshold to the North.

## **Chapter 6 – Airport Layout Plan:**

Rainse reviewed the Airport Layout Plan (Chapter 6). He explained that the Airport Layout Plans are a pictorial culmination of the master planning process. In order to be eligible to receive funding from the FAA, projects must be shown in the FAA-approved Airport Layout Plan. The drawings include:

- Cover sheet
- Airport Layout Plan
- Airport Airspace
- Airport Approach Surfaces
- Inner Portion of the Runway 17/35 Approach Surfaces
- Terminal Area Plan
- Land Use and Noise Contours
- Runway Departure Surfaces
- Airport Property Map

The Airport Layout Plan includes runway safety areas, displaced thresholds, location for the control tower (northern – CAA ramp area), fire station (centrally located), service road, relocation/closure of Keil Road, and modification of the runway object free area.

### **PAC Discussion:**

Fred Netter said that at the last meeting, we talked about the tower and its proximity to the fire station and there being an issue with homeland security. He asked how close the tower is to the fire station in the Airport Layout Plan and whether that will be an issue. Mitch replied that ODA has appealed this to the FAA and the threat didn't justify the security clearance. Fred asked whether it is possible to connect the fire station facility to other buildings. Mitch replied that if there is some way of funding it from a grant or other source, then that would make it feasible. He added that if there is outside funding, they should talk. Fred replied that there might be other funding sources available. Mitch added that they would need to identify funding, etc. pretty quickly since an engineer has already been hired for the control tower.

Nick Kaiser asked if there are any changes in the previous chapters based on discussions with the ODA Board, such as the land use areas, etc. Rainse replied that in the alternatives chapters, we outlined all the issues relative to the alternatives discussed at that time, and the chapter content will remain the same since it provides the context for developing the preferred alternative shown in the ALP. Mitch added that if ODA gets approval for the displaced threshold distances to the north, you would probably see airplanes taking off to the south. Nick asked if there will be any changes in the noise levels.

Tony Holt suggested including the assumptions related to departures on the maps that show the conditions for 2010. Rainse replied these are listed in Chapter 5, but they can be summarized on the ALP noise drawings as well.

## **Chapter 7 – Capital Improvement Plan:**

Sarah reviewed the Capital Improvement Plan Chapter and explained that this provides the basis for implementing the improvements in the Master Plan. She also explained that the Capital Improvements would be implemented within three separate phases:

- Short-term (Phase I): 2012-2016
- Intermediate-term (Phase II): 2017-2021
- Long-term (Phase III): 2022-2031

A Financial implementation analysis was also conducted to examine the various facets of the financial operating condition of the Airport. The Capital Improvement Plan is a living document and is updated as projects are completed or priorities change. As of right now, this is the prioritization of projects:

### *Phase I:*

1. Construct Air Traffic Control Tower (ATCT) – 2012
2. Service Road – 2012
3. Pavement Maintenance – 2013
4. Helicopter Landing Pads – 2014
5. Ramp reconstruction – state leased – 2014
6. Taxi-lane Development (Hangar Access) - 2014
7. Hangar Development – 2015
8. Carryover Entitlements – 2015
9. Environmental Assessment for Runway Improvements – 2016
10. Pavement Maintenance – 2016

Total cost of Phase I Improvements - \$8 million (ODA share = \$583,000, FAA share = \$2.5 million, Private share = \$2.1 million, other funding = \$2.7 million)

### *Phase II:*

11. Aurora Fire Response Facility – 2017
  12. Carryover Entitlements – 2017
- Displaced Threshold Improvements Only:*
13. Property Acquisition – 2018
  14. Avigation Easement Acquisition – 2018
  15. Carryover Entitlements – 2019
  16. 800 foot Displaced Threshold to the north – 2020
  17. Install Runway – 2020
  18. Runway 17 Run-up Area – 2020
- Runway Extension to the South Only:*
19. Property Acquisition – 2018
  20. Keil Road Relocation – 2019
  21. Runway 35 1,000 Extension to the south – 2020
  22. Install Runway 17 Precision Approach – 2020

