

AURORA STATE AIRPORT



FREQUENTLY ASKED QUESTIONS

We know you have questions, and we will be addressing them throughout the duration of the project. As this project progresses, ODA will be compiling a list of Frequently Asked Questions (FAQs), which will be posted to the project website. In the meanwhile, we are providing this cursory list to PAC members, in an effort to ensure your understanding of the project. This list is not exhaustive but is intended to give you a basic understanding of airport planning.

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What is the public process for this project and will input be considered?

ODA has invited a robust and varied membership to the Planning Advisory Committee (PAC), which is in accordance with their State Agency Coordination (SAC) agreement. Committee members represent a wide array of organizations, including interested cities/counties, various state agencies, potentially affected tribal communities, adjacent property and business owners, developers, residents and community groups. This diverse range of viewpoints will provide ODA multiple perspectives at key decision points as a sounding board. No recommendations will be made by the committee; as it is highly unlikely this wide-ranging group would be able to form consensus. Rather, the group will be asked for feedback during PAC meetings through poll questions and break out room discussions. All PAC members, as well as members of the public, are welcome to submit written comments at any point of the project.

All PAC members have the opportunity to assign an official Alternate, in the event the primary PAC member is unable to attend a meeting. It is requested this Alternate attend all PAC meetings, so as to stay well-informed of the project. However, while the primary PAC member is in attendance, it is requested the Alternate refrain from engaging. As the PAC is quite large, having two members from one organization speaking could impose upon other member's time.

As the airport sponsor, ODA staff will be the final decision-making authority. This is necessary because ODA is responsible for developing a plan that ensures that the facility safely accommodates airport operations, is financially sustainable, and complies with Local, State, and Federal standards. The Federal Aviation Administration (FAA) reviews all components of a Master Plan as it is prepared to provide input and guidance. However, the FAA only reviews and formally approves these components: Forecasts of aviation activity (based aircraft, operations, and peak activity); Selection of critical aircraft; and Airport Layout Plan (ALP). It is from these listed elements that the FAA makes a determination regarding eligibility of Airport Improvement Program (AIP) funding for any proposed development.

What is Airport planning?

General airport planning is a systematic process used to establish guidelines for the efficient development of airports that is consistent with local, state and national goals. A key objective of airport planning is to assure the effective use of airport resources in order to satisfy aviation demand in a financially feasible manner. Airport planning projects may be as broad based as the national system plan or more focused as an airport master plan for a specific airport. All airports that receive federal funding are required to perform Master Plan projects.

What is an Airport Master Plan?

Airport Master Planning is conducted for a specific airport facility. It is a Federal Aviation Administration (FAA) requirement if an airport is listed in the National Plan of Integrated Airport System (NPIAS) and has received FAA Airport Improvement (AIP) funding. Airport Master Plans are prepared for an individual airport, and allows airport sponsors (owners) to more closely identify their airport facility and its needs. An airport master plan represents the airport's "blueprint" or plan for long-term development, mid-range and short term development on the airport. The Master Plan for the Aurora State Airport will have a 20-year planning horizon based on FAA-approved aviation activity forecasts. A few of the goals of a master plan are:

- To provide the framework needed to guide all future airport development that will keep safety at the forefront and cost-effectively satisfy aviation demand, while considering potential environmental and socioeconomic issues.
- To provide a graphic representation of existing airport features, future airport development, and anticipated specific land use as it pertains to the local governing jurisdiction.
- To establish a realistic schedule for implementation of the proposed development.
- To identify a realistic financial plan to support the development.
- To validate the plan technically through an overview investigation of concepts and alternatives on technical, economic and environmental grounds. (Specific project-related Environmental Studies are NOT part of an Airport Master Plan. However, Environmental Studies may be associated with projects that result from the master planning process.)
- To prepare and present a plan to the public (and interested parties) that adequately addresses all relevant issues that arise from the scope of work of the project and satisfies local, state and federal regulations related to the facility plan and the FAA-approved scope of work.

- To establish a framework for a continuous facility planning process.

