

Chapter Six:

AIRPORT LAYOUT PLAN

Airport Master Plan Update

Aurora State Airport

The Airport Layout Plan (ALP) drawings are a pictorial culmination of the master planning process. A major purpose of the ALP drawing set is to establish funding eligibility for the FAA's Airport Improvement Program (AIP), as capital projects must appear on an FAA-approved ALP to receive AIP grant funding.

The ALP has been developed with input from the Planning Advisory Committee (PAC), as well as from the public. The Draft Preferred Alternative was available for public comment from March 31 through April 21, 2011. Based on direction from the Oregon Aviation Board on April 28, 2011, declared distances – through the means of displaced thresholds¹ – were analyzed and presented to the PAC and public on June 7, 2011 to gather input relative to runway length. Comments were taken on the declared distances until June 21, 2011. On June 23, 2011 the Oregon Aviation Board recommended the ALP include an 800-foot northward extension of runway pavement and 800-foot displaced threshold to Runway 17. The Board determined additional runway length is justified at the Aurora State Airport and the use of declared distances is the most advantageous and neighborly method of increasing the runway's usable length. However, if the FAA's National Office does not approve the displaced threshold, the Board recommends pursuing an extension to Runway 35. As a result, both the northern displaced threshold and southern extension are shown on the ALP drawing set. Only one of these projects will be pursued, as is reflected in the capital improvement plan in Chapter Seven. It is emphasized the preferred action, based on the Board's recommendation, is to pursue the displaced threshold to mitigate the runway length deficiency at the Airport.

AIRPORT LAYOUT PLAN DRAWINGS

The following paragraphs describe the specific elements found on each sheet within the ALP drawing set.

¹ Please refer to Chapter 5 for an explanation of displaced thresholds, their application to airport design, and the use of declared distances.

Cover Sheet (CS)

The cover sheet is an index to the airport layout plan drawing set. It also provides pertinent information such as the airport sponsor, airport name, grant number the project is funded through, location and vicinity maps, and date the plan was completed. Also included is the Airport wind rose, which depicts the wind data discussed in Chapter Four.

Airport Layout Plan (Sheet 1)

The ALP depicts the current airport layout and proposed improvements to the Airport for the 20-year planning period. Detailed descriptions of the improvements and expected capital costs over the next 20 years are included in Chapter Seven, *Capital Improvement Plan*. The Preferred Alternative was the basis for determining the proposed improvements at the Airport. The ALP is a development guide; the timing of development depends upon when it is needed and can be funded.

As recommended by the Oregon Aviation Board at their June 23, 2011 meeting, the ALP retains two alternatives relating to runway length. The ALP depicts an 800-foot displaced threshold to Runway 17 and a 1,000-foot extension to Runway 35. These projects are mutually exclusive and it is the preference of the Board to pursue the displaced threshold option. However, if the FAA does not approve the displaced threshold, the extension to Runway 35 will be pursued. When the FAA decides, the ALP will be updated to identify only the FAA-approved alternative.

Other items reflected on the ALP include, but are not limited to:

- Runway protection zone, runway object free area, runway safety area and other standard airport dimensions
- Runway approach visibility minimums
 - Runway 17 – Visibility of 1 statute mile (sm) or greater
 - Runway 35 – Existing visibility of 1 sm or greater; ultimate approach minima of greater than $\frac{3}{4}$ sm.
- Data tables for the Airport, as well as data relating to the runway and facilities at the Airport
- A table identifying the modifications to standards requested
 - Modification to the runway object free area is requested, as Highway 551 encroaches into the area slightly.
 - Modification of the application of a displaced threshold to reduce off-airport impact from Part 77 and airport design surfaces.
- Land identified for aviation easement acquisition and fee acquisition
- Capital projects recommended in Chapter Five

Airport Airspace (Sheet 2)

This drawing shows the Part 77 Imaginary Surfaces for the future layout of the Airport with a USGS topographic map as the background. The Part 77 surfaces are the basis for protecting airspace around an airport; therefore, it is ideal to keep these surfaces clear of obstructions whenever possible. The FAA decides if any of the obstructions to Part 77 surfaces are hazardous to aviation. Recent obstruction removal projects at and near the Airport have cleared these surfaces of any known obstructions.

Part 77 defines five distinct surfaces, each with a different size and shape. The dimensions of these surfaces are based on the type of runway and the type of approach ultimately planned for the Airport. The imaginary surfaces are defined below.

Primary Surface. The primary surface is rectangular, is centered on the runway, extends 200 feet beyond each end of the runway, and has a width that varies according to airport-specific criteria. The elevation of the primary surface corresponds to the elevation of the nearest point of the runway centerline. The width of the primary surface of Runway 17/35 is 500 feet.

Approach Surface. Each runway end has an approach surface. The approach surface is centered on the extended runway centerline, starts at the end of the primary surface (200 feet beyond each end of the runway), and has a width equal to that of the primary surface. Approach surfaces slope upward and outward from the runway ends.

The ultimately planned approach surfaces at the Airport reflect nonprecision instrument approaches to Runways 17 and 35. The approach surface has an inner width of 500 feet, extends outward 10,000 feet to an outer width of 3,500 feet, and rises up at a slope of 34:1.

Runway Protection Zones (RPZs) are not Part 77 surfaces, but mirror the inner portions of approach surfaces on the ground. The existing and ultimate Runway 17 RPZ dimensions are 500 feet (inner width) by 1,700 feet (length) by 1,010 feet (outer width). The existing Runway 35 RPZ dimensions mirror the Runway 17 dimensions. However, the ultimate Runway 35 RPZ dimensions are 1,000 feet (inner width) by 1,700 feet (length) by 1,510 feet (outer width), to accommodate the approach with minimums greater than $\frac{3}{4}$ sm.

Transitional Surface. The transitional surface is a sloping 7:1 surface that extends outward and upward at right angles to the runway centerline from the sides of the primary surface and from the sides of the approach surfaces.

Horizontal Surface. The horizontal surface is a flat, elliptical surface at an elevation 150 feet above the established airport elevation. The extent of the horizontal surface is determined by swinging arcs of a 10,000-foot radius from the center of each end of the primary surface.

Conical Surface. The conical surface extends outward and upward from the horizontal surface at a slope of 20:1 for a horizontal distance of 4,000 feet.

Airport Approach Surfaces (Sheet 3)

This drawing presents a larger scale plan and profile view of the approach surfaces shown in the Airport Airspace Drawing. The existing and ultimate runway ends are shown on the plan sheet. The highest composite terrain, along with known features, is shown in the profile view. There are no known obstructions within the Airport's approach surface.

Inner Portion of the Runway 17/35 Approach Surfaces (Sheet 4)

This drawing provides plan and profile views of the portions of approach surfaces that are closest to the runway, encompassing the existing and ultimate RPZs.

Terminal Area Plan (Sheet 5)

The Terminal Area Plan drawing provides a large-scale view of the terminal area, so that features such as aprons, buildings, hangars, and parking lots are easier to discern.

Land Use and Noise Contours (Sheet 6 and 7)

A land use map has been developed for the Airport and the surrounding area. This map includes the land uses on and around the Airport according to Marion and Clackamas Counties, as applicable.

Land uses around airports should be compatible with airport operations. Land use compatibility issues that are of the greatest concern at airports include:

- Aircraft Noise
- Nearby Lighting
- Glare, Smoke and Dust Emissions
- Bird Attractions and Landfills
- Airspace Obstructions
- Electrical Interference
- Concentrations of People

Current zoning on Airport Property is listed as Public and is compatible with airport operations. However, not all property within the Airport Environs – the footprint of the land nearby the Airport within the boundaries of the four surrounding roads – is zoned in a manner suitable for airport-related development recommended in this Master Plan. Marion County has land use jurisdiction over the subject property and any private developer would have to work with the County to ensure proper zoning is in place prior to any development.

Noise contours were developed for the Airport, based on existing and forecasted aircraft operations, in accordance with FAA regulations using the Integrated Noise Model (INM) version 7.0. INM produces contours representative of average weighted sound exposure levels. According to FAA guidance, 65 dBA is the threshold for aircraft noise incompatibility with some land uses.² The three noise contour sets modeled for the Airport are:

- Existing Conditions (2010) - At present, the 65 dBA contour line extends off Airport Environs to the north, south and west. Some residential areas west of the Airport are within the 65 dBA and the 70 dBA lines.
- Displaced Threshold Option (2020) - The forecasted increase in operations and changes in aircraft fleet, cause the 65 dBA contour line to extend further off airport by 2020; however, the eastern 65 dBA noise contour line remains nearly all within the Airport Environs. More

² For more information about land use incompatibility with airport noise, see FAA Advisory Circular 150/5020-1, *Noise Control and Compatibility Planning for Airports*.

residential homes would be affected by noise exposures of 65 dBA. The displaced threshold to Runway 17 does not cause a significant shift northward of the contour lines.

- Runway Extension Option (2020) - As a result of the extension southward, the noise profile shifts to the south when compared to the previous profiles. Under this option, noise is shifted further away from Charbonneau, but closer to the City of Aurora and its surrounding communities.

Details of how the noise contours were developed are discussed in Chapter Five, *Airport Development Alternatives*.

Runway Departure Surfaces (Sheet 8)

The Runway Departure Surfaces Plan depicts the plan and profile views of the Runway 17/35 departure surfaces, which apply to runways with instrument departure procedures. Each departure surface at the Airport begins at the departure end of the runway at a width of 1,000 feet, extends outward 10,200 feet to an outer width of 6,466 feet, and slopes up at 40:1.

