Outlook

RE: Comments to the Aurora Airport Master Plan

From MORRIS Alexis <Alexis.MORRIS@odav.oregon.gov>
Date Mon 10/26/2026 4:51 PM
To Scott Chambers <scottkchambers@gmail.com>

Hello Scott,

Thank you for submitting public comment to the State Aviation Board. I am confirming that we have received your email with 3 attached documents.

Your comments will be forwarded to the board for their review, and I will add them to our website under the December 3rd board meeting after the public comment period deadline.

Thank you,
Alexis Morris
Communications & Administrative Specialist
State Aviation Board Administrator
Alexis.morris@odav.oregon.gov

From: Scott Chambers <scottkchambers@gmail.com>
Sent: Monday, October 26, 2026 2:39 PM
To: Oregon Department of Aviation <mail.aviation@ODAV.oregon.gov>
Subject: Comments to the Aurora Airport Master Plan

You don't often get email from scottkchambers@gmail.com. Learn why this is important

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Dear Oregon Department of Aviation,

Please accept this letter and the attached supporting document as my official public comments regarding the Draft Aurora State Airport Master Plan.

I am formally requesting that both this letter and my supporting documentation be placed directly into the official public record for the Board's consideration prior to the upcoming December 3, 2026 meeting.

Additionally, please provide a reply to this transmission confirming that you have received these documents and that they have been successfully submitted to the record.

Thank you for your assistance and your attention to this matter.

Sincerely,

Scott K. Chambers
Aurora, Oregon
scottkchambers@gmail.com
(503) 781-0547

October 25, 2026

To: Oregon Aviation Board

Re: Comments in advance of the Aviation Board hearing re: Adoption of the Aurora State Airport Master Plan

I submit these comments regarding the draft Aurora State Airport Master Plan as a life-long aviator with over 47 years of experience across international commercial operations, corporate aviation, flight instruction, and operations as a contract tactical pilot in Afghanistan. Having flown into KUAO regularly for 40 years, I offer deep operational insight into this specific airspace and infrastructure. My background in high-stakes environments gives me a definitive understanding of operational safety under high-density, low-margin airport parameters, taxiway and apron clearance constraints, and the systemic safety hazards that manifest when clear zones are structurally compressed.

Historically, KUAO has operated safely and efficiently under its intended FAA design standard as a B-II General Aviation airport. However, the current master planning process displays a systemic bias toward expansion, relying on forecasted demand metrics that appear to selectively exclude historical operations data and ignore taxiway and apron safety constraints.

As an Airline Transport Pilot, I urge the Board to postpone or deny the adoption of the current Master Plan based on the following critical deficiencies:

1. Statistically Unsupported Aviation Demand Forecasts and ARC Design Shift
The proposed runway extension and subsequent shift in the Airport Reference Code (ARC) to accommodate larger aircraft are operationally unjustified. The forecasted demand metrics utilized in the draft plan do not reconcile with the actual, observed traffic mix that utilizes KUAO on a regular basis. Upgrading the airport's design category based on speculative or transient operations data overstates the true operational need. I formally request that the Board withhold adoption until a comprehensive, transparent audit of the underlying design-hour fleet mix and specific tracking metrics is conducted to verify whether the baseline requirements for a design standard shift have actually been met by a true resident design fleet. Moving State Highway 551 to facilitate this expansion represents a substantial capital expenditure lacking a safety-based cost-benefit justification or clear public utility.

2. Compromised Wingtip Clearance and Apron Maneuvering Margins
The draft layout plan introduces acute ground safety risks by structurally reducing established aircraft apron dimensions. Specifically, the proposed alignment requires acquiring approximately 35 feet of active apron space utilized for staging emergency response and medical transit aircraft. Restricting this specialized footprint compromises mandatory FAA Object Free Area (OFA) safety margins. Forcing high-frequency, rapid-deployment airframes to navigate diminished ground

clearances increases the metric for wingtip strikes, constricts safe taxi pathways, and intensifies prop-wash/rotor-blast hazards during concurrent emergency launches.

3. Absence of Internal Circulating Road and Surface Incident Mitigation

As ODAV has acknowledged and presented to the Aviation Board, ODAV reported in December of 2025 that they had received a letter from the FAA in October (2025) stating that there had been an increasing trend in recent years at UAO; that V/PDs pose a "serious safety hazard;" that UAO is #1 in the region for V/PDs, and that there is need for a Corrective Action Plan to ultimately stop V/PDs. Anthony Beach went on to share that KUAO is #2 in the nation behind Chicago O'Hare Airport! Yet, during the same year the master plan saw the removal of a proposed internal circulation road, opting instead for signage and an educational program. This decision once again will increase aeronautical risks given the focus on accepting larger corporate jets and compromise safety.

4.. Aeronautical Risks Introduced by Highway and Roadway Realignment

The plan to realign State Highway 551 and Keil Road to facilitate a physical runway extension has been framed locally as a land-use dispute, but from an aviator's perspective, it represents an immediate airspace and approach risk. Forcing significant traffic infrastructure closer to the runway thresholds fundamentally alters the risk profile within the Runway Protection Zones (RPZs). The Board has a regulatory obligation to ensure absolute compatibility between airport development and surrounding physical corridors. The current findings fail to prove that shifting these high-density roadways will not introduce new transitional surface obstructions or interfere with future approach lighting system configurations.

To protect the operational safety, economic viability, and regulatory compliance of KUAO, I request that the State Aviation Board table the vote to adopt the Master Plan and State Agency Coordination findings until an independent, safety-first audit of the underlying traffic data and apron safety margins is conducted.

Respectfully submitted,

Scott K. Chambers

Airline Transport Pilot (ATP)
Email: scottkchambers@gmail.com
Phone: 503-781-0547

Attachments: KUAO.20261002.. ATADS monthly RS Analysis 2015-AUG2026 (4p)

ODAV PowerPoint: 2025-12 Airports Presentation_307090319

FORECAST AND ACTUAL OPERATIONS SUMMARY -_KUAO MASTER PLAN

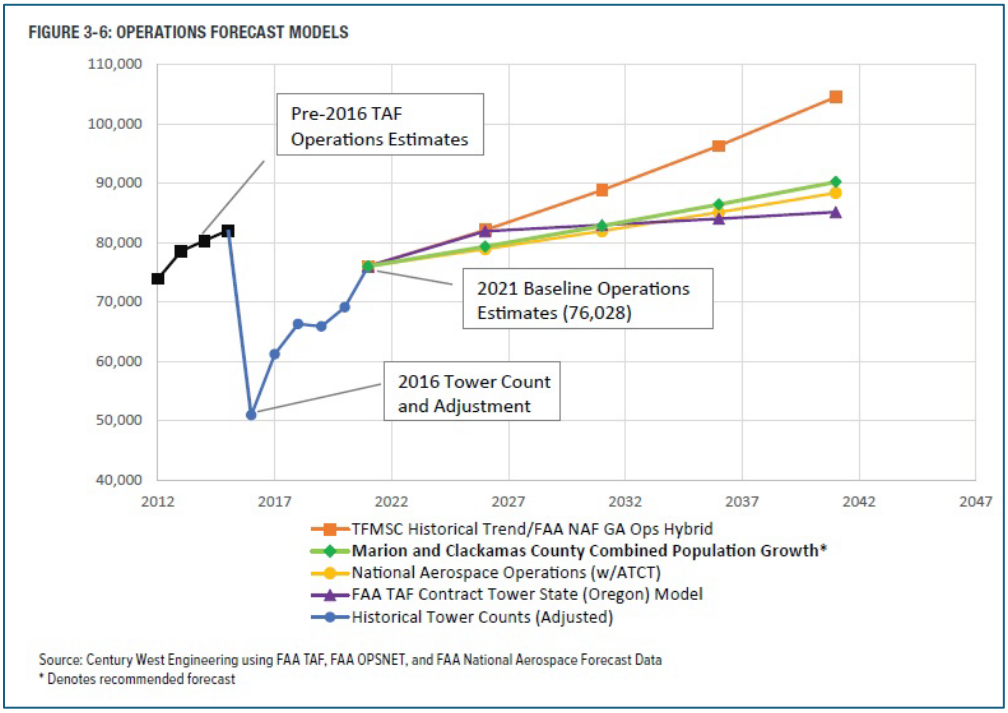
In Chapter 3 of the Draft Aurora Airport Master Plan, Total Operations are treated along with Based Aircrafts, including the presentation of historical data and then forecasted growth. Based aircraft are forecasted to continue year-on-year growth over the entire planning period from 281 to 350.

TABLE 3-14: FORECAST BASED AIRCRAFT FLEET MIX

	CAGR	2021	2026	2031	2036	2041
Single Engine*	0.9%	216	229	240	250	259
Multi Engine Piston	0.0%	6	6	6	6	6
Turbo Prop	1.1%	13	14	15	15	16
Jet	2.3%	36	40	45	50	56
Helicopter	1.4%	10	11	11	12	13
Total Based Aircraft	1.1%	281	300	317	333	350

Source: Century West Engineering
*Includes Experimental/LSA

A year-on-year increase in based aircraft would logically correlate with year-on-year increases in Total Operations. Notwithstanding a great deal of criticism from Planning Advisory Committee (PAC) members about the model selected, the Draft Aurora Airport Master Plan contains this graph illustrating forecast growth in Total Operations.



The selected model was the Marion and Clackamas County Combined Population Growth, showing a steady annual increase in Total Operations from 76,02 in 2021 to 90,000 in 2040. Many members of the PAC argued that the chosen model should have been FAA TAF Contract Tower

State (Oregon) Model, one that used actual FAA data adjusted for Oregon instead of population growth. The FAA TAF Oregon model projected a rise to about 82,000 Operations and then rather modest increases to about 84,000 Total Operations by 2040.