*Other improvements not related to above alternatives:*

23. Pavement Maintenance – 2019
24. Taxi-lane development (hangar access) – 2019
25. Runway 17 & 35 Strengthening Overlay – 2020
26. Hangar Development – 2021
27. Master Plan Update – 2021

Total cost of Phase II Improvements - \$7.6 million for Displaced Threshold (ODA share = \$263,000, FAA share = \$4.6 million, Private share = \$2.7 million). \$12 million for Runway Extension to the South (ODA share = \$487,000, FAA share = \$8.9 million, Private share = \$2.7 million).

*Phase III (2022 – 2031):*

28. Pavement Maintenance
29. Apron Development/Run-up area
30. Taxi-lane development (Hangar Access)
31. Hangar Development
32. Cargo Apron
33. Relocate Fuel Tanks
34. Runway 17 run-up area

Total cost of Phase III improvements – \$4.5 million (ODA share = \$200,000, FAA share = \$2.2 million, Private share = \$2.1 million)

Sarah explained that ODA and the FAA share the cost of improvements. The Airport pays 5% and FAA pays the remainder for the majority of Airport Improvement Program (AIP)-eligible projects. One exception would be pavement maintenance through the Pavement Maintenance Program, where the Airport supplies 75% of the funding. Items related to hangar development were shown to be 100% private funding, as the FAA rarely funds revenue-generating projects.

Sarah explained that the financial analysis explored the feasibility of implementing these projects. This process entailed looking at the following conditions at the Airport:

- Financial operating condition
- Historical operating revenues and expenses
- Projected future revenues and expenses, with focus on Capital Improvement Plan development phases

The approach to the analysis was to:

- Review financial documents
- Evaluate rates and charges
- Review existing operating and financial environment
- Review Master Plan Capital Improvement Plan
- Analyze sources and timing of capital funding
- Analyze historic and projected operating revenues and expenses

Sarah said that the historical operating revenue and expenses at Aurora State are included in two funds – Public Transportation and Capital Projects. The following shows the revenues and expenses for both funds:

<b>Public Transportation Fund</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>
• Licenses and fees	\$869.64	\$116,748	\$122,970	\$128,358
• Rents and royalties	\$149,206	\$55,342	\$44,461	\$63,428
• Other misc. revenues	\$11,833	\$1,807	\$11,649	\$12,310
<i>Revenues</i>	<i>\$161,909</i>	<i>\$173,898</i>	<i>\$179,081</i>	<i>\$204,096</i>
• Salaries and wages	\$19,288	\$19,234	\$19,263	\$14,426
• Services, supplies, other	\$65,793	\$56,667	\$38,435	\$81,609
<i>Expenses</i>	<i>\$85,081</i>	<i>\$75,901</i>	<i>\$57,698</i>	<i>\$96,035</i>
<i>Operating Income</i>	<i>\$76,827</i>	<i>\$97,996</i>	<i>\$122,382</i>	<i>\$108,060</i>
<b>Capital Projects Fund</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>
• Revenues	\$207,856	\$2,905,882	\$1,857,084	\$13,198
• Expenses	\$155,561	\$3,524,431	\$1,005,192	
<i>Fund total</i>	<i>\$52,294</i>	<i>\$(618,548)*</i>	<i>\$851,891</i>	<i>\$13,198</i>

\*Taxiway relocated

The projected Aurora State operating revenues and expenditures for the Public Transportation Fund are shown below.

- The Capital Project Fund is not shown as it is dependent upon eligibility and grant availability, which fluctuates.
- Does not include federal or other grant revenues or professional service expenses as they will vary and do not reflect true operating income.