Airport Property Map (Sheet 9)

This drawing provides a history of the ODA's airport property acquisition by showing and listing all land transactions.

Marion County, OR

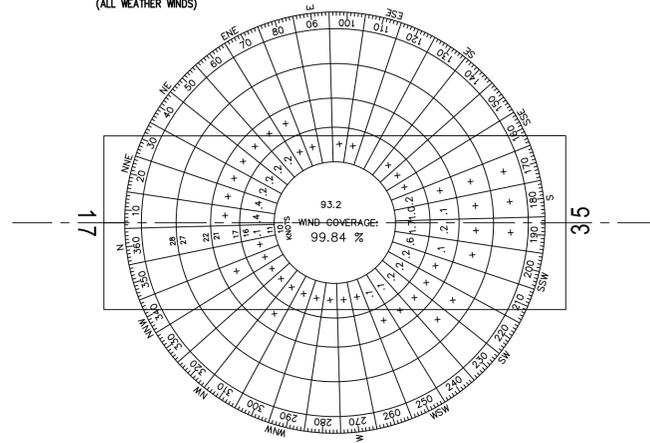
Aurora State Airport

Master Plan Update

A.I.P. #3-41-0004-015

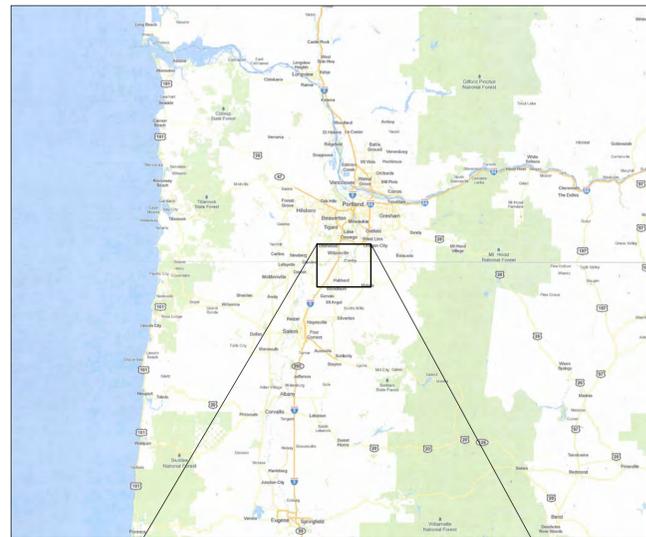
March 2012

SOURCE: NOAA NATIONAL CLIMATIC DATA CENTER
 LOCATION: AURORA STATE AIRPORT
 PERIOD: 2000-2009 (77,664 OBSERVANCES)
 (ALL WEATHER WINDS)



10.5 KTS CROSSWIND COVERAGE = 98.93%
 13 KTS CROSSWIND COVERAGE = 99.53%
 16 KTS CROSSWIND COVERAGE = 99.93%
 20 KTS CROSSWIND COVERAGE = 98.99%

WIND ROSE



LOCATION MAP



VICINITY MAP

SOURCE: GOOGLE MAPS

SHEET INDEX

No.	DESCRIPTION
CS	COVER SHEET
1	AIRPORT LAYOUT PLAN DRAWING
2	AIRPORT AIRSPACE DRAWING
3	AIRPORT APPROACH SURFACES DRAWING
4	INNER PORTION OF THE APPROACH SURFACES DRAWING
5	TERMINAL AREA DRAWING
6	LAND USE PLAN & 2010/2020 NOISE CONTOURS
7	RUNWAY DEPARTURE SURFACES DRAWING
8	EXHIBIT 'A' PROPERTY MAP
9	EXHIBIT 'A' PROPERTY ACQUISITION

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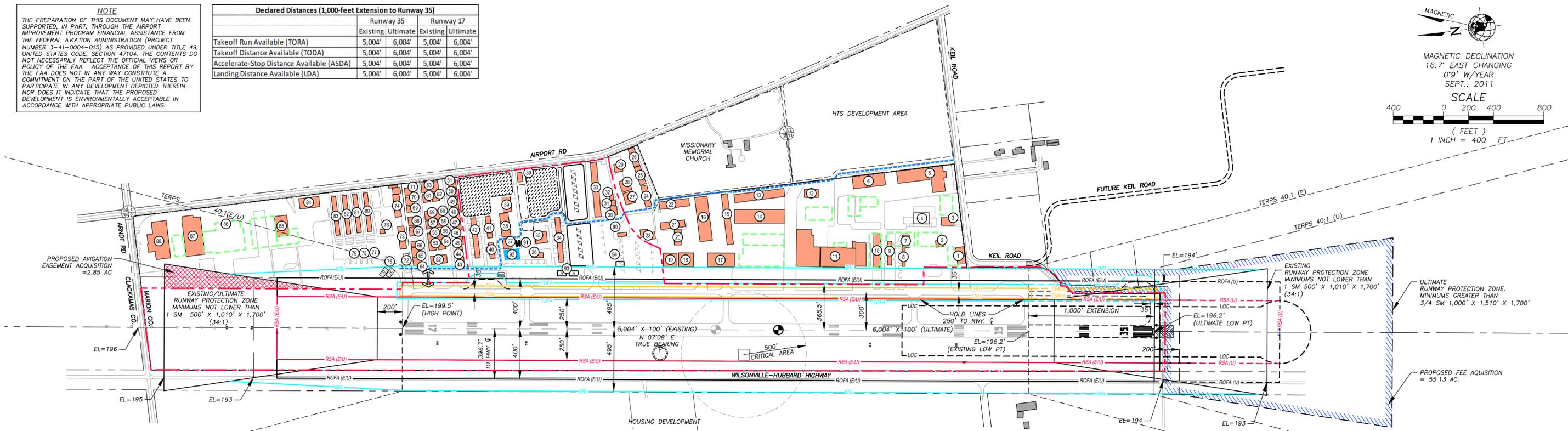
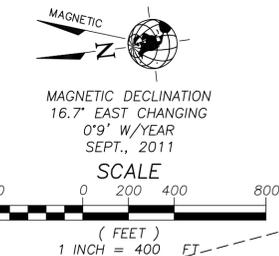
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NOTE
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Declared Distances (1,000-foot Extension to Runway 35)	Runway 35		Runway 17	
	Existing	Ultimate	Existing	Ultimate
Takeoff Run Available (TORA)	5,004'	6,004'	5,004'	6,004'
Takeoff Distance Available (TODA)	5,004'	6,004'	5,004'	6,004'
Accelerate-Stop Distance Available (ASDA)	5,004'	6,004'	5,004'	6,004'
Landing Distance Available (LDA)	5,004'	6,004'	5,004'	6,004'



	EXISTING	ULTIMATE
AIRPORT PROPERTY LINE	---	---
FEE ACQUISITION	---	---
AVIATION EASEMENT ACQUISITION	---	---
ON-AIRPORT BUILDING	---	---
OFF-AIRPORT BUILDING	---	---
FENCE	---	---
AIRPORT REFERENCE POINT	---	---
BUILDING RESTRICTION LINE (35' AGL) (BRL)	---	---
RUNWAY SAFETY AREA (RSA)	---	---
RUNWAY OBJECT FREE AREA (ROFA)	---	---
RUNWAY PROTECTION ZONE (RPZ)	---	---
EXTENDED RUNWAY CENTERLINE	---	---
DISPLACED THRESHOLD	---	---
RUNWAY HOLDLINE	---	---
TAXIWAY SAFETY AREA (TSA)	---	---
TAXIWAY OBJECT FREE AREA (TOFA)	---	---
SERVICE ROAD	---	---
HANGAR DEVELOPMENT AREA	---	---
APRON / TIEDOWN AREA	---	---
WINDCONE & SEGMENTED CIRCLE	---	---
VASI	---	---
PAPI	---	---
REIL	---	---
ODAL	---	---
LOCALIZER	---	---
LOCALIZER CRITICAL AREA	---	---
CARGO APRON	---	---
PAVEMENT	---	---
PAVEMENT REMOVAL	---	---
FUEL TANKS	---	---
HELICOPTER PARKING	---	---
RESIDENTIAL THROUGH THE FENCE ACCESS (RTFF)	---	---

Airport Facilities and Buildings Legend			
Building No.	Name / Owner	Use	Estimated Top Elevation (AGL)
1	Leased by Aurora Jet Center	Maintenance, Aircraft Storage	27'
2	Aurora Jet Center	Fixed Base Operator	22'
3	Private Southend Hangar	Aircraft Storage	19'
4	BPS Associates	Aircraft Storage	23'
5	Van's Aircraft	Business	30'
6	Artex	Business	26'
7, 8	Foxtrot Hangars / Southend Airpark	Aircraft Storage	21'
9	Hangar Row G / Southend Airpark	Aircraft Storage	13'
10	Hangar Row H / Southend Airpark	Business, Aircraft Storage	21'
11	Hangar India, Juliet & Kilo / Southend Airpark	Business, Aircraft Storage	38'
12	Winco	Business	29'
13	Hangar November / Southend Airpark	Business, Aircraft Storage	29'
14	Hangar Mike / Southend Airpark	Business, Aircraft Storage	31'
15-17	Airport Aviation Condo Association	Aircraft Storage	32'
18	Airport Aviation Condo Association	Aircraft Storage	32'
19	Aurora Aviation	Maintenance	26'
20-22	Airport Aviation Condo Association	Aircraft Storage	25'
23	Columbia Aviation Association	Clubhouse	21'