The Aurora Airport Master Plan process was delayed long enough that rather than concluding in 2023, it did not conclude until the end of 2025 and the final Draft Aurora Airport Master Plan released by ODAV and Century West in February of 2026. **The historical Total Operations data that was used in the master plan spanned 2016 to 2021.**

TABLE 2-9: ANNUAL OPERATIONS FLEET MIX (HISTORICAL)

	2016	2017	2018	2019	2020	2021
Itinerant						
Air Taxi	2,194	2,319	2,121	1,670	1,129	2,006
General Aviation	32,174	33,502	35,665	33,638	31,621	36,390
Military	265	199	277	107	38	79
Subtotal	**34,633**	**36,020**	**38,063**	**35,415**	**32,788**	**38,475**
Local						
General Aviation	16,191	25,075	28,011	30,453	36,333	37,488
Military	139	129	245	34	19	65
Subtotal	**16,330**	**25,204**	**28,256**	**30,487**	**36,352**	**37,553**
Total	**50,963**	**61,223**	**66,320**	**65,902**	**69,140**	**76,028**

Source: Century West Engineering developed using FAA TFMSC Data

Refusal to use more current Operations Data

Despite concerns raised by the PAC as the master plan process was delayed about not using actual operations from current years (2022, then 2023, then 2024, etc.) ODAV and their consultant refused, claiming changing the data after the fact would corrupt the underlying data model.

Of note, there is another FAA database of Operations, called ATADS (Air Traffic Activity Data System) that is publicly available. We have been downloading the ATADS data to track actual operations at Aurora, as laid out in the attached ***KUAO ATADS Analysis with 12-month Running Sums*** document.

As of the scheduled date for the Oregon Aviation Board to approve the master plan on December 3, 2026 there are now four full years (2021 thru 2024) and year to date 2026 **actual operations data available**. Given the scope of the expansion contemplated in the master plan, the $184 million projected cost, and the small numbers of aircraft owners and operators who will benefit, this data must be considered.

The forecast horizon in the master plan was twenty years out to 2040, so reducing the forecast window down to five years helps put the data in perspective. To do so the forecast growth of operations for the period can be averaged and distributed over those years, as follows:

Source	Year	Forecast
Master Plan	2020	65,949
Master Plan	2021	72,549
ATADS	2022	77,046
ATADS	2023	77,298
ATADS	2024	77,550
ATADS	2025	77,802

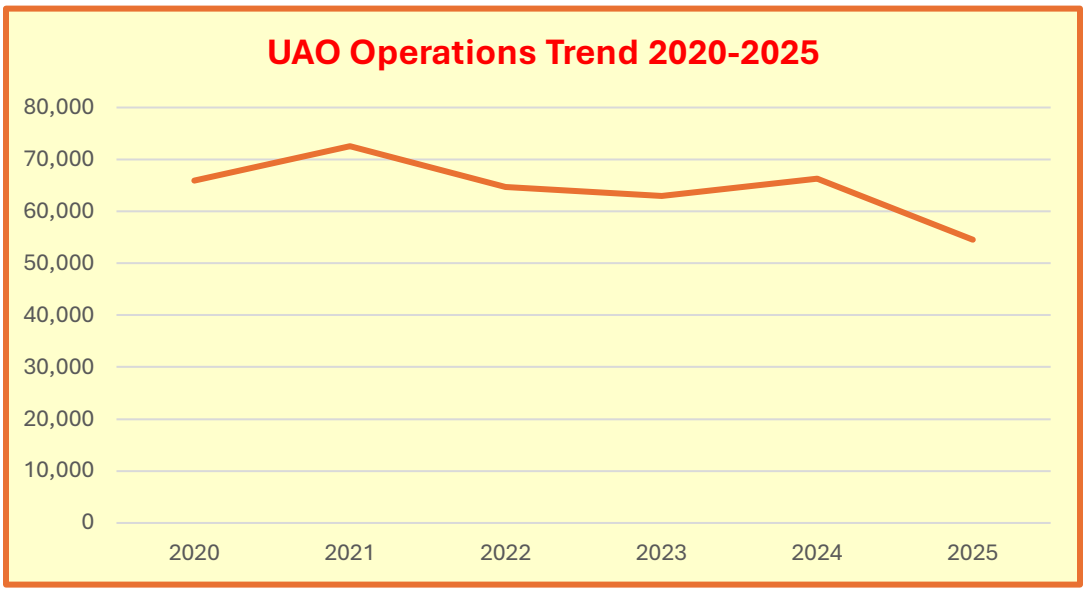
What become visible then is about a 7% forecasted increase in Total Operations for 2022 over 2021, and then relative flattening going forward across 2023, 2024 and 2025.

When actual Total Operations from ATADS database (attached), is considered, what we see actually occurred across the years 2022 through 2025 is far short of what was forecast:

KUAO Ops Data		
Master Plan	2020	65,949
Master Plan	2021	72,549
ATADS	2022	64,651
ATADS	2023	63,015
ATADS	2024	66,242
ATADS	2025	54,543
ATADS	2026 YTD	55,590

[Note: Aug & Sep 2025 operations were dramatically reduced by runway closure for repaving. ATADS actual for 2025 = 50,806. To adjust for the runway closure in Aug & Sept of 2025, Aug & Sept Operations from 2024 were used for 2025.]

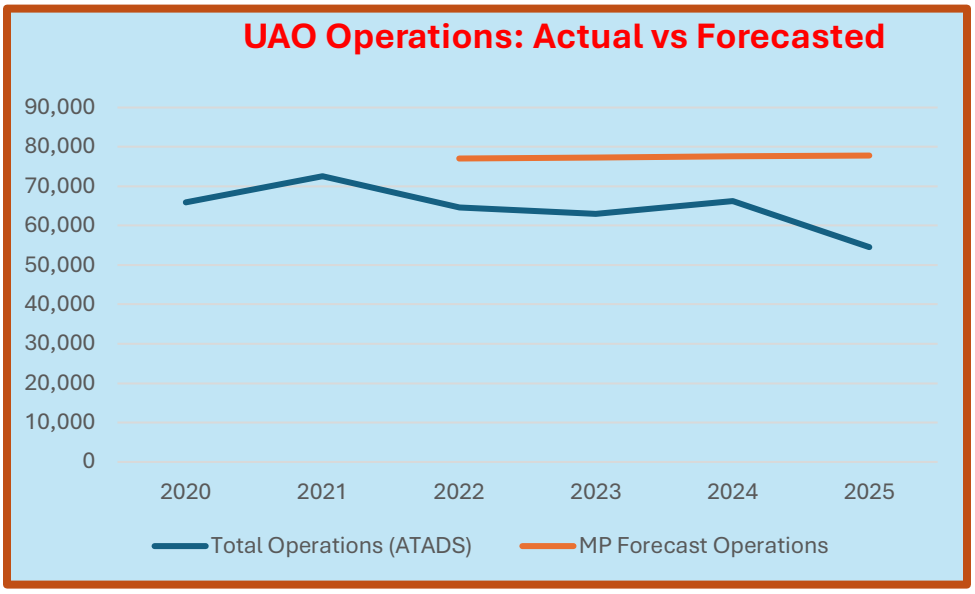
This is a dramatic shortfall in Total Operations for an airport making the case in its master plan for expansion. Graphically, the shortfall looks like this:



The shortfall in year-on-year Total Operations is compounded by how that shortfall compares to what was forecast in the master plan:

KUAO Ops Data			Forecast	Shortfall
Master Plan	2020	65,949		
Master Plan	2021	72,549		
ATADS	2022	64,651	77,046	16.1%
ATADS	2023	63,015	77,298	18.5%
ATADS	2024	66,242	77,550	14.6%
ATADS	2025	54,543	77,802	20.8%
ATADS	2026 YTD	55,590		

The data range selected at the outset of the master plan process happened to reflect a post-COVID bounce back, and enabled a forecast of continued growth. ODAV and its consultant refused to consider or use more current years of actual Total Operations data as the master plan process was delayed, claiming that it would corrupt the data range. Doing so meant that **future forecasts were based on incorrect historical data, and the failure to use more current annual operations data as the master planning process continued enabled false forecasts with continued year-on-year growth that has proven wrong, with dramatic forecast shortfalls!**



The reality is that forecast growth in based aircraft should correlate with increased operations. It does not. Not only have Total Operations shown a year-on-year decline for 2022 through 2025, the annual Total Operations are woefully short of what was forecast, and that forecast in growth of based aircraft and operations over the master plan's planning period is the basis for most of the airport expansion.

We can now see that the decision by ODAV and its consultant to refuse to consider or use more current years of Total Operations data as the master plan process was delayed, claiming that it would corrupt the data range, is a fatal flaw in the master plan.

A retrospective assessment clearly shows that Total Operations at Aurora State Airport are already failing to achieve forecasted levels and do not justify airport expansion.

KUAO ATADS Analysis, with 12-month Running Sums (Page 1)