The recommendations contained in an Airport Master Plan do not necessarily represent the views of FAA, and acceptance of the Airport Master Plan by FAA does not constitute a commitment on the part of FAA to participate in any development depicted in the Airport Master Plan or indicate that the proposed development is environmentally acceptable. Rather, the Airport Master Plan is essentially a facility planning study that sets forth a conceptual framework for possible future airport development. An Airport Master Plan is NOT a Land Use Comprehensive Plan nor a Land Use Regional Plan. An Airport Master Plan IS an Airport Facility Plan. ODA's recently completed and approved master plans include: Lebanon, Mulino, Bandon, Independence and Cottage Grove.

What is the difference between an Airport Master Plan and an Airport Master Plan Update?

According to the FAA (Advisory Circular 150/5070-6B), an airport master plan is a comprehensive study of the airport and typically describes short-, medium-, and long-term plans for airport development. Master planning studies that address major revisions are commonly referred to as "Master Plans," while those that change only parts of the existing document and require a relatively low level of effort tend to be known as "Master Plan Updates." In common usage, however, the distinction refers to the relative levels of effort and detail of master planning studies.

ODA is conducting an Airport Master Plan project for the Aurora State Airport.

Does the FAA approve the Airport Master Plan?

FAA reviews all components of a Master Plan as it is prepared to provide input and guidance. However, the FAA only reviews and formally approves these components:

- Forecasts of aviation activity (based aircraft, operations, and peak activity)
- Selection of critical aircraft
- Airport Layout Plan (ALP)

It is from these listed elements that the FAA makes a determination regarding eligibility of AIP funding for any proposed development.

What Guidance will ODA follow for preparation of the Master Plan?

There are many guiding documents used in the preparation of an FAA-driven Master Plan process. The most relevant federal guidance documents are:

- FAA Advisory Circular (AC) 150/5070-6B, *Airport Master Plans*
- FAA AC 150/5300-13, *Airport Design*
- FAA Order 5100.38D, *Airport Improvement Program Handbook*
- FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*

Additionally, state resources, such as the Oregon Aviation Plan and Land Use Compatibility Guidebook, will be consulted throughout the planning process. We encourage all participants to familiarize themselves with these documents.

Why is Aurora State Airport completing an Airport Master Plan?

The FAA requires Airport Master Plans and recommends that NPIAS public use airports, such as Aurora State Airport, prepare a new Airport Master Plan approximately every 10 years or as local aviation conditions

change. This Master Plan has been recommended to address the local aviation needs at the airport. It is also important to note that the statewide system of airports also plays roles into the local aviation needs. Over the last several years the following general aviation airport master plans have been completed: Scappoose, Troutdale, Mulino and Hillsboro.

What constitutes the Aurora State Airport?

The Aurora State Airport constitutes the land owned by the State of Oregon, and is operated by the Oregon Department of Aviation. Adjacent lands may operate aviation services and businesses, which gain access to the airport through agreements (known as Through the Fence). Through the Fence land is not considered part of the Aurora State Airport facility. In fact “through the fence” property is privately owned property paid for and maintained by private ownership and adjacent to state owned airport facility property.

Who is preparing the Airport Master Plan?

Following qualifications-based selection processes for the Aurora State Airport, Century West Engineering Corp. was selected as the general planning and engineering consultant for the airport. Century West Engineering Corp. will be responsible for the Planning deliverables of this project. JLA Public Involvement has been hired to facilitate the Planning Advisory Committee and Public Meetings and complete the deliverables associated with the public involvement portion of the scope of work.

What is a scope of work and who approved it for this project?

A Scope of Work (SOW) is a formal document that outlines what deliverables are to be prepared within a specific project. The scope of work is prescribed from the FAA Advisory Circular 150/5070-6B, Airport Master Plans, and each SOW is tailored to fit an airport’s unique situation.

The FAA approves all Master Planning Project Scopes of Work. The Master Planning Project Scope of Work for the Aurora State AMP was approved by the FAA Seattle Airport District Office.

Who is funding the Airport Master Plan?

The FAA typically provides 90 percent of all Airport Improvement Plan (AIP) project eligible funding, with the remaining 10 percent coming from the local sponsor (Oregon Department of Aviation for Aurora State Airport). However, in this case the FAA is providing 100% funding due to pandemic relief funding appropriations. The FAA funding is sourced from the Aviation Trust Fund, which is subsidized exclusively by various aviation user fees, including taxes on airline tickets, aviation fuel, and some aircraft parts.