Airport Facilities and Buildings Legend			
Building No.	Name / Owner	Use	Estimated Top Elevation (AGL)
24-26	Meridian Condos	Business	23'
27-29	Pacific Coast Aviation	Business	26'
30-33	Oregon Dept. of Aviation	Aircraft Storage	25'
34	Columbia Helicopters	Aircraft Storage	22'
35	Columbia Helicopters	Maintenance	28'
36	Aurora Aviation	Fixed Base Operator	16'
37	Pitts Hangar	Aircraft Storage	26'
38-42	Aurora Business Park	Aircraft Storage	25'
43-71	Wylee Condo Association	Aircraft Storage	27'
72	Civil Air Patrol Building	Aircraft Storage	26'
73	Sunset Helicopters	Business	26'
74	Aerometal	Business	27'
75	Willamette Aviation	Aircraft Fueling	7'
76	Willamette Aviation	Fixed Base Operator	12'
77-83	Willamette Aviation	Aircraft Storage	16'
84	Marlow Treit	Aircraft Storage	22'
85-88	Columbia Helicopters	Business	30'
89	Fire Suppression Tanks	Fire Suppression	12'
90	Aurora Rural Fire Protection District	Emergency Response	TBD
91	Aurora Aviation	Aircraft Fueling	16'
92	Oregon Dept. of Aviation	Cargo Apron	N/A
93	Oregon Dept. of Aviation	Helicopter Parking	N/A
94	Oregon Dept. of Aviation	Air Traffic Control Tower	90'

Runway 17/35 Data		
	Existing	Ultimate
Percent Effective Gradient	0.06%	Same
Percent Wind Coverage (10.5 kts)	98.93%	Same
Maximum Elevation Above MSL	199.5'	Same
Runway Length	5,004'	6,004'
Runway Width	100'	Same
Runway Surface Type	Asphalt	Same
Runway Strength (Dual Wheel Gear)	45,000 lbs	60,000 lbs
FAR Part 77 Approach Category		
Runway 17	C (NP)	Same
Runway 35	C (NP)	D (NP)
Approach Type		
Runway 17	Nonprecision	Same
Runway 35	Not lower than 1 sm	Same
Runway 35	Not lower than 1 sm	Not lower than 3/4 sm
Approach Slope (Required / Clear)		
Runway 17	34.1 / 34:1	Same
Runway 35	MIRL	Same
Runway Lighting	Precision	Same
Runway Marking	MITL / Reflectors	Same
Taxiway Lighting	Standard	Same
Taxiway Marking	LOC/DME, NDB	Same
Navigation Aids	ODALS, VASI, REIL	ODALS, PAPI, REIL
Visual Aids	500' x 1,000' beyond rwy end	Same
Runway Safety Area Dimension	800' x 1,000' beyond rwy end	Same
Runway Object Free Area Dimension	No OFZ Penetrations	Same
Runway Obstacle Free Zone (OFZ)		
Runway End Coordinates		
Runway 17	Latitude 45°15'14.166"N	Same
Runway 17	Longitude 122°46'07.828"W	Same
Runway 35	Latitude 45°14'25.148"N	45°14'15.350"N
Runway 35	Longitude 122°46'16.515"W	122°46'18.251"W

Airport Data		
	Existing	Ultimate
Airport Elevation (MSL)	199.5'	Same
Airport Reference Point (ARP)		
Latitude	45°14'54.085"N	45°14'44.758"N
Longitude	122°46'11.405"W	122°46'13.040"W
Mean Maximum Temperature	84°	Same
Airport Reference Code (ARC)	C-II	C-II
Airport Service Level	General Aviation	Same
Design Aircraft	IAI Astra 1125	Cessna Citation X

Notes
 Horizontal datum is NAD 1983, vertical datum is NAVD88.
 The Airport is flat. Elevations / ground contours vary by less than 5 feet and are not shown. Drainage features are typically 2-3 feet lower than adjacent land.
 Building restriction line is based on a 35-foot building located 495 feet from the runway centerline not penetrating FAR Part 77 surfaces for the Airport.
 A Residential Through The Fence (RTFF) access exists at hangar #64 at the Wylee Condominium Association. The tenant is the resident caretaker for the airport.

Modifications to Standards	
Standard Being Modified	Proposed Action
1 Advisory Circular (AC) 150/5300-13, para 307 (Runway Object Free Area)	The standard runway object free area (OFA) for Airport Reference Code C-II airports is 800 feet. Highway 551 runs north/south parallel to Runway 17/35; the approximate distance from the Runway 17/35 centerline to the Highway 551 centerline is 400 feet. As the airport geometry is not changing from the current condition, the Oregon Department of Aviation (ODA) requests a modification of the OFA design standard to allow the runway and highway to remain in their current positions.
2 AC 150/5300-13, Appendix 14 (Declared Distances)	The ODA requests the existing threshold for Runway 17 be referenced in determining FAR Part 77 surfaces and design standard surfaces referenced in AC 150/5300-13 (i.e., RSA, RPZ, OFA, OFZ).

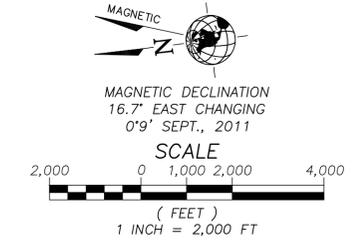
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AIRPORT LAYOUT PLAN DRAWING
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NO	ITEM	PART 77 SURFACE	FUTURE PART 77 SURFACE	ELEV	OFFSET FROM RWY CL	DISTANCE FROM RWY END	ESTIMATED AMOUNT OF PENETRATION	AIRPORT PROPERTY	DISPOSITION
1	TREE GROUP	APPROACH (RWY 17)	SAME	269'	0 R	3028'	(-2)	NO	CLEAR TREES
2	W. END TREE LINE	NONE	APPROACH (RWY 17)	303'	491' R	1590'	67'	NO	CLEAR TREES
3	E. END TREE LINE	NONE	APPROACH (RWY 17)	294'	491' R	715'	80'	NO	CLEAR TREES
4	TREE GROUP	TRANSITIONAL (RWY 35)	APPROACH (RWY 35)	248'	433' L	270'	51'	NO	CLEAR TREES
5	TREE GROUP	TRANSITIONAL (RWY 35)	APPROACH (RWY 35)	268'	460' L	435'	68'	NO	CLEAR TREES
6	TREE GROUP	TRANSITIONAL (RWY 35)	TRANSITIONAL (RWY 35)	276'	940' R	2060'	30'	NO	CLEAR TREES
7	TREE GROUP	TRANSITIONAL (RWY 17)	APPROACH (RWY 35)	282'	423' L	2540'	20'	NO	CLEAR TREES
8	TREE GROUP	APPROACH (RWY 35)	APPROACH (RWY 35)	286'	557' R	3760'	(-2')	NO	CLEAR TREES

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REVISIONS			
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AIRPORT AIRSPACE DRAWING

OREGON DEPARTMENT OF AVIATION
 AURORA STATE AIRPORT ~ MASTER PLAN UPDATE

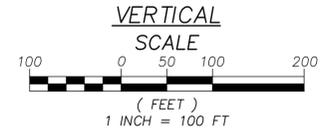
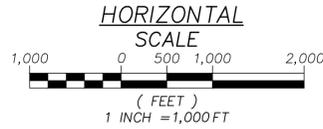
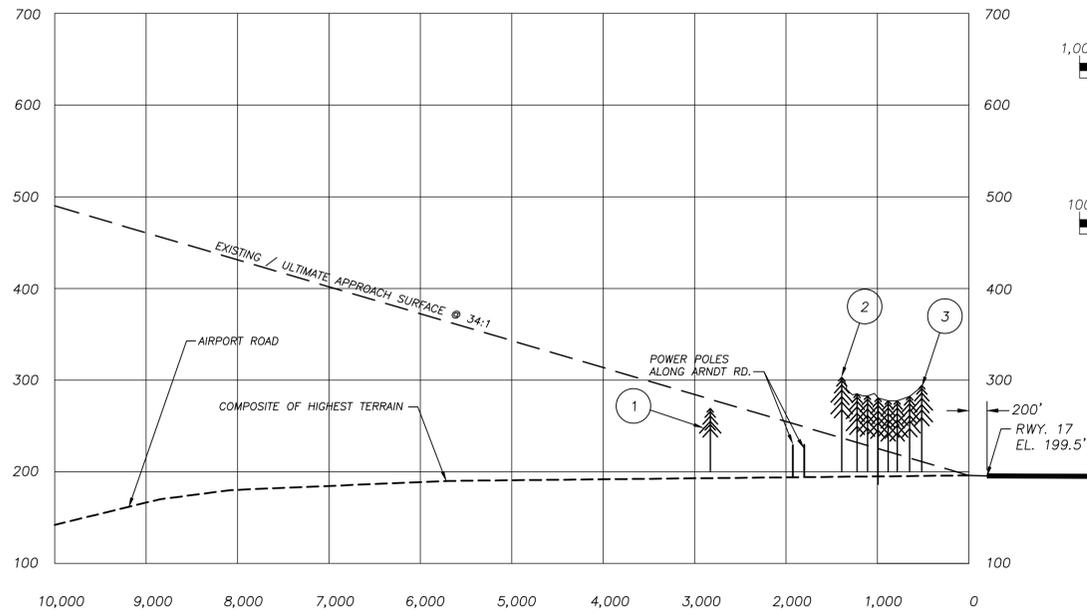
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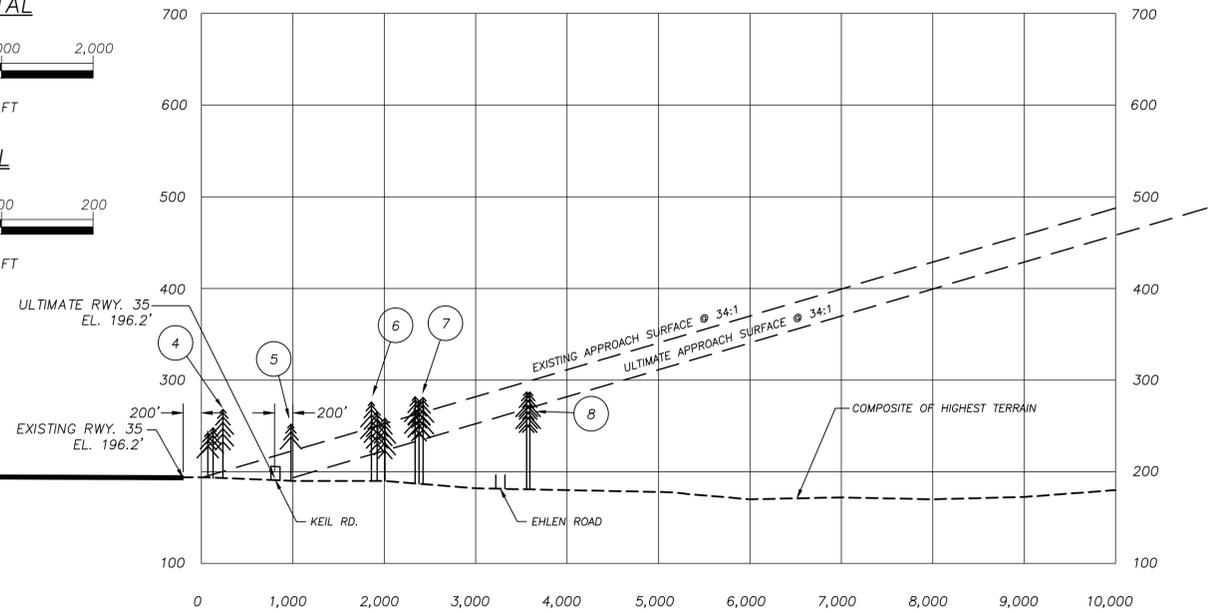
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RUNWAY 17