		Itinerant Ops					Local Ops			TOTAL OPS	12-month Running Sums:							AC+AT Ops per day	Local Ops per day	GA Ops per AC+AT Op	LCL yr2yr chg	ITIN yr2yr chg	comm /day	GA /day	LCL / day	TOTAL /day
		AC	AT	GA	MI	Total	GA	MI	Local		AC+AT	yr2yr chg	GA ITIN	LCL	TOTAL	%LCL										
UAO	NOV-2015	14	129	2,156	17	2,316	1,296	32	1,328	3,644																
UAO	DEC-2015	1	106	979	3	1,089	466	6	472	1,561																
UAO	JAN-2016	0	143	1,853	13	2,009	1,018	0	1,018	3,027																
UAO	FEB-2016	0	106	2,429	13	2,548	1,202	0	1,202	3,750																
UAO	MAR-2016	0	142	2,382	29	2,553	1,012	74	1,086	3,639																
UAO	APR-2016	0	190	2,895	18	3,103	1,242	6	1,248	4,351																
UAO	MAY-2016	0	213	3,142	14	3,369	1,484	14	1,498	4,867																
UAO	JUN-2016	0	183	3,183	32	3,398	1,140	10	1,150	4,548																
UAO	JUL-2016	0	220	3,229	28	3,477	1,303	6	1,309	4,786																
UAO	AUG-2016	0	180	3,589	44	3,813	1,477	2	1,479	5,292																
UAO	SEP-2016	0	205	3,027	19	3,251	1,576	0	1,576	4,827																
UAO	OCT-2016	0	160	2,015	12	2,187	1,106	4	1,110	3,297																
UAO	NOV-2016	0	153	2,156	15	2,324	1,586	0	1,586	3,910	2,002		30,879	14,734	47,855	31%	NOV-2016	5	40	23			5	125	40	131
UAO	DEC-2016	0	145	1,009	9	1,163	907	13	920	2,083	2,040		30,909	15,182	48,377	31%	DEC-2016	6	42	23			6	126	42	133
UAO	JAN-2017	0	157	1,691	4	1,852	954	10	964	2,816	2,054		30,747	15,128	48,166	31%	JAN-2017	6	41	22			6	125	41	132
UAO	FEB-2017	0	121	1,301	4	1,426	668	0	668	2,094	2,069		29,619	14,594	46,510	31%	FEB-2017	6	40	21			6	121	40	127
UAO	MAR-2017	1	130	1,856	10	1,997	1,090	0	1,090	3,087	2,058		29,093	14,598	45,958	32%	MAR-2017	6	40	21			6	120	40	126
UAO	APR-2017	0	198	2,340	9	2,547	1,325	0	1,325	3,872	2,066		28,538	14,675	45,479	32%	APR-2017	6	40	21			6	118	40	125
UAO	MAY-2017	0	186	3,482	40	3,708	2,593	28	2,621	6,329	2,039		28,878	15,798	46,941	34%	MAY-2017	6	43	22			6	122	43	129
UAO	JUN-2017	0	198	3,396	15	3,609	2,700	0	2,700	6,309	2,054		29,091	17,348	48,702	36%	JUN-2017	6	48	23			6	127	48	133
UAO	JUL-2017	0	212	4,057	24	4,293	3,500	22	3,522	7,815	2,046		29,919	19,561	51,731	38%	JUL-2017	6	54	24			6	135	54	142
UAO	AUG-2017	0	239	3,928	8	4,175	2,962	8	2,970	7,145	2,105		30,258	21,052	53,584	39%	AUG-2017	6	58	24			6	140	58	147
UAO	SEP-2017	0	188	3,317	35	3,540	2,674	28	2,702	6,242	2,088		30,548	22,178	54,999	40%	SEP-2017	6	61	25			6	144	61	151
UAO	OCT-2017	0	158	2,865	11	3,034	2,014	6	2,020	5,054	2,086		31,398	23,088	56,756	41%	OCT-2017	6	63	26			6	149	63	155
UAO	NOV-2017	0	210	1,844	7	2,061	1,245	18	1,263	3,324	2,143	7%	31,086	22,765	56,170	41%	NOV-2017	6	62	25	55%	1%	6	147	62	154
UAO	DEC-2017	0	166	2,214	19	2,399	1,666	0	1,666	4,065	2,164	6%	32,291	23,511	58,152	40%	DEC-2017	6	64	26	55%	4%	6	153	64	159
UAO	JAN-2018	0	150	2,138	12	2,300	1,552	32	1,584	3,884	2,157	5%	32,738	24,131	59,220	41%	JAN-2018	6	66	26	60%	6%	6	155	66	162
UAO	FEB-2018	0	161	2,098	2	2,261	1,618	8	1,626	3,887	2,197	6%	33,535	25,089	61,013	41%	FEB-2018	6	69	27	72%	13%	6	160	69	167
UAO	MAR-2018	0	216	2,750	13	2,979	1,892	142	2,034	5,013	2,282	11%	34,429	26,033	62,939	41%	MAR-2018	6	71	26	78%	18%	6	165	71	172
UAO	APR-2018	0	137	2,742	9	2,888	1,973	2	1,975	4,863	2,221	8%	34,831	26,683	63,930	42%	APR-2018	6	73	28	82%	21%	6	168	73	175
UAO	MAY-2018	0	171	3,537	20	3,728	2,484	10	2,494	6,222	2,206	8%	34,886	26,556	63,823	42%	MAY-2018	6	73	28	68%	20%	6	168	73	175
UAO	JUN-2018	0	179	3,731	9	3,919	2,644	0	2,644	6,563	2,187	6%	35,221	26,500	64,077	41%	JUN-2018	6	73	28	53%	20%	6	168	73	176
UAO	JUL-2018	0	165	3,660	131	3,956	2,860	5	2,865	6,821	2,140	5%	34,824	25,843	63,083	41%	JUL-2018	6	71	28	32%	16%	6	166	71	173
UAO	AUG-2018	0	220	3,558	11	3,789	3,004	12	3,016	6,805	2,121	1%	34,454	25,889	62,743	41%	AUG-2018	6	71	28	23%	13%	6	165	71	172
UAO	SEP-2018	0	179	3,437	26	3,642	3,154	6	3,160	6,802	2,112	1%	34,574	26,347	63,303	42%	SEP-2018	6	72	29	19%	13%	6	166	72	173
UAO	OCT-2018	0	144	2,801	11	2,956	2,308	2	2,310	5,266	2,098	1%	34,510	26,637	63,515	42%	OCT-2018	6	73	29	15%	10%	6	167	73	174
UAO	NOV-2018	0	144	2,311	9	2,464	1,640	4	1,644	4,108	2,032	-5%	34,977	27,018	64,299	42%	NOV-2018	6	74	31	19%	12%	6	169	74	176
UAO	DEC-2018	0	123	1,752	6	1,881	1,072	6	1,078	2,959	1,989	-8%	34,515	26,430	63,193	42%	DEC-2018	5	72	31	12%	6%	5	166	72	173
UAO	JAN-2019	0	139	2,190	5	2,334	1,699	4	1,703	4,037	1,978	-8%	34,567	26,549	63,346	42%	JAN-2019	5	73	31	10%	5%	5	167	73	174
UAO	FEB-2019	1	96	1,229	7	1,333	1,040	0	1,040	2,373	1,914	-13%	33,698	25,963	61,832	42%	FEB-2019	5	71	31	3%	0%	5	163	71	169
UAO	MAR-2019	1	125	2,695	2	2,823	1,911	2	1,913	4,736	1,824	-20%	33,643	25,842	61,555	42%	MAR-2019	5	71	33	-1%	-3%	5	163	71	169
UAO	APR-2019	0	117	2,388	3	2,508	1,904	0	1,904	4,412	1,804	-19%	33,289	25,771	61,104	42%	APR-2019	5	71	33	-3%	-5%	5	162	71	167

KUAO ATADS Analysis, with 12-month Running Sums (Page 2)