<b>Public Transportation Fund</b>	<b>Current FY2011</b>	<b>FY2015</b>	<b>FY2020</b>	<b>FY2025</b>	<b>FY2030</b>
• Licenses and fees	\$128,358	\$145,000	\$176,000	\$224,000	\$300,000
• Rents and Royalties	\$63,428	\$71,000	\$87,000	\$111,000	\$148,000
• Other misc. revenues	\$12,310	\$14,000	\$17,000	\$22,000	\$29,000
<i>Revenues</i>	<i>\$204,096</i>	<i>\$230,000</i>	<i>\$280,000</i>	<i>\$357,000</i>	<i>\$477,000</i>
• Salaries and wages	\$14,337	\$16,000	\$19,000	\$24,000	\$33,000
• Services, supplies, other	\$96,035	\$108,000	\$128,000	\$164,000	\$219,000
<i>Expenses</i>	<i>\$110,372</i>	<i>\$124,000</i>	<i>\$147,000</i>	<i>\$188,000</i>	<i>\$252,000</i>
<i>Operating Income</i>	<i>\$93,723</i>	<i>\$106,000</i>	<i>\$133,000</i>	<i>\$169,000</i>	<i>\$225,000</i>

Sarah summarized the financial analysis by stating the following:

- Demand and the availability of financial resources for capital projects will dictate when facility improvements will be implemented.
- Continuation of the FAA's AIP entitlement program is essential for funding capital projects.

- The ODA does not allocate any indirect revenues or expenses to any of their 28 airports. Any additional ODA revenues would not be allocated to Aurora State Airport until the project costs are incurred and revenues are transferred.
- Based on ODA acceptance of the Capital Improvement Plan projects and the understanding that funding for the state's obligation will be met at the time of project implementation, the Capital Improvement Plan is financially feasible.

Sarah also noted that based on historic revenues, the ODA has funding to move forward with the first two phases of the Capital Improvement Plan.

### **PAC Discussion:**

Tony commented that it was interesting that the cost to extend the runway to the South is two and half times the cost of the displaced threshold.

Bruce Bennett said he would like to point out that the revenues reported are 100% from aviation.

### **Public Workshop:**

Sarah explained the format for the public workshop. Members of the public were then invited to review the display boards and ask project staff any questions during a 25-minute public workshop. Public comments were captured on flip charts by the facilitation team.

Adrienne and Sylvia recapped the comments heard from participants during the public workshop session:

- The sooner the better with improvements – especially the overlay because that will reduce maintenance costs and increase the life of the runway.
- Will there be any analysis of increased traffic at other airports by pilots who don't want to deal with the Aurora Air Traffic Control Tower after it is built?
- How do you prioritize the projects on the Capital Improvement Plan?
- What uses will be permitted on the service road?
- Are there caretaker facilities and can others be located on the airport?
- Run-up area is essential
- Why won't the run-up area be done sooner?
- Will the FAA buy off on the displaced threshold?
- Where/what are the required vertical clearances?
- What is the timing of the various improvements?
- Where will Keil Road be located to?
- Where will property acquisition/easement acquisition take place? What properties are impacted?
- What are the noise impacts/future flight patterns?
- Why are we doing the Master Plan Update?
- What is entailed in each alternative (Displaced Threshold and Runway Extension to the South)?
- Where are the developable properties?
- How will the Instrument Departure/noise mitigation process work?

Rainse explained that other than the Air Traffic Control Tower and the service road, there wouldn't be a lot of development over the next 5 years in order to save up entitlements for future improvements such as the runway extension or the displaced threshold. Mitch added that there are opportunities to re-prioritize projects based on need and available funding, such as the run-up area.

### **PAC Discussion:**

Fred asked where Keil Road would be relocated to if relocation does occur. Rainse replied that is really up in the air at this time. He said they looked at the area and took a shot at it, but if and when that happens a variety of options will be reviewed if and when it comes up in the phasing plan. Mitch replied that it has to be coordinated with property owners and the County and there isn't a pre-determined outcome at this time.

Bruce recommended as a compromise, that the helicopter pads could be moved to make way for other projects even though it's a worthy project.

Jim asked if there was any way to move up the fire facility or co-locating it with another facility as opposed to duplicating utility needs, etc. He added that this would benefit the airport and the community. Fred replied that now that there is an engineer on board, he will arrange to talk with ODA to put something together. He asked whether or not the timeframe needed to conform with the phasing plan. Rainse said that the timing did not necessarily need to conform with the phasing plan since the funding is on the private side.