RUNWAY 35



MAGNETIC DECLINATION
16.7' EAST CHANGING
0'9' W/YEAR

NO.	ITEM	PART 77 SURFACE	FUTURE PART 77 SURFACE	ELEV	OFFSET FROM RWY CL	DISTANCE FROM RWY END	ESTIMATED AMOUNT OF PENETRATION	AIRPORT PROPERTY	DISPOSITION
1	TREE GROUP	APPROACH (RWY 17)	SAME	269'	0' R	3028'	(-2)	NO	CLEAR TREES
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4	TREE GROUP	TRANSITIONAL (RWY 35)	APPROACH (RWY 35)	248'	453' L	270'	51'	NO	CLEAR TREES
5	TREE GROUP	TRANSITIONAL (RWY 35)	APPROACH (RWY 35)	268'	460' L	435'	68'	NO	CLEAR TREES
6	TREE GROUP	TRANSITIONAL (RWY 35)	TRANSITIONAL (RWY 35)	276'	449' R	2060'	30'	NO	CLEAR TREES
7	TREE GROUP	TRANSITIONAL (RWY 17)	APPROACH (RWY 35)	282'	423' L	2540'	20'	NO	CLEAR TREES
8	TREE GROUP	APPROACH (RWY 35)	APPROACH (RWY 35)	286'	557' R	3760'	(-2)	NO	CLEAR TREES

DATE: 1/3/2013 10:13 AM [AUTHOR: ----] [PLOTTER: DWG To PDF.pc3] [STYLE: WHP-Standard.ctb] [LAYOUT: Layout12]
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CHECKED	REA
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LAST EDIT	1/3/2013
PLOT DATE	1/3/2013
SUBMITTAL	

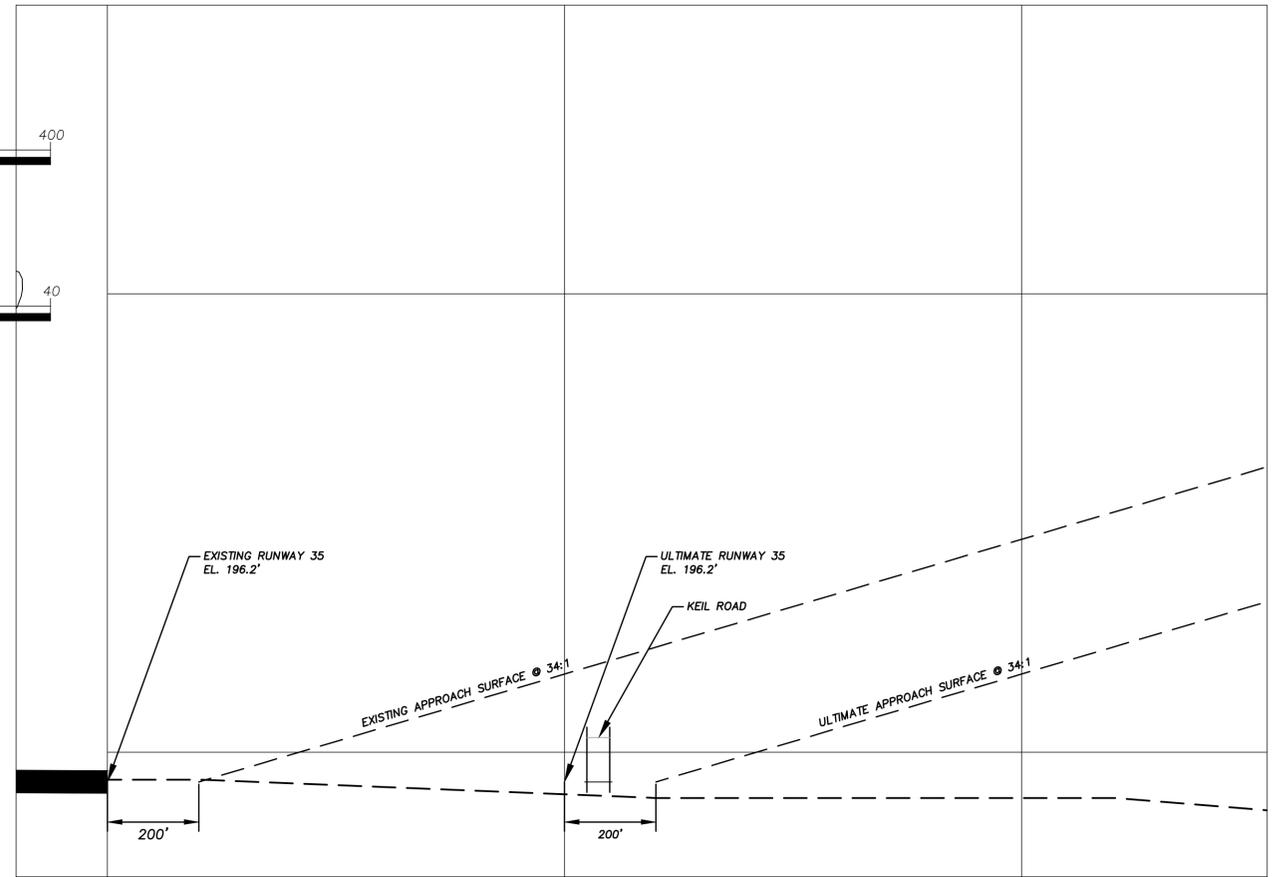
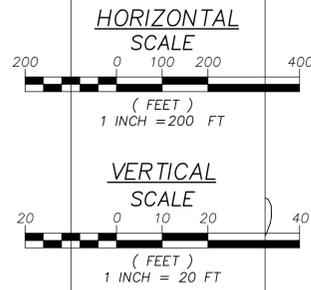
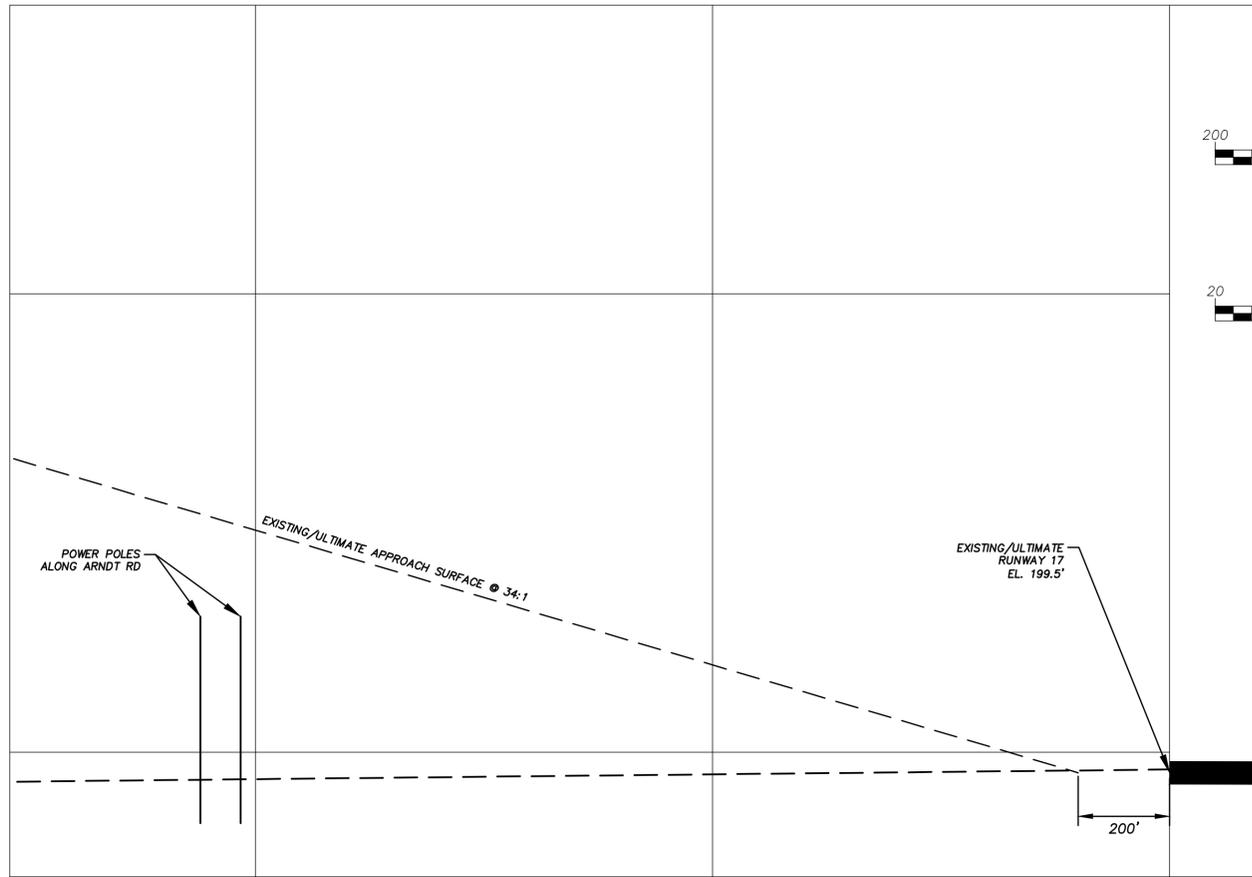
REVISIONS			
NO.	BY	DATE	REMARKS