		Itinerant Ops					Local Ops			TOTAL	12-month Running Sums:							AC+AT Ops per day	Local Ops per day	GA Ops per AC+AT Op	LCL yr2yr chg	ITIN yr2yr chg	comm /day	GA /day	LCL / day	TOTAL /day
		AC	AT	GA	MI	Total	GA	MI	Local	OPS	AC+AT	yr2yr chg	GA ITIN	LCL	TOTAL	%LCL										
UAO	MAY-2019	0	133	3,118	25	3,276	3,031	4	3,035	6,311	1,766	-20%	32,870	26,312	61,193	43%	MAY-2019	5	72	34	-1%	-6%	5	162	72	168
UAO	JUN-2019	0	176	3,337	4	3,517	2,854	0	2,854	6,371	1,763	-19%	32,476	26,522	61,001	43%	JUN-2019	5	73	33	0%	-8%	5	162	73	167
UAO	JUL-2019	0	196	3,386	2	3,584	3,597	0	3,597	7,181	1,794	-16%	32,202	27,254	61,361	44%	JUL-2019	5	75	33	5%	-8%	5	163	75	168
UAO	AUG-2019	0	188	3,803	21	4,012	3,683	5	3,688	7,700	1,762	-17%	32,447	27,926	62,256	45%	AUG-2019	5	77	34	8%	-7%	5	165	77	171
UAO	SEP-2019	0	127	2,878	14	3,019	2,653	1	2,654	5,673	1,710	-19%	31,888	27,420	61,127	45%	SEP-2019	5	75	35	4%	-9%	5	162	75	167
UAO	OCT-2019	0	138	3,276	8	3,422	2,752	8	2,760	6,182	1,704	-19%	32,363	27,870	62,043	45%	OCT-2019	5	76	35	5%	-7%	5	165	76	170
UAO	NOV-2019	0	70	2,619	4	2,693	1,915	8	1,923	4,616	1,630	-20%	32,671	28,149	62,551	45%	NOV-2019	4	77	37	4%	-8%	4	167	77	171
UAO	DEC-2019	0	62	1,664	5	1,731	1,527	0	1,527	3,258	1,569	-21%	32,583	28,598	62,850	46%	DEC-2019	4	78	39	8%	-7%	4	168	78	172
UAO	JAN-2020	0	50	1,653	3	1,706	1,648	0	1,648	3,354	1,480	-25%	32,046	28,543	62,167	46%	JAN-2020	4	78	41	8%	-9%	4	166	78	170
UAO	FEB-2020	0	53	2,548	4	2,605	2,479	4	2,483	5,088	1,436	-25%	33,365	29,986	64,882	46%	FEB-2020	4	82	44	15%	-3%	4	173	82	178
UAO	MAR-2020	0	125	2,028	2	2,155	2,268	0	2,268	4,423	1,435	-21%	32,698	30,341	64,569	47%	MAR-2020	4	83	44	17%	-4%	4	173	83	177
UAO	APR-2020	0	46	2,052	1	2,099	2,073	0	2,073	4,172	1,364	-24%	32,362	30,510	64,329	47%	APR-2020	4	84	46	18%	-4%	4	172	84	176
UAO	MAY-2020	0	77	2,713	1	2,791	3,332	1	3,333	6,124	1,308	-26%	31,957	30,808	64,142	48%	MAY-2020	4	84	48	17%	-4%	4	172	84	176
UAO	JUN-2020	0	86	2,730	2	2,818	3,398	1	3,399	6,217	1,218	-31%	31,350	31,353	63,988	49%	JUN-2020	3	86	51	18%	-5%	3	172	86	175
UAO	JUL-2020	0	155	3,837	8	4,000	3,855	10	3,865	7,865	1,177	-34%	31,801	31,621	64,672	49%	JUL-2020	3	87	54	16%	-3%	3	174	87	177
UAO	AUG-2020	0	133	3,721	1	3,855	3,642	0	3,642	7,497	1,122	-36%	31,719	31,575	64,469	49%	AUG-2020	3	87	56	13%	-4%	3	173	87	177
UAO	SEP-2020	0	67	2,377	9	2,453	2,501	0	2,501	4,954	1,062	-38%	31,218	31,422	63,750	49%	SEP-2020	3	86	59	15%	-4%	3	172	86	175
UAO	OCT-2020	0	86	3,328	1	3,415	4,154	0	4,154	7,569	1,010	-41%	31,270	32,816	65,137	50%	OCT-2020	3	90	63	18%	-5%	3	176	90	178
UAO	NOV-2020	0	122	1,665	2	1,789	2,166	2	2,168	3,957	1,062	-35%	30,316	33,061	64,478	51%	NOV-2020	3	91	60	17%	-9%	3	174	91	177
UAO	DEC-2020	0	61	2,028	2	2,091	2,638	0	2,638	4,729	1,061	-32%	30,680	34,172	65,949	52%	DEC-2020	3	94	61	19%	-7%	3	178	94	181
UAO	JAN-2021	0	96	2,107	4	2,207	2,651	4	2,655	4,862	1,107	-25%	31,134	35,179	67,457	52%	JAN-2021	3	96	60	23%	-4%	3	182	96	185
UAO	FEB-2021	0	59	1,758	3	1,820	1,882	4	1,886	3,706	1,113	-22%	30,344	34,582	66,075	52%	FEB-2021	3	95	58	15%	-10%	3	178	95	181
UAO	MAR-2021	0	134	3,142	12	3,288	3,419	0	3,419	6,707	1,122	-22%	31,458	35,733	68,359	52%	MAR-2021	3	98	60	18%	-5%	3	184	98	187
UAO	APR-2021	0	128	3,379	2	3,509	3,095	26	3,121	6,630	1,204	-12%	32,785	36,781	70,817	52%	APR-2021	3	101	58	21%	1%	3	190	101	194
UAO	MAY-2021	0	177	3,364	1	3,542	4,301	0	4,301	7,843	1,304	0%	33,436	37,749	72,536	52%	MAY-2021	4	103	55	23%	4%	4	195	103	199
UAO	JUN-2021	0	248	3,621	19	3,888	3,756	8	3,764	7,652	1,466	20%	34,327	38,114	73,971	52%	JUN-2021	4	104	49	22%	10%	4	198	104	203
UAO	JUL-2021	0	189	4,102	4	4,295	4,033	0	4,033	8,328	1,500	27%	34,592	38,282	74,434	51%	JUL-2021	4	105	49	21%	9%	4	200	105	204
UAO	AUG-2021	0	220	4,016	4	4,240	3,762	0	3,762	8,002	1,587	41%	34,887	38,402	74,939	51%	AUG-2021	4	105	46	22%	11%	4	201	105	205
UAO	SEP-2021	0	207	3,393	8	3,608	3,198	3	3,201	6,809	1,727	63%	35,903	39,102	76,794	51%	SEP-2021	5	107	43	24%	17%	5	205	107	210
UAO	OCT-2021	0	148	2,781	9	2,938	2,272	8	2,280	5,218	1,789	77%	35,356	37,228	74,443	50%	OCT-2021	5	102	41	13%	15%	5	199	102	204
UAO	NOV-2021	0	132	2,093	6	2,231	1,754	0	1,754	3,985	1,799	69%	35,784	36,814	74,471	49%	NOV-2021	5	101	40	11%	20%	5	199	101	204
UAO	DEC-2021	0	147	1,552	2	1,701	1,098	8	1,106	2,807	1,885	78%	35,308	35,282	72,549	49%	DEC-2021	5	97	37	3%	17%	5	193	97	199
UAO	JAN-2022	0	150	2,315	2	2,467	1,460	10	1,470	3,937	1,939	75%	35,516	34,097	71,624	48%	JAN-2022	5	93	36	-3%	16%	5	191	93	196
UAO	FEB-2022	0	122	2,307	13	2,442	1,428	12	1,440	3,882	2,002	80%	36,065	33,651	71,800	47%	FEB-2022	5	92	35	-3%	21%	5	191	92	197
UAO	MAR-2022	4	229	2,766	5	3,004	2,289	6	2,295	5,299	2,101	87%	35,689	32,527	70,392	46%	MAR-2022	6	89	32	-9%	16%	6	187	89	193
UAO	APR-2022	0	161	2,295	14	2,470	1,884	4	1,888	4,358	2,134	77%	34,605	31,294	68,120	46%	APR-2022	6	86	31	-15%	8%	6	180	86	187
UAO	MAY-2022	0	202	3,045	7	3,254	2,616	4	2,620	5,874	2,159	66%	34,286	29,613	66,151	45%	MAY-2022	6	81	30	-22%	5%	6	175	81	181
UAO	JUN-2022	0	178	3,633	4	3,815	2,948	0	2,948	6,763	2,089	42%	34,298	28,797	65,262	44%	JUN-2022	6	79	30	-24%	2%	6	173	79	179
UAO	JUL-2022	0	241	3,717	38	3,996	2,900	2	2,902	6,898	2,141	43%	33,913	27,666	63,832	43%	JUL-2022	6	76	29	-28%	0%	6	169	76	175
UAO	AUG-2022	0	361	4,204	10	4,575	3,968	0	3,968	8,543	2,282	44%	34,101	27,872	64,373	43%	AUG-2022	6	76	27	-27%	0%	6	170	76	176
UAO	SEP-2022	0	200	3,573	9	3,782	2,800	0	2,800	6,582	2,275	32%	34,281	27,471	64,146	43%	SEP-2022	6	75	27	-30%	-3%	6	169	75	176
UAO	OCT-2022	0	181	2,873	4	3,058	2,178	6	2,184	5,242	2,308	29%	34,373	27,375	64,170	43%	OCT-2022	6	75	27	-26%	-1%	6	169	75	176

KUAO ATADS Analysis, with 12-month Running Sums (Page 3)