Is a runway extension being proposed?

As a result of previous planning studies, a Runway Extension has been proposed previously as a development alternative. If the current air traffic levels and capacity are still the same, it is likely that a Runway Extension could be proposed and justified in this plan as a development alternative and even considered as a preferred alternative. Any proposed runway pavement improvements considered in the alternative process to the north or the south, would be built on land already owned by the airport (ODA). Any additional property needed would be used for the Runway Safety areas.

Will there be other infrastructure projects discussed?

There may be infrastructure projects discussed that will take place on the current airfield that may involve geometry improvements, reconstruction of existing pavement, or system upgrades.

What is the Master Plan Process?

A master plan commonly includes these key elements: Inventory, Aviation Activity Forecasts, Facility Requirements, Alternatives, Recommended Development Concept, and Capital Improvement Program. The Scope of Work (SOW) for the Aurora State Airport Master Plan Project includes the elements listed above and many others (please see the final FAA approved scope of work as attached). As you will see in the SOW, the consultant will be presenting all information as it is prepared to the PAC and public during all meetings.

1. **Existing Conditions.** The first element is an inventory of both the airside (runway and taxiway system, navigational aids) and landside (buildings, hangars, etc.) facilities. This is simply an information-gathering exercise to determine the current condition of the airport.
2. **Aviation Activity Forecasts.** Next are the aviation activity forecasts where data collected during the inventory is used to project the future condition of the airport in terms of based aircraft, operations, enplanements, and critical design aircraft. The FAA reviews and officially approves this work product.
3. **Facility Goals and Requirements.** The facility requirements element is a gap analysis of what facilities are needed in the future, per the activity forecasts, compared to what is currently available.
4. **Development Alternatives.** The Alternatives chapter explores different options and projects the airport could pursue to meet the projected facility requirements.
5. **Development Concept.** After an evaluation of all alternatives, a recommended development concept is put forth that outlines the long-range development plan for the airport.
6. **Implementation Plan.** Recommended projects are broken out individually so that a cost evaluation can be made and a Financial Plan developed within the capital improvement program element.
7. **Airport Recycling, Reuse, and Waste Reduction.** As a required Master Plan element, this chapter is specific to enhancing airport recycling, reuse, and waste reduction programs as core objectives of airport planning. All airports that have or plan to prepare a master plan, and that receive Airport Improvement Program (AIP) funding for an eligible project, must ensure that the new or updated master plan addresses issues related to solid waste recycling at the airport. This includes: the feasibility of solid waste recycling; minimizing the generation of solid waste; operation and maintenance requirements; review of waste management contracts; and the potential for cost savings or the generation of revenue.
8. **Airport Layout Plan (ALP) Drawing Set.** The ALP and associated drawings are a pictorial culmination of the planning process, prepared in accordance with FAA SOP 2.0 and 3.0. The FAA reviews and formally approves the ALP.

What land use processes and approvals are required for the Master Plan?

The Aurora State Airport is located in unincorporated Marion County. For this reason, no other jurisdiction has land use authority over the Aurora State Airport. Completion of the Aurora State AMP does not require a land use approval process with Marion County. Marion County does not approve the AMP.

However, ODA will submit the Aurora State AMP to Marion County and request a statement of compatibility with the Marion County Comprehensive Plan. Marion County will identify whether any amendments to the Comprehensive Plan or Transportation System Plan are required for the AMP.

Following receipt of the statement of compatibility by Marion County, the Aurora State Airport AMP will next be submitted to the ODA State Aviation Board for formal adoption.

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ODA completes this coordination process in accordance with the Department of Land Conservation and Development's (DLCD) State Agency Coordination (SAC) Program. The SAC Program helps assure the Aurora State Airport AMP is completed in compliance with all applicable statewide planning goals and Marion County's comprehensive plan. (ORS 187.180; OAR 660-30 & 31). Oregon's Statewide Planning Program also emphasizes the importance of public involvement, which is a key component of the SAC Program. Accordingly, ODA has established a Planning Advisory Committee (PAC) that includes members from all affected Federal, State, Local Special Districts, and Interested Parties. The PAC will meet up to nine times throughout the 18-month Aurora State Airport AMP project timeline. All PAC meetings are open to the public.