AIRPORT APPROACH SURFACES DRAWING

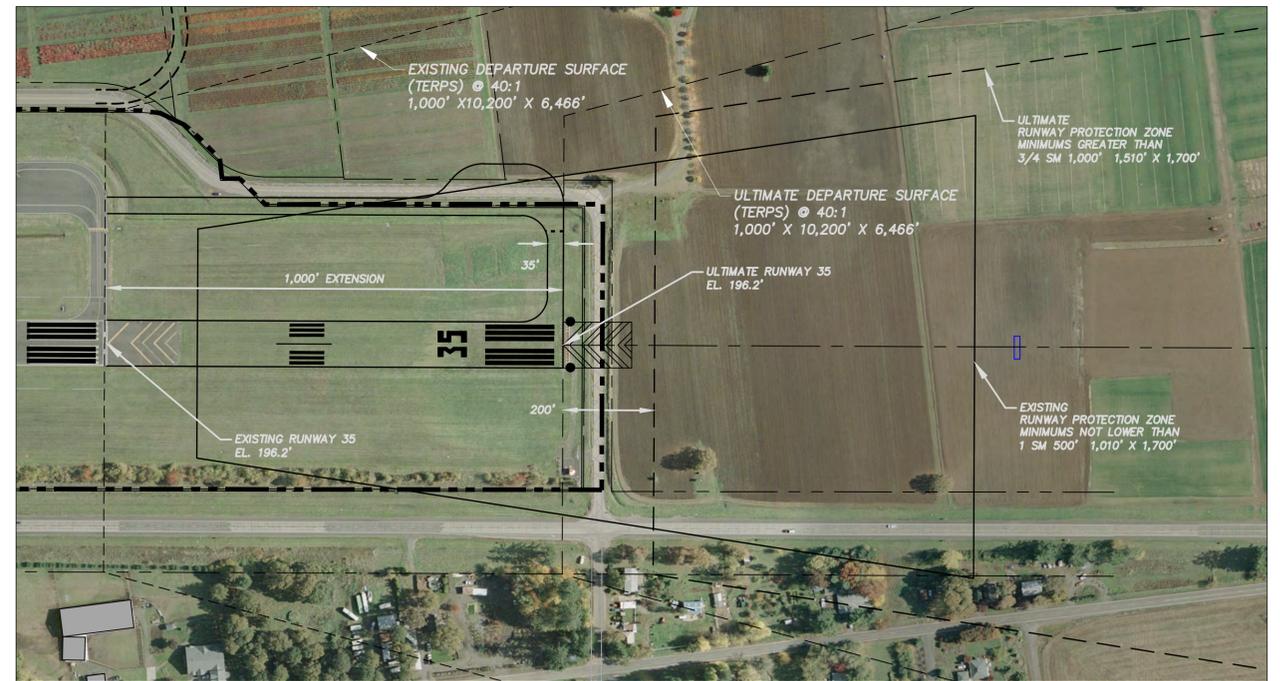
OREGON DEPARTMENT OF AVIATION
AURORA STATE AIRPORT ~ MASTER PLAN UPDATE

PROJECT NUMBER 034317	DRAWING FILE NAME 034317-AIRP-AA01	SCALE 1"=1,000"
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SHEET NUMBER
3
4 of 10



MAGNETIC DECLINATION
16.7" EAST CHANGING
0"9" W/YEAR
SEPT., 2011



DATE: 1/3/2013 10:17 AM [AUTHOR: -----] [PLOTTER: DWG To PDF.pc3] [STYLE: WHP-Standard.ctb] [PATH: P:\Oregon Department of Aviation\Drawings\Civil\034317-AIRP-AS01.dwg] [LAYOUT: Layout1]



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SUBMITTAL	

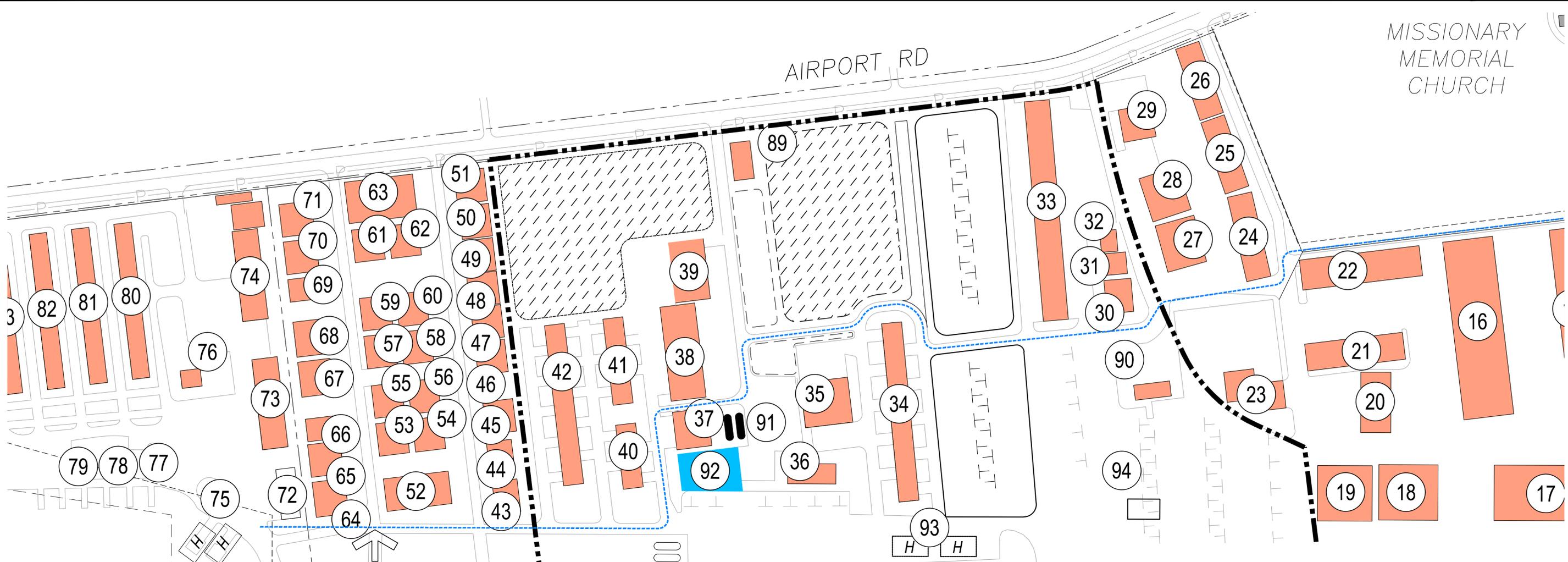
REVISIONS			
NO.	BY	DATE	REMARKS

**INNER PORTION OF THE
APPROACH SURFACES DRAWING**
OREGON DEPARTMENT OF AVIATION
AURORA STATE AIRPORT ~ MASTER PLAN UPDATE

PROJECT NUMBER 034317	DRAWING FILE NAME 034317-AIRP-AS01	SCALE ----
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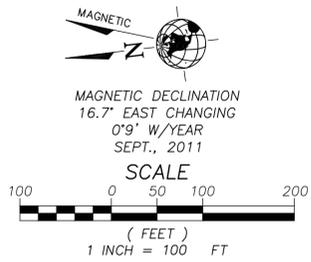
MISSIONARY
MEMORIAL
CHURCH

AIRPORT RD



Airport Facilities and Buildings Legend				
Building No.	Name / Owner	Use	Estimated Top Elevation (AGL)	
16-17	Airport Aviation Condo Association	Aircraft Storage	32'	
18	Airport Aviation Condo Association	Aircraft Storage	32'	
19	Aurora Aviation	Maintenance	26'	
20-22	Airport Aviation Condo Association	Aircraft Storage	25'	
23	Columbia Aviation Association	Clubhouse	21'	
24-26	Meridian Condos	Business	23'	
27-29	Pacific Coast Aviation	Business	26'	
30-33	Oregon Dept. of Aviation	Aircraft Storage	25'	
34	Leased by Aurora Jet Center	Aircraft Storage	22'	
35	Columbia Helicopters	Maintenance	28'	
36	Aurora Aviation	Fixed Base Operator	16'	
37	Pitts Hangar	Aircraft Storage	26'	
38-42	Oregon Dept. of Aviation	Aircraft Storage	25'	
43-71	Wylee Condo Association	Aircraft Storage	27'	
72	Civil Air Patrol Building	Aircraft Storage	26'	
73	Sunset Helicopters	Business	26'	
74	Aerometal	Business	27'	
75	Willamette Aviation	Aircraft Fueling	7'	
76	Willamette Aviation	Fixed Base Operator	12'	
77-82	Willamette Aviation	Aircraft Storage	16'	
89	Fire Suppression Tanks	Fire Suppression	12'	
90	Aurora Rural Fire Protection District	Emergency Response	TBD	
91	Aurora Aviation	Aircraft Fueling	16'	
92	Oregon Dept. of Aviation	Cargo Apron	N/A	
93	Oregon Dept. of Aviation	Helicopter Parking	N/A	
94	Oregon Dept. of Aviation	Air Traffic Control Tower	90'	

A Residential Through The Fence (RTTF) access exists at hangar #64 at the Wylee Condominium Association. The tenant is the resident caretaker for the airport.