		Itinerant Ops					Local Ops			TOTAL OPS	12-month Running Sums:							AC+AT Ops per day	Local Ops per day	GA Ops per AC+AT Op	*LCL yr2yr chg*	*ITIN yr2yr chg*	comm /day	GA /day	LCL / day	TOTAL /day
		AC	AT	GA	MI	Total	GA	MI	Local		AC+AT	*yr2yr chg*	GA ITIN	LCL	TOTAL	%LCL										
UAO	NOV-2022	0	171	2,290	5	2,466	1,798	4	1,802	4,268	2,347	30%	34,570	27,423	64,453	43%	NOV-2022	6	75	26	-26%	-2%	6	170	75	177
UAO	DEC-2022	0	154	1,661	0	1,815	1,190	0	1,190	3,005	2,354	25%	34,679	27,507	64,651	43%	DEC-2022	6	75	26	-22%	0%	6	170	75	177
UAO	JAN-2023	0	180	1,911	3	2,094	1,574	0	1,574	3,668	2,384	23%	34,275	27,611	64,382	43%	JAN-2023	7	76	26	-19%	-2%	7	169	76	176
UAO	FEB-2023	0	159	1,854	4	2,017	1,276	0	1,276	3,293	2,421	21%	33,822	27,447	63,793	43%	FEB-2023	7	75	25	-18%	-5%	7	168	75	175
UAO	MAR-2023	0	175	2,212	7	2,394	1,698	4	1,702	4,096	2,363	12%	33,268	26,854	62,590	43%	MAR-2023	6	74	25	-17%	-6%	6	165	74	171
UAO	APR-2023	0	177	2,509	29	2,715	1,714	4	1,718	4,433	2,379	11%	33,482	26,684	62,665	43%	APR-2023	7	73	25	-15%	-2%	7	165	73	172
UAO	MAY-2023	0	261	3,500	55	3,816	2,757	10	2,767	6,583	2,438	13%	33,937	26,831	63,374	42%	MAY-2023	7	74	25	-9%	0%	7	166	74	174
UAO	JUN-2023	0	239	3,253	7	3,499	2,752	0	2,752	6,251	2,499	20%	33,557	26,635	62,862	42%	JUN-2023	7	73	24	-8%	-1%	7	165	73	172
UAO	JUL-2023	0	277	3,556	22	3,855	3,704	0	3,704	7,559	2,535	18%	33,396	27,437	63,523	43%	JUL-2023	7	75	24	-1%	0%	7	167	75	174
UAO	AUG-2023	0	262	3,447	12	3,721	3,734	0	3,734	7,455	2,436	7%	32,639	27,203	62,435	44%	AUG-2023	7	75	25	-2%	-3%	7	164	75	171
UAO	SEP-2023	0	209	3,053	4	3,266	3,524	0	3,524	6,790	2,445	7%	32,119	27,927	62,643	45%	SEP-2023	7	77	25	2%	-5%	7	164	77	172
UAO	OCT-2023	0	226	2,739	9	2,974	2,564	16	2,580	5,554	2,490	8%	31,985	28,323	62,955	45%	OCT-2023	7	78	24	3%	-6%	7	165	78	172
UAO	NOV-2023	0	162	2,133	5	2,300	2,248	0	2,248	4,548	2,481	6%	31,828	28,769	63,235	45%	NOV-2023	7	79	24	5%	-7%	7	166	79	173
UAO	DEC-2023	0	120	1,412	5	1,537	1,242	6	1,248	2,785	2,447	4%	31,579	28,827	63,015	46%	DEC-2023	7	79	25	5%	-8%	7	165	79	173
UAO	JAN-2024	0	135	1,213	13	1,361	1,210	4	1,214	2,575	2,402	1%	30,881	28,467	61,922	46%	JAN-2024	7	78	25	3%	-9%	7	162	78	170
UAO	FEB-2024	0	154	2,093	0	2,247	2,072	0	2,072	4,319	2,397	-1%	31,120	29,263	62,948	46%	FEB-2024	7	80	25	7%	-7%	7	165	80	172
UAO	MAR-2024	0	174	2,644	6	2,824	2,112	6	2,118	4,942	2,396	1%	31,552	29,679	63,794	47%	MAR-2024	7	81	26	11%	-5%	7	168	81	175
UAO	APR-2024	0	178	2,877	23	3,078	2,526	18	2,544	5,622	2,397	1%	31,920	30,505	64,983	47%	APR-2024	7	84	26	14%	-4%	7	171	84	178
UAO	MAY-2024	0	174	3,516	6	3,696	3,938	12	3,950	7,646	2,310	-5%	31,936	31,688	66,046	48%	MAY-2024	6	87	28	18%	-6%	6	174	87	181
UAO	JUN-2024	0	196	3,355	13	3,564	3,636	18	3,654	7,218	2,267	-9%	32,038	32,590	67,013	49%	JUN-2024	6	89	29	22%	-5%	6	177	89	184
UAO	JUL-2024	0	192	2,910	9	3,111	3,874	2	3,876	6,987	2,182	-14%	31,392	32,762	66,441	49%	JUL-2024	6	90	29	19%	-7%	6	176	90	182
UAO	AUG-2024	0	185	3,508	18	3,711	4,808	0	4,808	8,519	2,105	-14%	31,453	33,836	67,505	50%	AUG-2024	6	93	31	24%	-4%	6	179	93	185
UAO	SEP-2024	0	192	3,177	23	3,392	3,936	2	3,938	7,330	2,088	-15%	31,577	34,250	68,045	50%	SEP-2024	6	94	32	23%	-3%	6	180	94	186
UAO	OCT-2024	0	145	2,205	9	2,359	2,504	4	2,508	4,867	2,007	-19%	31,043	34,178	67,358	51%	OCT-2024	5	94	32	21%	-4%	5	178	94	185
UAO	NOV-2024	0	124	1,598	0	1,722	1,838	0	1,838	3,560	1,969	-21%	30,508	33,768	66,370	51%	NOV-2024	5	93	33	17%	-5%	5	176	93	182
UAO	DEC-2024	0	114	1,269	22	1,405	1,252	0	1,252	2,657	1,963	-20%	30,365	33,772	66,242	51%	DEC-2024	5	93	33	17%	-5%	5	176	93	181
UAO	JAN-2025	0	123	2,053	4	2,180	1,632	2	1,634	3,814	1,951	-19%	31,205	34,192	67,481	51%	JAN-2025	5	94	34	20%	0%	5	179	94	185
UAO	FEB-2025	0	111	1,462	9	1,582	1,612	0	1,612	3,194	1,908	-20%	30,574	33,732	66,356	51%	FEB-2025	5	92	34	15%	-3%	5	176	92	182
UAO	MAR-2025	0	206	2,056	6	2,268	1,789	4	1,793	4,061	1,940	-19%	29,986	33,407	65,475	51%	MAR-2025	5	92	33	13%	-6%	5	174	92	179
UAO	APR-2025	0	149	3,045	6	3,200	3,170	0	3,170	6,370	1,911	-20%	30,154	34,033	66,223	51%	APR-2025	5	93	34	12%	-7%	5	176	93	181
UAO	MAY-2025	0	173	2,930	2	3,105	2,487	0	2,487	5,592	1,910	-17%	29,568	32,570	64,169	51%	MAY-2025	5	89	33	3%	-8%	5	170	89	176
UAO	JUN-2025	0	179	3,037	17	3,233	2,516	4	2,520	5,753	1,893	-16%	29,250	31,436	62,704	50%	JUN-2025	5	86	32	-4%	-9%	5	166	86	172
UAO	JUL-2025	0	185	3,448	16	3,649	3,056	2	3,058	6,707	1,886	-14%	29,788	30,618	62,424	49%	JUL-2025	5	84	32	-7%	-6%	5	165	84	171
UAO	AUG-2025	0	173	1,882	9	2,064	1,116	12	1,128	3,192	1,874	-11%	28,162	26,938	57,097	47%	AUG-2025	5	74	29	-20%	-10%	5	151	74	156
UAO	SEP-2025	0	118	863	3	984	833	0	833	1,817	1,800	-14%	25,848	23,833	51,584	46%	SEP-2025	5	65	28	-30%	-18%	5	136	65	141
UAO	OCT-2025	0	125	2,093	0	2,218	1,914	0	1,914	4,132	1,780	-11%	25,736	23,239	50,849	46%	OCT-2025	5	64	28	-32%	-17%	5	134	64	139
UAO	NOV-2025	0	172	1,765	3	1,940	1,590	0	1,590	3,530	1,828	-7%	25,903	22,991	50,819	45%	NOV-2025	5	63	27	-32%	-15%	5	134	63	139
UAO	DEC-2025	0	162	1,348	0	1,510	1,134	0	1,134	2,644	1,876	-4%	25,982	22,873	50,806	45%	DEC-2025	5	63	26	-32%	-14%	5	134	63	139
UAO	JAN-2026	0	146	2,036	8	2,190	1,818	0	1,818	4,008	1,899	-3%	25,965	23,057	51,000	45%	JAN-2026	5	63	26	-33%	-16%	5	134	63	140
UAO	FEB-2026	0	105	1,693	5	1,803	1,727	0	1,727	3,530	1,893	-1%	26,196	23,172	51,336	45%	FEB-2026	5	63	26	-31%	-14%	5	135	63	141
UAO	MAR-2026	0	164	2,273	0	2,437	2,329	0	2,329	4,766	1,851	-5%	26,413	23,708	52,041	46%	MAR-2026	5	65	27	-29%	-12%	5	137	65	143
UAO	APR-2026	0	190	2,701	1	2,892	2,400	0	2,400	5,292	1,892	-1%	26,069	22,938	50,963	45%	APR-2026	5	63	26	-33%	-13%	5	134	63	140

KUAO ATADS Analysis, with 12-month Running Sums (Page 4)

		Itinerant Ops					Local Ops			TOTAL OPS	12-month Running Sums:																
		AC	AT	GA	MI	Total	GA	MI	Local		AC+AT	yr2yr chg	GA ITIN	LCL	TOTAL	%LCL		AC+AT Ops per day	Local Ops per day	GA Ops per AC+AT Op	LCL yr2yr chg	ITIN yr2yr chg	comm /day	GA /day	LCL / day	TOTAL /day
UAO	MAY-2026	0	198	2,531	10	2,739	2,536	0	2,536	5,275	1,917	0%	25,670	22,987	50,646	45%	MAY-2026	5	63	25	-29%	-12%	5	133	63	139
UAO	JUN-2026	0	248	3,159	16	3,423	3,214	14	3,228	6,651	1,986	5%	25,792	23,695	51,544	46%	JUN-2026	5	65	25	-25%	-11%	5	136	65	141
UAO	JUL-2026	0	243	3,927	3	4,173	3,954	2	3,956	8,129	2,044	8%	26,271	24,593	52,966	46%	JUL-2026	6	67	25	-20%	-11%	6	139	67	145
UAO	AUG-2026	0	209	3,370	41	3,620	2,576	20	2,596	6,216	2,080	11%	27,759	26,061	55,990	47%	AUG-2026	6	71	26	-3%	-1%	6	147	71	153
																						-1%				
	Averages (2016 thru AUG 2026) →										*1,935*		*31,846*	*28,150*	*62,065*	*45%*		*5*	*77*	*33*			5	164	77	170
	Averages during 2018 (pre-COVID, reference year) →										*2,145*		*34,458*	*26,096*	*62,968*	*43%*		*6*	*71*	*28*						
	AUG 2026 vs. 2018 Averages →										-3%		-19%	0%	-11%											

DATA SOURCE: FAA's ATADS database, containing the official daily operations (ops) as compiled by ATC personnel at the Aurora Airport Federal contract Control Tower. Raw data is compiled above, grouped under 'Itinerant Ops', 'Local Ops', 'TOTAL OPS'.

REFERENCE YEAR: The Aurora control tower opened in late 2015. Commonly, it takes at least a year for local pilots to develop a trust of the new controllers. In this analysis, 2018 is used as a reference year, because it reflects tower ops levelling off after two full years of steady growth.

COMMERCIAL OPS: FAA uses two commercial categories: 'AC' and 'AT'. 'AC' stands for 'air carrier' and is dominated by large scheduled passenger jets, but none operate at Aurora. 'AT' stands for 'air taxi' and is dominated by high-cost charter passenger ops, where one or a few passengers fly point-to-point on small prop planes, small jets, or sometimes very large charter jets. In recent years, some flight schools have begun flying using air-taxi callsigns, which will then be tallied within the Air Taxi totals.

COVID IMPACTS: The vast majority of U.S. GA airports show the same pattern of COVID-related operational impacts: a sudden decline in early 2020, followed by a strong rebound in 2021, but an eventual return to pre-COVID levels after a couple years of filling pent-up charter flight demand.

SMALL-PLANE GA AIRPORT: Aurora Airport continues to primarily serve GA single-engine planes. When the tower opened in late 2016, there were ~23 GA operations per commercial operation; for reference year 2018, there were 28 GA ops/commercial op; as of August 2026, there are 26 GA ops per commercial operation.

KEY TRENDS: Comparing the 12-month running-sum totals in August 2026 to the reference year (2018) shows:

* Commercial (AC & AT) operations have declined by 1%, from 2018 to the August 2026 running-sum annual total.
* Military ops at Aurora Airport are essentially zero, and likely mostly training-related (e.g., miltary helicopter pilots using Aurora as a training destination).
* GA Itinerant ops are essentially all ops minus GA local and minus commercial ops. Most of these flights are personal/recreational flying by owners and/or club members. This metric remained relatively flat through 2024, but has dropped in recent years: August 2026 is 19% below the average for all years.
* By far, the strongest component of 'traffic' at Aurora Airport has been small planes (mostly single-prop) flying round-and-round in the 'local pattern'; August 2026 annual running-sum total matches the 2018 average.
* The steadiest traffic component during the AUG-OCT 2025 on/off runway closures was AT commercial. This suggests that a large component of the AT count is helicopters (eg., Lifeflight) that do not need to use the runway surface. To better understand Aurora operations, it would be helpful to get data from FAA, such as the full listing of each flight callsign and aircraft type for all all flights from January 202y through August 20265; ATADS shows there were 3,379 AT ops in this 20-month window, an average of 5.5 AT ops/day.



Airports Update

December 4th, 2025

Anthony Beach

Welcome Christian!

- Airport Programs Specialist
  - Started October 2025
- Served in the U.S. Army in Aviation Operations
- Career in law enforcement, airlines, and Veteran Affairs
- Good dude
- Programs
  - Airport Safety Training
  - Airport Rulemaking
  - Volunteer Coordination
  - Noise Outreach



Airport Operations

- 100% on Airport Inspection KPM!!!