Mark asked if the service road was indicated on the Airport Layout Plan. Rainse replied that it was and indicated that it starts at the existing road and goes down to the existing taxiway (it is shown as a blue dashed line on the ALP). Fred asked if it started where you come off of Keil Road (near Metal Innovations). Rainse replied that it was.

### **Public Comment:**

Karen Batte, lives on Ehlen Road. She stated that obviously with the tower coming in, you must be anticipating growth. What kind of growth are you anticipating and what are the impacts to Ehlen Road? At 5 p.m. it is blocked. How will you influence the state to get that road fixed? Mitch replied that this has been a discussion item at several meetings. He said that they will have to work with the County and the State when it comes to road improvements. Rainse said that as far as the tower is concerned, it is a safety related item, not to promote growth. The airport has been growing without the tower. It is a safety need to control aircraft movements in the air and on the ground. He said he could review the forecasts for future growth and type of aircraft with Ms. Batte after the meeting. Rainse added that staff are available for questions after the meeting for anyone who was interested.

*Comment Forms-* One public comment form was submitted with the following comments:

General comments regarding the Airport Layout Plan – Keil Road should not be closed or moved. The majority of local citizens and tax payers want the airport left as it is. No tower or Runway lengthening. I guess the local citizens have no say in this. These proceedings are dishonest and a waste of time.

## **Next Steps:**

Rainse explained that there will be an opportunity for public comments on the two chapters until Sept. 30<sup>th</sup>. Comments may be submitted via comment forms at meeting or to staff or online.

The final draft will be prepared and submitted to the ODA Board and the FAA. It will also be available on the website for review. Notification will be sent to the PAC when available on the web.

Typically it takes 90 days for the FAA to review and approve an Airport Layout Plan. From there, the ODA will pursue adoption of the Master Plan as part of the Marion County Comprehensive Plan.

Mark Ottenad asked if the FAA's decision to adopt one of the two options would create some changes to the plan. Mitch replied that both options will be included in the Master Plan, but one will be indicated as the preferred alternative. He added that they are still going to present the 800-foot displaced threshold to the FAA and wait for them to say no before moving forward with any other option. Rainse said that after the decision is made, the document will be revised to show the chosen alternative. It will show the progression of the decision-making process. The other chapters will remain the same, but the Airport Layout Plan and the Capital Improvement Plan chapters will be updated. There will be a statement about what decision was made by the FAA.

Tony requested that when the final document is posted on the website, PAC members be notified where the significant changes are so they don't have to go through it page by page.

Jim asked whether the last time Master Plan update was adopted in the Marion County Comprehensive Plan. He said that we need to do it right this time and we need to answer questions about the impacts to roads and land use. He asked what the next step is for getting the plan adopted in the Marion County Comprehensive Plan. Nick replied that the County must agree to change the Comprehensive Plan, but it takes funds to do it because it's an extensive process. He said that doesn't mean you can't implement it, but the land use portions need to be brought on board. He added that the Master Plan does have land use impacts that need to be addressed. Patti said that the Comprehensive Plan adoption is another formal process with additional opportunity for public input, but we will have something to work from that will be presented and requested to be adopted. She added that doesn't eliminate anyone from coming forward and sharing any concerns that they might have. Jim said he really wants to make sure it gets adopted as part of the Comprehensive Plan because that could help developers as well as create a greater understanding of the Master Plan. He said that we should make sure we are able to produce a profit and make some money for the community.

Rainse thanked everyone on the PAC and the hard work they've done and thanked the public for coming out and asking questions.

Jim thanked Rainse and the consultant team for the work they've done.

Mitch thanked WHPacific, ODA staff and those that aren't here and have since moved on. He also thanked the PAC for spending their time studying the issues and making comments. He thanked the

public for their time and participation. He also stated the PAC and public comments had influenced and changed the course of the Master Planning process.

Meeting adjourned at approximately 6:45 p.m.