	EXISTING	ULTIMATE
AIRPORT PROPERTY LINE	---	---
FEE ACQUISITION		SAME
AVIGATION EASEMENT ACQUISITION		SAME
ON-AIRPORT BUILDING	■	■
OFF-AIRPORT BUILDING	■	■
FENCE	---	---
AIRPORT REFERENCE POINT	⊙	⊙
BUILDING RESTRICTION LINE (35' AGL) (BRL)	---	---
RUNWAY SAFETY AREA (RSA)	---	---
RUNWAY OBJECT FREE AREA (ROFA)	---	---
RUNWAY PROTECTION ZONE (RPZ)	---	---
EXTENDED RUNWAY CENTERLINE	---	---
DISPLACED THRESHOLD	N/A	---
RUNWAY HOLDLINE	---	---
TAXIWAY SAFETY AREA (TSA)	---	---
TAXIWAY OBJECT FREE AREA (TOFA)	---	---
SERVICE ROAD	N/A	---
HANGAR DEVELOPMENT AREA	---	---
APRON / TIEDOWN AREA	---	---
WINDCONE & SEGMENTED CIRCLE	---	---
VASI	⊙	⊙
PAPI	N/A	---
REIL	⊙	---
ODAL	⊙	---
LOCALIZER	---	---
LOCALIZER CRITICAL AREA	---	---
CARGO APRON	N/A	---
PAVEMENT	---	---
PAVEMENT REMOVAL	---	---
FUEL TANKS	---	---
HELICOPTER PARKING	---	---
RESIDENTIAL THROUGH THE FENCE ACCESS (RTTF)	---	---

DATE: 1/3/2013 10:52 AM [AUTHOR: ---] [PLOTTER: DWG To PDF.pc3] [STYLE: WHP-Standard.ctb] [PATH: P:\Oregon Department of Aviation\Drawings\Civil\034317-AIRP-TA01.dwg] [LAYOUT: Layout1]

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 AVIATION

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SHEET INFO	
DESIGNED	SML
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CHECKED	REA
APPROVED	---
LAST EDIT	8/10/2012
PLOT DATE	1/3/2013
SUBMITTAL	

REVISIONS			
NO.	BY	DATE	REMARKS

TERMINAL AREA DRAWING

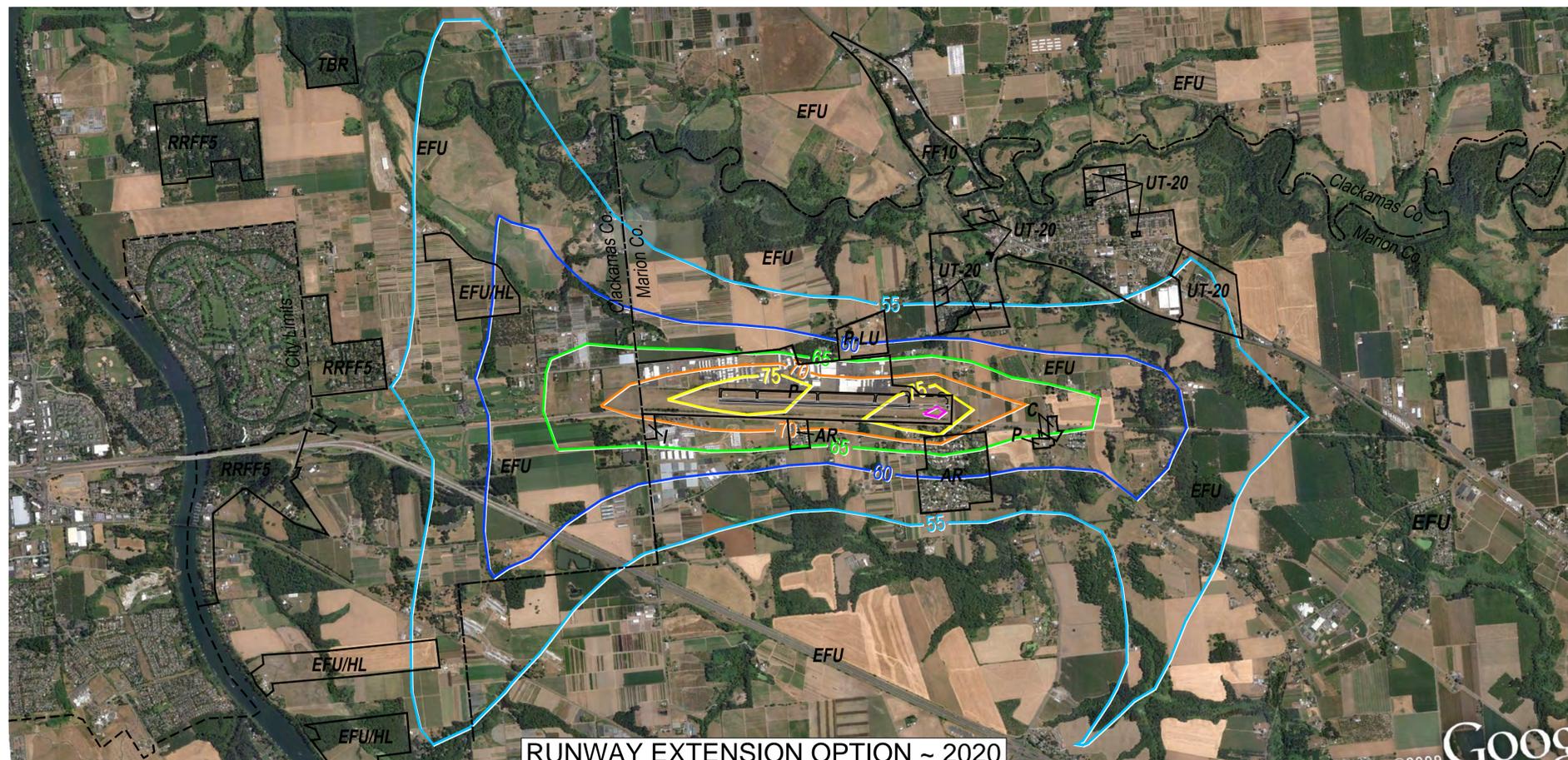
OREGON DEPARTMENT OF AVIATION
 AURORA STATE AIRPORT ~ MASTER PLAN UPDATE

PROJECT NUMBER: 034317
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 SCALE: 1"=100'

SHEET NUMBER
5
 6 of 10



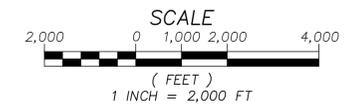
EXISTING CONDITIONS ~ 2010



RUNWAY EXTENSION OPTION ~ 2020



MAGNETIC DECLINATION
16.7° EAST CHANGING
0'9" W/YEAR



MARION COUNTY, OR

ZONING

- AR ACREAGE RESIDENTIAL
- C COMMERCIAL
- EFU EXCLUSIVE FARM USE
- I INDUSTRIAL
- P PUBLIC
- UT-20 URBAN TRANSITION

CLACKAMAS COUNTY, OR

ZONING

- EFU EXCLUSIVE FARM USE
- EFU/HL EXCLUSIVE FARM USE/HISTORIC LANDMARK
- FF-10 FARM-FOREST 10 ACRE
- RRFF5 RURAL RES/FARM/FOREST 5 ACRE
- TBR TIMBER DISTRICT

LEGEND

- 55 NOISE CONTOUR
- ZONE LINE
- COUNTY LINE
- CITY LIMIT

NOTE:
NOISE CONTOURS DEVELOPED IN ACCORDANCE WITH FAA REGULATIONS USING THE INTEGRATED NOISE MODEL (INM) VERSION 7.0. INM IS AN AVERAGE VALUE MODEL AND IS DESIGNED TO ESTIMATE LONG-TERM EFFECTS USING AVERAGE ANNUAL INPUT CONDITIONS. OPERATIONS DATA TAKEN FROM FAA-APPROVED FORECASTS PRESENTED IN CHAPTER 3 OF THE 2011 MASTER PLAN UPDATE. PLEASE REFER TO CHAPTER 5 FOR MORE INFORMATION REGARDING THE NOISE CONTOUR PREPARATION.