Total Inspections	28	28	28	28	28	28	28	28
Quarterly Pct.		100%		100%		100%		100%
Year To Date Pct		100%		100%		100%		100%

- All 28 State airports
- Also:
  - Master Record Updates - All 96 public-use airports every 3 years
  - New Private airstrip site visits



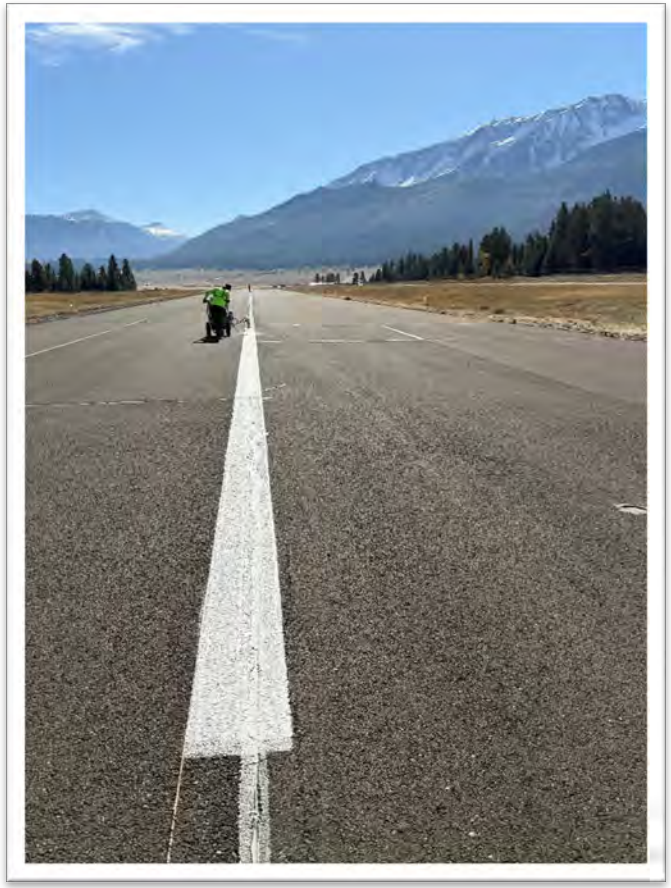
Airport Operations Truck

- New hybrid, will save fuel consumption and emissions
- Double the efficiency of the outgoing truck
- Driven ~25% all-electric



Airport Maintenance

- Airfield Markings Refresh

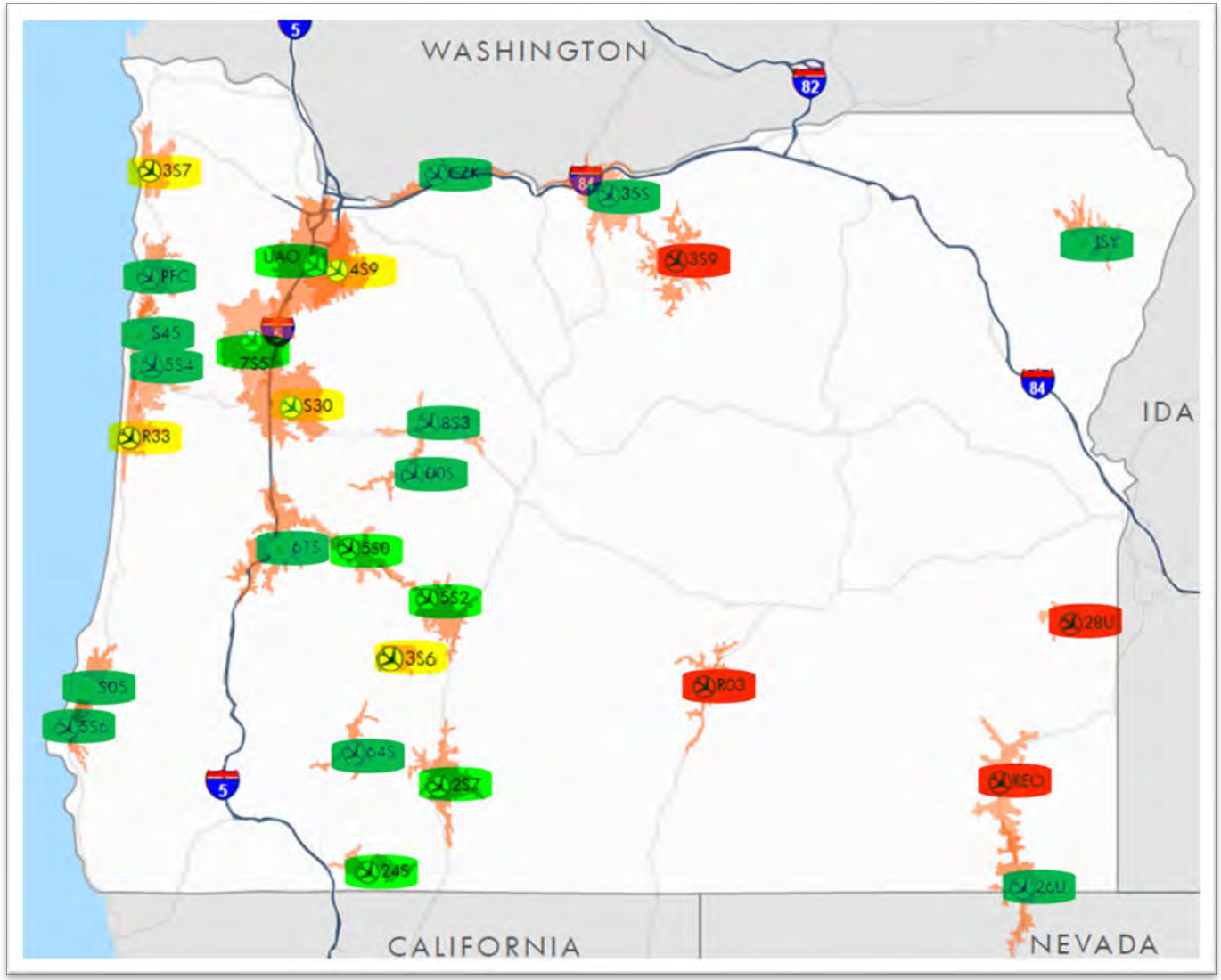


2022 Completed
- Cascade Locks
- Pacific City

2023 Completed
- Cottage Grove
- Lebanon
- Mulino
- Nehalem Bay
- Toketee
- Toledo (Project/Full)
- Wakonda

2024 Completed
- Aurora (Project/Full)
- Chiloquin
- Crescent Lake
- Independence
- Oakridge
- Pinehurst

2025 Completed
- Bandon (Project/Full)
- Cape Blanco (Project/Full)
- Cascade Locks
- Cottage Grove (Project/Full)
- Independence (Project)
- Joseph
- McDermitt (Project/Full)
- McKenzie Bridge
- Pacific City
- Prospect (Project)
- Santiam Junction
- Siletz Bay (Project/Full)
- Toledo
- Wasco



Airport Maintenance

- Deferred Maintenance









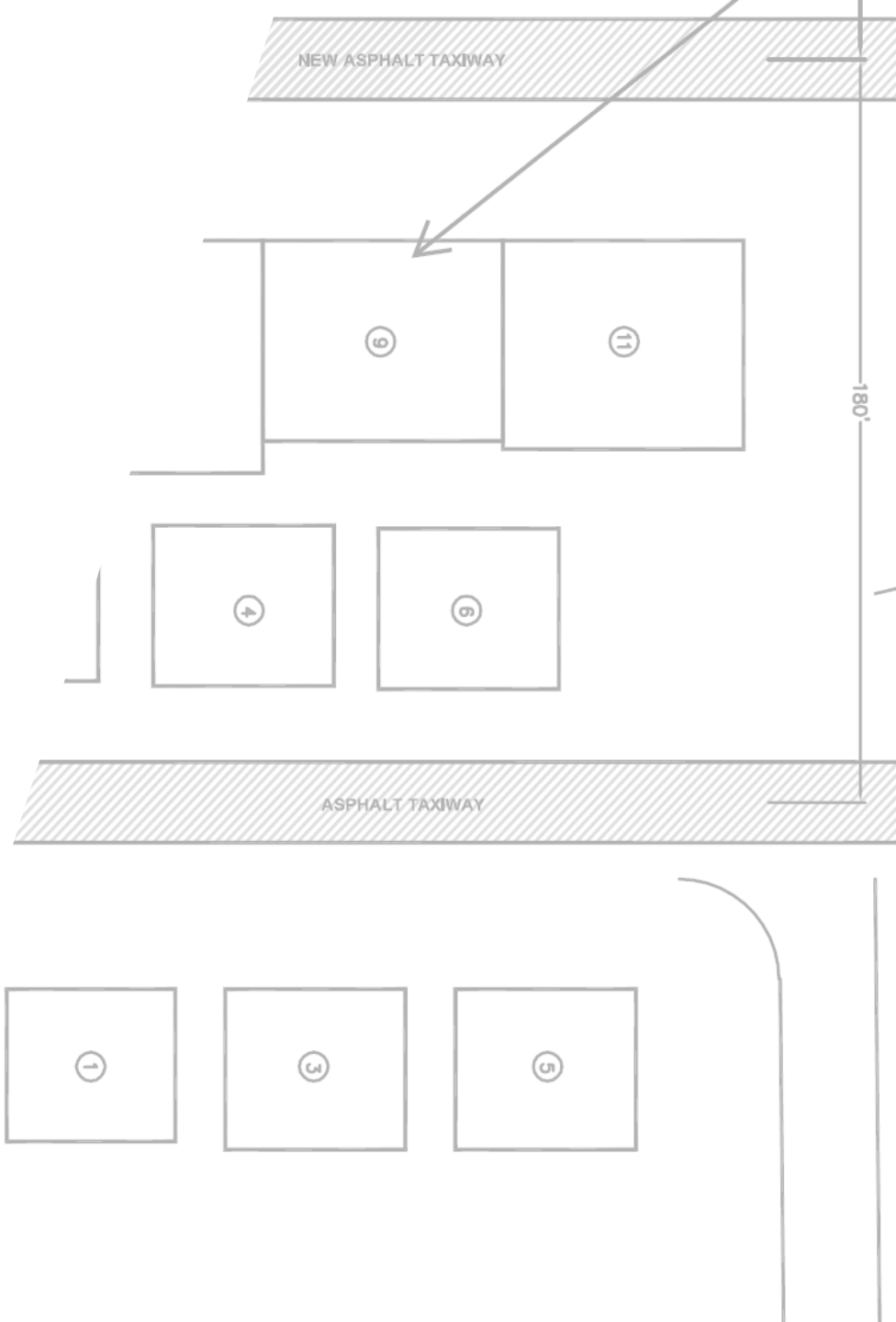
Airport Maintenance

- Obstruction Removal Ongoing
  - Cascade Locks
  - Mulino
  - Lebanon
  - Oakridge
  - Prospect
  - Bandon
  - Siletz Bay
  - And more…