DATE: 1/3/2013 10:22 AM [AUTHOR: ----] [PLOTTER: DWG To PDF.pc3] [STYLE: WHP-Standard.ctb] [LAYOUT: Layout1]
 PATH: P:\Oregon Department of Aviation\034317\Drawings\Civil\034317-AIRP-LU01.dwg



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SHEET INFO		REVISIONS	
DESIGNED	SML	NO.	BY DATE REMARKS
DRAWN	RAI		
CHECKED	REA		
APPROVED	---		
LAST EDIT	3/23/2012		
PLOT DATE	1/3/2013		
SUBMITTAL			

LAND USE PLAN & 2010/2020 NOISE CONTOURS

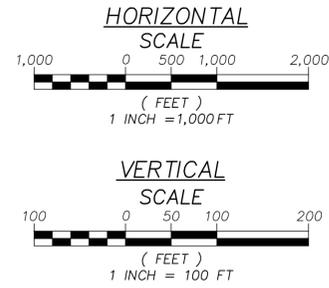
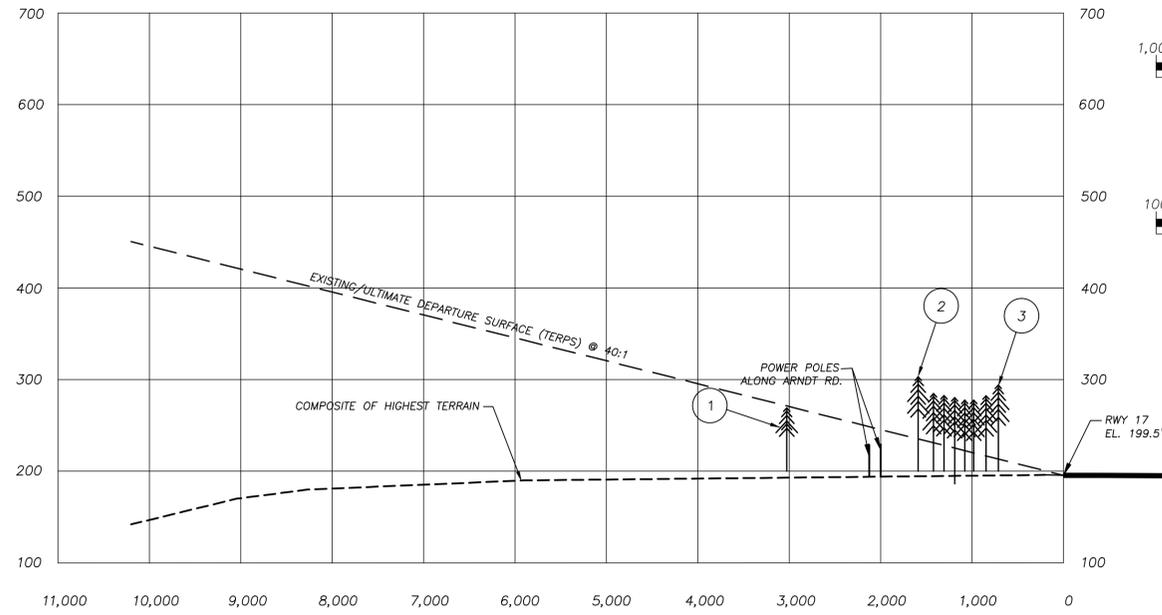
OREGON DEPARTMENT OF AVIATION
AURORA STATE AIRPORT ~ MASTER PLAN UPDATE

PROJECT NUMBER 034317	DRAWING FILE NAME 034317-AIRP-LU01	SCALE 1"=2,000'
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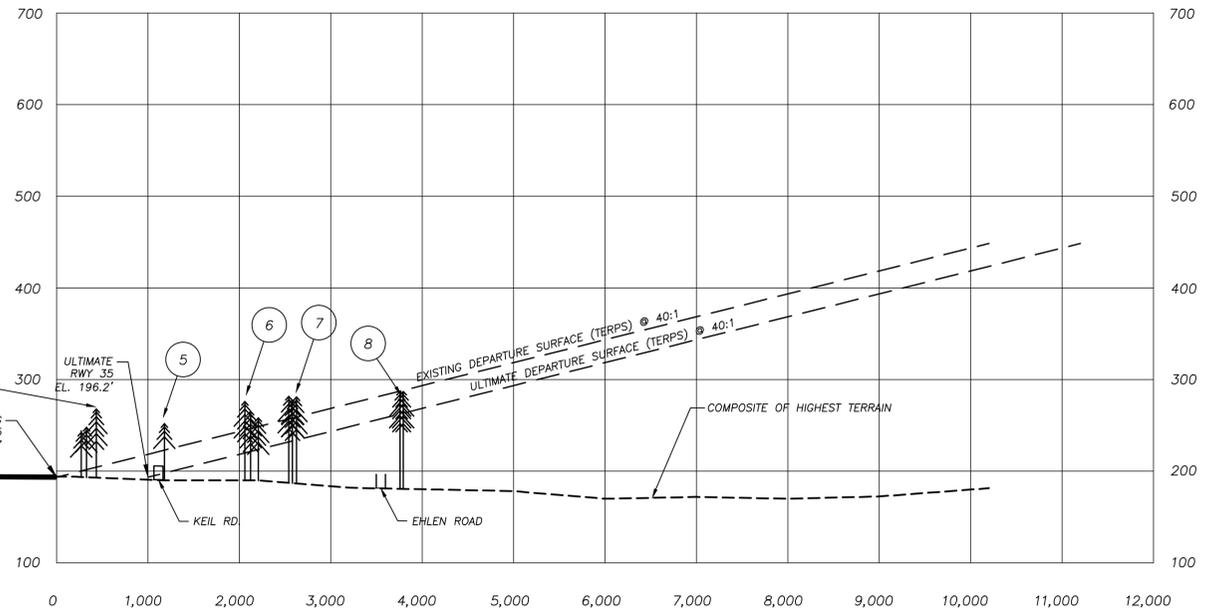
SHEET NUMBER
6
7 of 10

RUNWAY 17

RUNWAY 35



MAGNETIC DECLINATION
16.7° EAST CHANGING
0.9° W/YEAR
SEPT., 2011



NO.	ITEM	PART 77 SURFACE	FUTURE PART 77 SURFACE	ELEV	OFFSET FROM RWY CL	DISTANCE FROM RWY END	ESTIMATED AMOUNT OF PENETRATION	AIRPORT PROPERTY	DISPOSITION
1	TREE GROUP	APPROACH (RWY 17)	SAME	269'	0' R	3028'	(-2)	NO	CLEAR TREES
2	W. END TREE LINE	NONE	APPROACH (RWY 17)	303'	491' R	1590'	67'	NO	CLEAR TREES
3	E. END TREE LINE	NONE	APPROACH (RWY 17)	294'	491' R	715'	80'	NO	CLEAR TREES
4	TREE GROUP	TRANSITIONAL (RWY 35)	APPROACH (RWY 35)	248'	453' L	270'	51'	NO	CLEAR TREES
5	TREE GROUP	TRANSITIONAL (RWY 35)	APPROACH (RWY 35)	268'	460' L	435'	68'	NO	CLEAR TREES
6	TREE GROUP	TRANSITIONAL (RWY 35)	TRANSITIONAL (RWY 35)	276'	940' R	2060'	30'	NO	CLEAR TREES
7	TREE GROUP	TRANSITIONAL (RWY 17)	APPROACH (RWY 35)	282'	423' L	2540'	20'	NO	CLEAR TREES
8	TREE GROUP	APPROACH (RWY 35)	APPROACH (RWY 35)	286'	557' R	3760'	(-2)	NO	CLEAR TREES



NOTE: NO OBSTRUCTIONS EXIST WITHIN THE AIRPORT'S TERPS SURFACES.

DATE: 1/3/2013 10:28 AM [AUTHOR: rivasaki] [PLOTTER: DWG To PDF.pc3] [STYLE: WHP-Standard.ctb] [PATH: P:\Oregon Department of Aviation\034317\Design\Drawings\Civil\034317-AIRP-DS01.dwg] [LAYOUT: Layout1]



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SUBMITTAL	

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NO.	BY	DATE	REMARKS

RUNWAY DEPARTURE SURFACES DRAWING

OREGON DEPARTMENT OF AVIATION
AURORA STATE AIRPORT ~ MASTER PLAN UPDATE

PROJECT NUMBER 034317	DRAWING FILE NAME 034317-AIRP-DS01	SCALE 1"=1,000'
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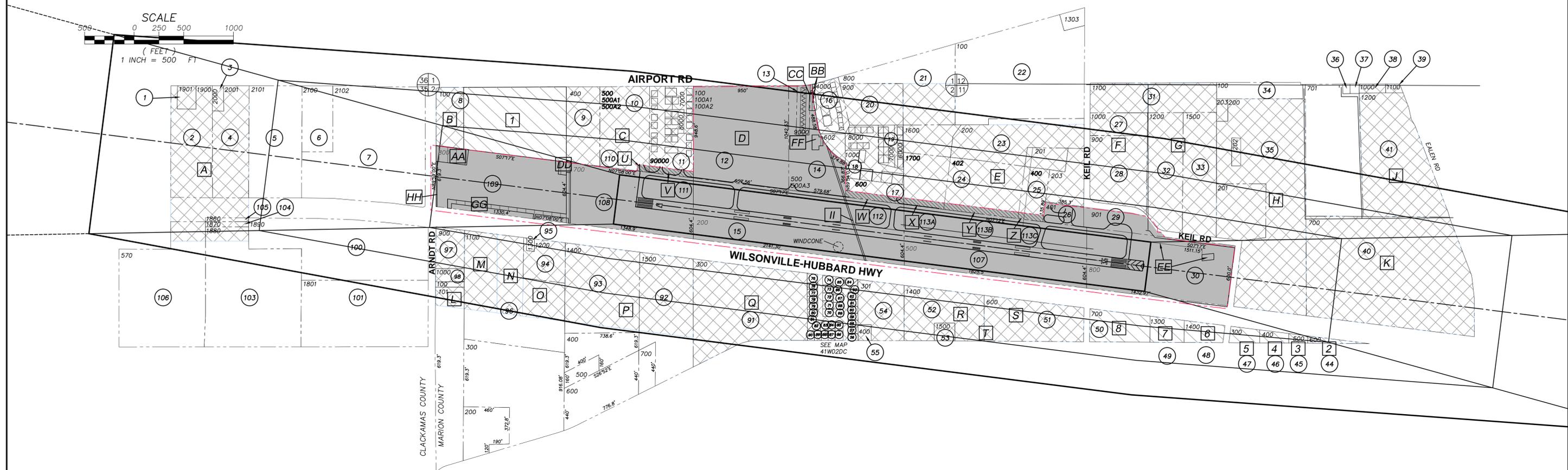
SHEET NUMBER