Leasing and Contracts

- Leasing position filled in 2022
  - Caught up on 10+ years of CPI - Since 2012
    - Up-to-date each month for ~300 leases
  - Over 30 leases in holdover addressed 2022-2023
    - One lease terminated last month for refusal to enter new agreement
  - One lease terminated last month for default of the agreement and failure to remedy default



Project Updates

- Aurora Airport Master Plan
  - Continuing State Agency Coordination Program and Comprehensive Plan review
  - No date set for Board action
    - We'll share meeting date and location as soon as it's available
- Construction Projects Completed in 2025
  - Cape Blanco Runway Rehabilitation
  - Prospect Runway and Apron Reconstruction
  - Aurora Runway Rehabilitation
  - Siletz Bay Runway Rehabilitation and Electrical Improvements
  - Cottage Grove Apron Reconstruction
  - Surface Seal – Bandon, Cottage Grove, Independence, McDermitt


17


17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Upcoming Project Updates - 2026

- Mulino Hangar Construction and Waterline Improvements
- Oakridge Runway Reconstruction
- Obstruction Removal
  - Working on appraisals and easement acquisition for:
    - Aurora
    - Chiloquin
    - Joseph
    - Mulino
- Surface Seal and Markings
  - Chiloquin
  - Condon
  - Joseph
  - Lebanon
  - Mulino
- Condon Master Plan
- Joseph AWOS
- Independence PAPIs

Receive Project Updates

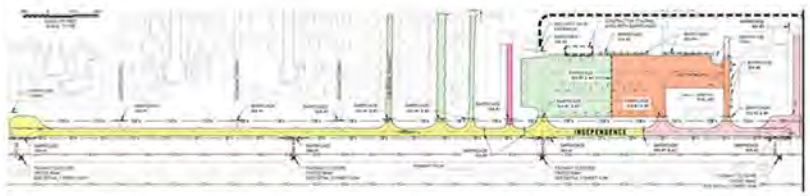
OREGON
Department of Aviation

Having trouble viewing this email? View it as a Web page.

SHARE

he Independence State Airport Taxiway, Taxilane, and Apron Surface Seal Project will begin September 2nd, 2025.

his project will include crack seal, asphalt patch repair, surface seal, and new pavement markings on the taxiway, taxilanes, nd apron.



tarting September 2nd, The taxiway, taxilanes, and apron will be closed in 5 different work areas over 17 days. the unway will remain open throughout most of the project, but may be closed for 2 days. All surfaces will reopen as soon as work in those respective areas is completed. Additional outreach will be sent as updates become available.

!) When the runway is closed, fixed wing aircraft will not be able to arrive or depart at Independence until the runway reopens. When the runway is open during construction, back-taxi may be required depending on taxiway closures. Limited portions of the apron and taxilanes may be available for parking or access to hangars.

!!) Please check NOTAMs for closure times and the most current airport surface closures. Helicopters may arrive or depart directly to/from open areas of the airport. As always, please remain outside of, and avoid low flight over closed work areas.

hank you for your patience while we maintain the Independence State Airport

Reminder - The Aurora State Airport (UAO) runway rehabilitation project will begin **August 18th.**

Update - The closure time, which will be the morning of the 18th, will be in the NOTAM and shared the week prior. Please do not wait until the final hour to relocate your aircraft as there could be a rush and this project will begin on time.

The Project:

This project will fully repave the runway to repair extensive cracking and surface delamination, as well as correct non-standard grading of the crown.

The Schedule:

Starting August 18th, the runway will close for approximately 30 days for paving. During the runway closure, any fixed wing aircraft on the ground at UAO will not be able to depart until the runway reopens.

After the initial runway closure for paving, the runway will reopen for 30 days to cure, followed by a secondary runway closure of 7 days for grooving and final markings application.

The runway will be closed for a total of 37 days between August 18th and October 31st. As always, paving and paint work is weather dependent, reopening and closure dates for final marking application are subject to change.



Important Operating Information:

(!) For the most current information on field conditions and surface closures, please check the latest NOTAMs.

(!!) Helicopters may arrive or depart directly to/from open areas of the airport. As always, please remain outside of, and avoid low flight over closed work areas.

(!!!) Throughout this project, the Air Traffic Control Tower will remain open and controlled Class D airspace will be in effect during normal operating hours.

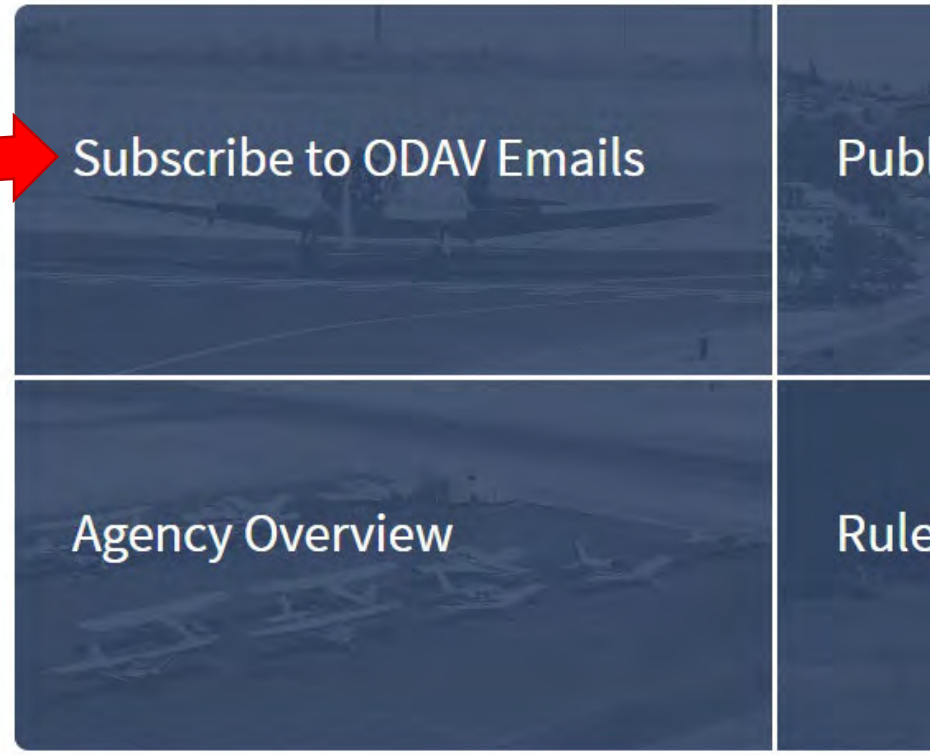
(!!!!) Parallel Taxiway Alpha will remain open for aircraft ground movements under Air Traffic Control as usual. Please remain off the taxiway and outside of the controlled Movement Area except for authorized uses with ATC clearance.

(!!!!!) No surfaces will be available for fixed wing arrivals or departures at UAO during the runway closure. Once the runway closes, fixed wing aircraft will not be able to fly in or out of UAO until the runway reopens.

ODAV remains committed to maintaining a safe operating environment. We understand any runway closure affects airport users and surrounding communities. Thank you for your patience while we maintain UAO to ensure it will continue to serve as a vital transportation facility.

Outreach and Communication

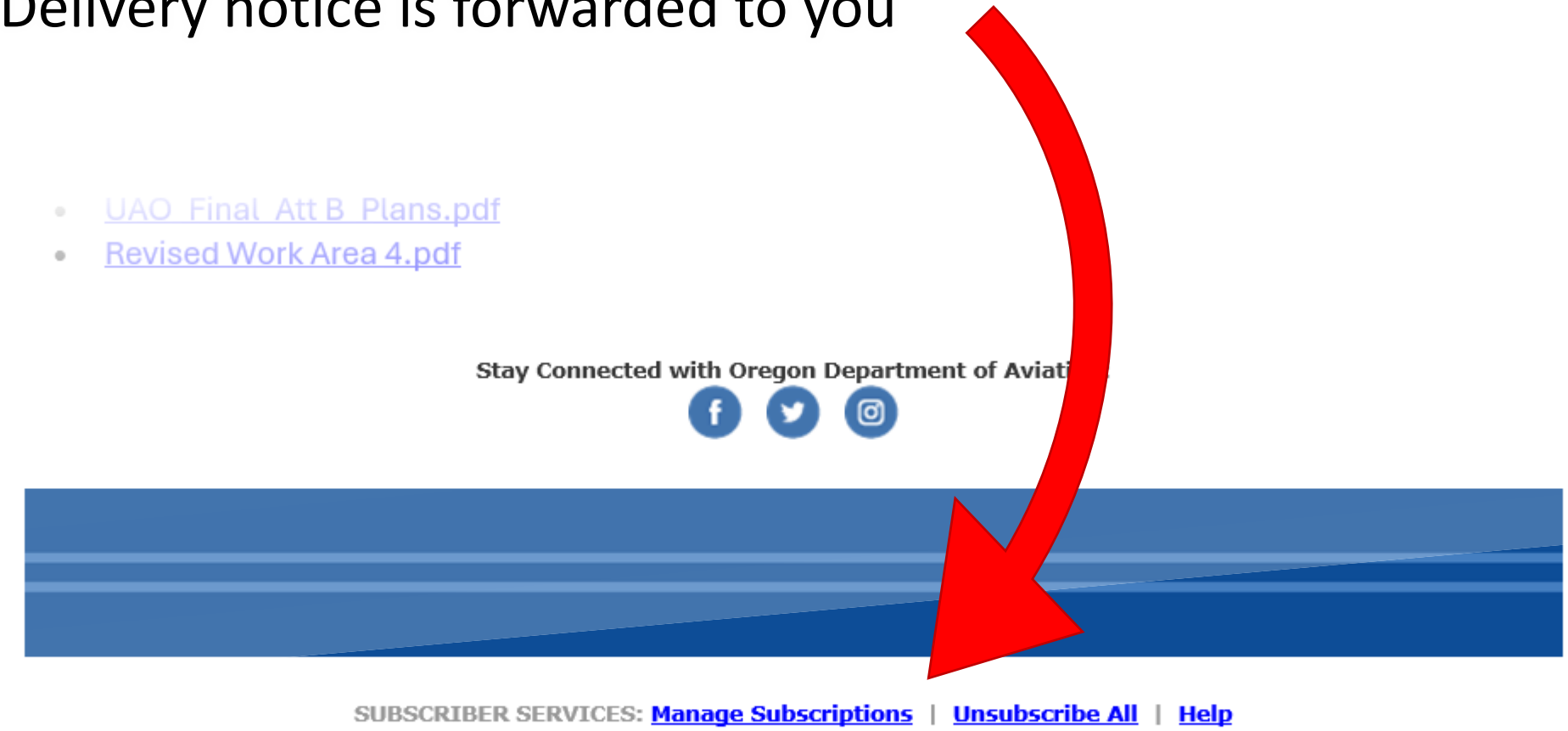
- State Airport outreach and communication provided with GovDelivery
- Subscribe to State Airport Contact groups and more using the link on our homepage: Oregon.gov/aviation



Stay Connected with Oregon Department of Aviation:

Outreach and Communication

- Another option is to click “Manage Subscriptions” if a GovDelivery notice is forwarded to you



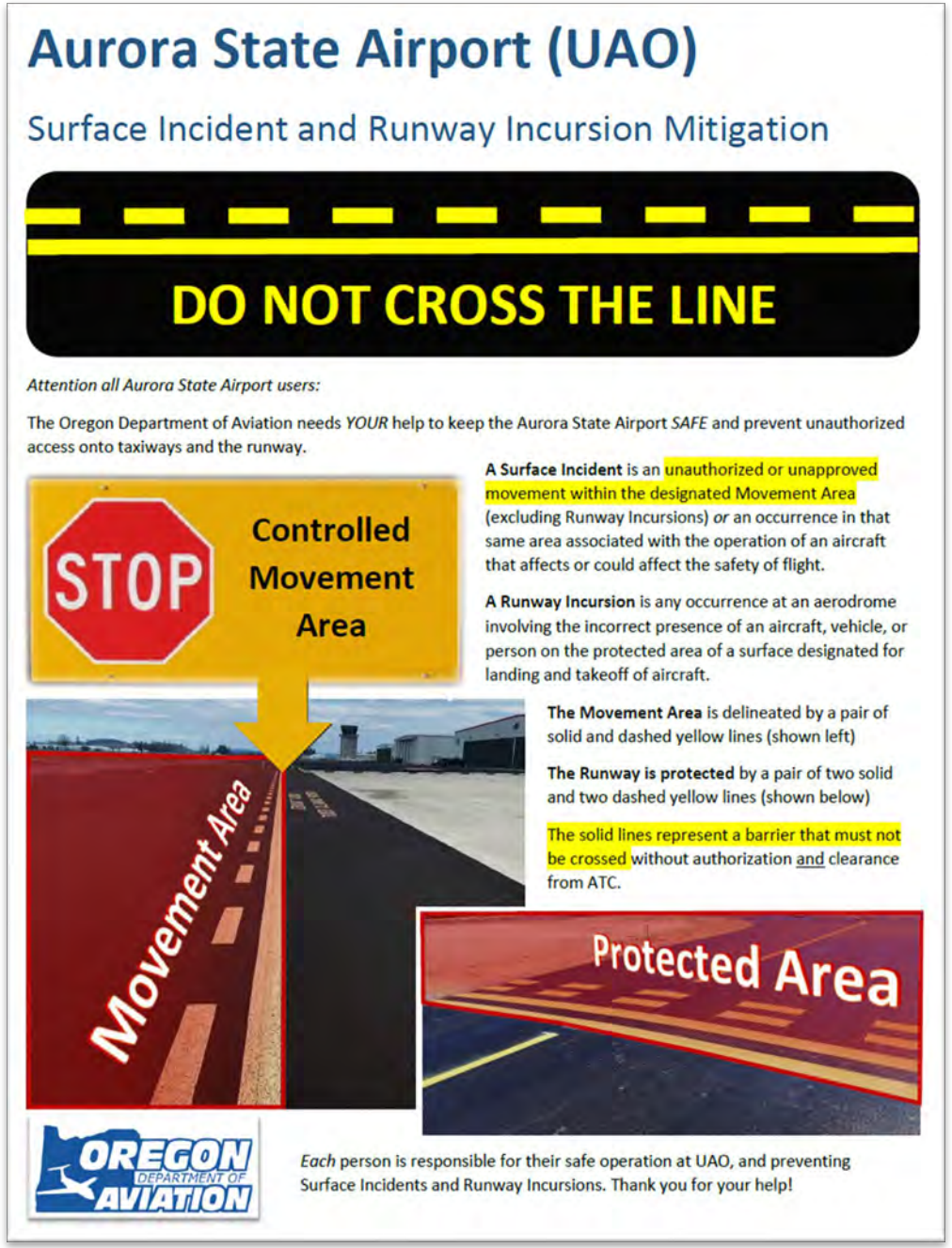
Surface Incident Mitigation - Update



- 5 Vehicle/Pedestrian Deviations (V/PDs) and 0 Runway Incursions since last update (8/7/2025)
- Issue of V/PDs discussed in-depth in September 2024 Work Session
- Received letter from FAA in October identifying:
  - Increasing trend in recent years at UAO
  - V/PDs pose a serious safety hazard
  - UAO is #1 in the region for V/PDs
  - Need for Corrective Action Plan, ultimately stop V/PDs

Surface Incident Mitigation

- Aurora Airport User and Visitor Safety Training posted online
- ODAV's Corrective Action Plan
  - Implement Movement-Area Driver's Training
  - Complete rulemaking on violations and civil penalties for V/PDs
  - Access control and way-finding improvements
  - Complete design standards and safety projects identified in new master plan, once adopted



Aurora State Airport (UAO)

Surface Incident and Runway Incursion Mitigation

DO NOT CROSS THE LINE

Attention all Aurora State Airport users:

The Oregon Department of Aviation needs *YOUR* help to keep the Aurora State Airport *SAFE* and prevent unauthorized access onto taxiways and the runway.

STOP Controlled Movement Area

A Surface Incident is an unauthorized or unapproved movement within the designated Movement Area (excluding Runway Incursions) *or* an occurrence in that same area associated with the operation of an aircraft that affects or could affect the safety of flight.

A Runway Incursion is any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for landing and takeoff of aircraft.

Movement Area

The Movement Area is delineated by a pair of solid and dashed yellow lines (shown left)

The Runway is protected by a pair of two solid and two dashed yellow lines (shown below)

The solid lines represent a barrier that must not be crossed without authorization and clearance from ATC.

Protected Area

OREGON DEPARTMENT OF AVIATION

Each person is responsible for their safe operation at UAO, and preventing Surface Incidents and Runway Incursions. Thank you for your help!

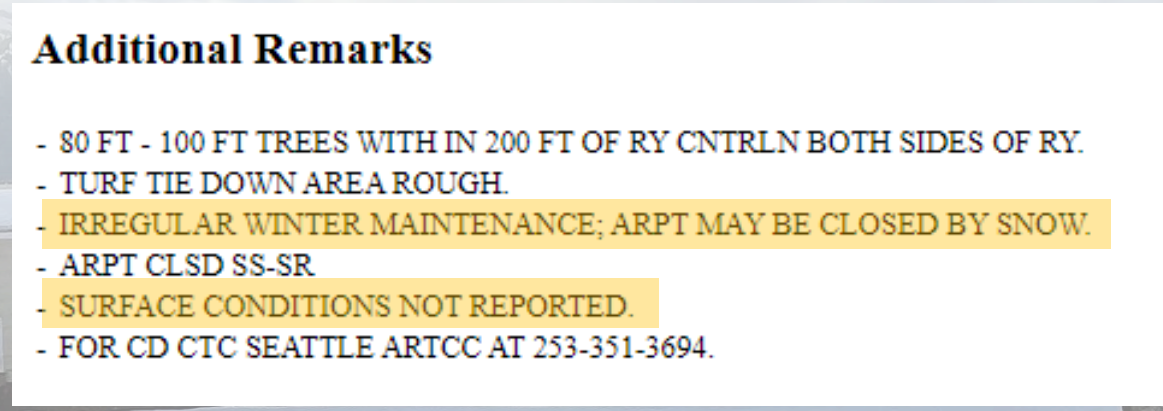
Seasonal Airports Closing Nov. 1 – May 1.

- Crescent Lake
- McKenzie Bridge
- Santiam Junction
- Toketee



Winter Conditions

- Surface Conditions Not Reported
  - Most state airports
- FICON NOTAMs issued when Operations observe reportable conditions
- Plowing is extremely limited
- No deice available
- Pilot updates welcome
- Check NOTAMs for latest conditions
- Call operations staff for updates



Based Aircraft Update

- FAA provides Congress a 5-year estimate of AIP eligible development every 2 years
- Airports must keep based aircraft updated
- Deadline is 12/19/2025
- Please send based aircraft at a state airport to: Anthony.beach@odav.Oregon.gov

Federal Aviation Administration
6.0.6.7

National Based Aircraft Inventory Program

For each aircraft to be counted, please include:

1. The aircraft registration (N) numbers
2. The airport identifier for which they are located
3. Any additional information such as
    1. the make and model of the aircraft
    2. the hangar it is stored in
    3. any explanation for recent purchases or sales are helpful for airports that duplicate reporting of the same aircraft.



Based Aircraft Inventory for NPIAS airports.

Stay Connected with Oregon Department of Aviation:


Questions?