7

8 of 10

MAGNETIC
 MAGNETIC DECLINATION
 16.7' EAST CHANGING
 0'9" W/YEAR
 SEPT., 2011

SCALE
 0 250 500 1000
 (FEET)
 1 INCH = 500 FT



PROPERTY ACQUIRED UNDER FEDERAL AID PROJECTS

AREA	DATE	RECORDING INFORMATION	INTEREST ACQUIRED	EASEMENT TYPE	PREVIOUS OWNER	LAND ACQUISITION
A	03-20-43	4715A, BOOK 312 PAGE 697	EASEMENT	AVIGATION	CHARLES & LILA WALTER	ADAP 3-41-0056-01
B	12-30-42	3221B, BOOK 279, PAGE 49	EASEMENT	AVIGATION	LEWIS & BERTHA KEIL	ADAP 3-41-0056-01
C	04-19-43	3222B, BOOK 282 PAGE 662	EASEMENT	AVIGATION	WILLIAM & MANDY JESKY	ADAP 3-41-0056-01
D	1-18-43	BOOK 279, PAGE 530	FEE	OWNERSHIP	OTTO & MATILDA KNORR	ADAP 3-41-0056-01
E	12-31-42	3216B, BOOK 279, PAGE 84	EASEMENT	AVIGATION	MILDRED STEINHOFF	ADAP 3-41-0056-01
F	01-30-43	10619A, BOOK 280, PAGE 26	EASEMENT	AVIGATION	KENNETH & BERTHA BROWN	ADAP 3-41-0056-01
G	01-19-43	10620A, BOOK 279, PAGE 365	EASEMENT	AVIGATION	IRVIN & MARLEA LEFFLER	ADAP 3-41-0056-01
H	12-30-42	3213B, BOOK 279, PAGE 43	EASEMENT	AVIGATION	IRVIN & MARLEA LEFFLER	ADAP 3-41-0056-01
J	12-31-42	10644, BOOK 279, PAGE 88	EASEMENT	AVIGATION	IRVIN & MARLEA LEFFLER	ADAP 3-41-0056-01
K	12-30-42	3212A, BOOK 279, PAGE 46	EASEMENT	AVIGATION	IRVIN & MARLEA LEFFLER	ADAP 3-41-0056-01
L	12-30-42	3221B, BOOK 279, PAGE 49	EASEMENT	AVIGATION	LEWIS & BERTHA KEIL	ADAP 3-41-0056-01
M	01-09-43	3219B, BOOK 279, PAGE 359	EASEMENT	AVIGATION	DAVID KEIL	ADAP 3-41-0056-01
N	01-09-43	3220B, BOOK 279, PAGE 362	EASEMENT	AVIGATION	HENRY & SOFIA KEIL	ADAP 3-41-0056-01

PROPERTY ACQUIRED UNDER FEDERAL AID PROJECTS

AREA	DATE	RECORDING INFORMATION	INTEREST ACQUIRED	EASEMENT TYPE	PREVIOUS OWNER	LAND ACQUISITION
O	04-02-43	3218B, BOOK 282, PAGE 121	EASEMENT	AVIGATION	WILLIAM & EDNA KEIL	ADAP 3-41-0056-01
P	04-19-43	3222B, BOOK 282, PAGE 662	EASEMENT	AVIGATION	WILLIAM & MANDY JESKY	ADAP 3-41-0056-01
Q	12-31-42	3217B, BOOK 279, PAGE 91	EASEMENT	AVIGATION	OTTO & MATILDA KNORR	ADAP 3-41-0056-01
R	03-01-43	10734, BOOK 1089, PAGE 188	EASEMENT	AVIGATION	IRVIN & MARLEA LEFFLER	ADAP 3-41-0056-01
S	12-05-42	10735, BOOK 1184, PAGE 694	EASEMENT	AVIGATION	IRVIN & MARLEA LEFFLER	ADAP 3-41-0056-01
T	12-31-42	3216B, BOOK 279, PAGE 84	EASEMENT	AVIGATION	MILDRED STEINHOFF	ADAP 3-41-0056-01
U (110)	08-14-07	REEL 2857, PAGE 98	FEE	OWNERSHIP	TRI-PROP LLC	A.I.P. 3-41-0004-12
V (111)	08-13-07	REEL 2857, PAGE 77	FEE	OWNERSHIP	LLOYD B JANZEN/ JOHN WESSMAN	A.I.P. 3-41-0004-12
W (112)	08-13-07	REEL 2857, PAGE 416	FEE	OWNERSHIP	VERA L BENNETT	A.I.P. 3-41-0004-12
X (113A)	08-27-07	REEL 2859, PAGE 302	FEE	OWNERSHIP	TLM HOLDINGS, LLC	A.I.P. 3-41-0004-12
Y (113B)	08-27-07	REEL 2859, PAGE 302	FEE	OWNERSHIP	TLM HOLDINGS, LLC	A.I.P. 3-41-0004-12
Z (113C)	08-27-07	REEL 2859, PAGE 302	FEE	OWNERSHIP	TLM HOLDINGS, LLC	A.I.P. 3-41-0004-12
26	1993		FEE	OWNERSHIP	STATE OF OREGON DOT	A.I.P. 3-41-0004-003
29	1993		FEE	OWNERSHIP	STATE OF OREGON DOT	A.I.P. 3-41-0004-003
14	1985		FEE	OWNERSHIP	STATE OF OREGON DOT	A.I.P. 3-41-0004-001

a GRANT PARCEL A b GRANT PARCEL B c GRANT PARCEL C

*INFORMATION FROM DEVCO ENGINEERING FUNDED BY A.I.P. NO. 3-41-004-03 AND APPROVED 5/11/1996

EASEMENTS TO BE ACQUIRED

AREA	CURRENT OWNERSHIP	APPROXIMATE AREA
1	COLUMBIA HELICOPTERS, INC. P.O. BOX 3500 PORTLAND, OR 97208	16.32 A
2	THOMA AND JO ETTA SCHOMUS 21810 BOONES FERRY RD, NE AURORA, OR 97002	0.60 A
3	DAN AND JANET ANDERSON 15260 SE MINERVA MILWAUKIE, OR 97267	0.52 A
4	GARY AND KATHRYN HAMLET 21860 BOONES FERRY RD, NE AURORA, OR 97002	1.00 A
5	GENE AND DIANA BRUNO P.O. BOX 8 AURORA, OR 97002	1.05 A
6	HERMAN AND GRACE MCCUNE TIMOTHY AND EVELYN HOWLAND 22050 BOONES FERRY RD, NE AURORA, OR 97002	1.92 A
7	NORMAN AND BETTY MENNICK 22090 BOONES FERRY RD, NE AURORA, OR 97002	2.00 A
8	LYLE AND VICKI HAWORTH 22190 BOONES FERRY RD, NE AURORA, OR 97002	5.03 A

DESCRIPTION	LEGEND
	EXISTING
EXISTING FEE OWNERSHIP	X
EXISTING AVIGATION EASEMENT	A
EASEMENT TO BE ACQUIRED	1
PROPERTY ACQUIRED UNDER AIP 12	[Hatched Box]
PARCEL OWNERSHIP IDENTIFICATION NUMBER	72
TAX LOT NUMBER	1800
EXISTING STATE OF OREGON DEPARTMENT OF TRANSPORTATION, DIVISION OF AERONAUTICS PROPERTY OWNERSHIP LINE	---
PARCEL BOUNDARY	---
RUNWAY PROTECTION ZONE	---

DATE: 1/3/2013 10:30 AM [AUTHOR: ---] [PLOTTER: DWG To PDF.pc3] [STYLE: WHP-Standard.ctb] [PATH: P:\Oregon Department of Aviation\034317\Design\Drawings\Civil\32690-airp-ExhibitA.dwg] [LA YOUT: Exhibit A]

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DESIGNED	SML
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CHECKED	REA
APPROVED	---
LAST EDIT	3/23/2012
PLOT DATE	1/3/2013
SUBMITTAL	

REVISIONS

NO.	BY	DATE	REMARKS

EXHIBIT 'A' ~ PROPERTY MAP

OREGON DEPARTMENT OF AVIATION
 AURORA STATE AIRPORT ~ MASTER PLAN UPDATE

PROJECT NUMBER 034317	DRAWING FILE NAME 32690-AIRP-EXHIBITA	SCALE CUSTOM
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SHEET NUMBER
8
9 of 10

