

Summary of Comments on CWE to FAA_Working Paper #1 Data Revisions (5.19.2022) FAA-SEA-ADO Comments.pdf

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Author: Benjamin J Mello Subject: Comment on Text Date: 8/17/2022 7:28:19 AM

Would it be beneficial to state that this was the original project schedule and that the most up-to-date schedule is located on the website

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Author: Benjamin J Mello Subject: Sticky Note Date: 6/21/2022 6:53:54 AM

Suggest another map showing the topographic location of the airport in relation to neighboring communities of Aurora, Wilsonville, and Charbonneau.

Author: Benjamin J Mello Subject: Sticky Note Date: 6/21/2022 6:56:47 AM

This map could also depict the immediate area of the airport to include Highway 551, NE Arndt Rd, the major development in the corner of Boones Ferry Rd NE, and Highway 551.

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Author: Benjamin J Mello Subject: Sticky Note Date: 8/15/2022 1:58:40 PM

It might be a good idea to state that the TTF aircraft do not access the airport through a gate and that the access is seamless with many of the gates on the airport owned and operated by the TTF owners

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Author: Benjamin J Mello Subject: Sticky Note Date: 8/16/2022 9:56:45 AM

It would be interesting to know the amount of historical helicopter operations and whether or not the current operational counts include the privately operated helicopters located off of the airport

Author: Benjamin J Mello Subject: Comment on Text Date: 8/17/2022 7:44:30 AM

A table showing the existing aircraft type with total operations would be helpful.

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Author: Benjamin J Mello Subject: Comment on Text Date: 8/17/2022 7:45:58 AM

Date of the comprehensive plan

Author: Benjamin J Mello Subject: Comment on Text Date: 8/17/2022 7:45:30 AM

Are there plans for this plan to be updated? Since the plan is from 2005 and it was slated to be a plan for 20 years I suspect that Marion County would be developing a new plan soon.

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Author: Benjamin J Mello Subject: Comment on Text Date: 8/17/2022 7:49:52 AM

Would it be beneficial to add that the current master planning effort supersedes any prior study?

Author: Benjamin J Mello Subject: Comment on Text Date: 8/17/2022 7:50:17 AM

Would it be beneficial to note that the 2019 study was not formally accepted by the FAA?

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Author: Benjamin J Mello Subject: Comment on Text Date: 8/17/2022 7:50:41 AM

Please ensure that the environmental categorizes from the approved scope of work are included in the report.

Author: Benjamin J Mello Subject: Comment on Text Date: 8/17/2022 7:51:08 AM

[Please provide any references to the recent \(2018\) field investigation work and four major reports for Aurora and the obstruction removal EA as they relate to the resource categories listed below and contained in the approved scope](#)

Author: Benjamin J Mello Subject: Comment on Text Date: 8/17/2022 7:51:40 AM

Having an exhibit showing where these are located would be a good idea especially considering the location in reference to the TTF (s).

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Author: Benjamin J Mello Subject: Sticky Note Date: 6/22/2022 11:24:41 AM
Having an exhibit showing the bulleted items could be helpful

Author: Benjamin J Mello Subject: Sticky Note Date: 6/22/2022 11:24:26 AM
Referencing an exhibit that depicts the transportation system would be a nice feature

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Author: Benjamin J Mello Subject: Sticky Note Date: 6/22/2022 11:33:42 AM
maybe remove the A since we are using B now.

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Author: Benjamin J Mello Subject: Sticky Note Date: 6/22/2022 11:37:40 AM
It might be helpful to show an exhibit that depicts the different overflight routes that occur in the area but are not associated with UAO.

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Author: Benjamin J Mello Subject: Sticky Note Date: 6/21/2022 6:45:51 AM
I think that the two helicopter areas that are not part of the airport (Columbia and HTS) should be colored differently from the Through-the-Fence or Airport Property. Since these are privately owned and operated facilities they should be clearly defined.

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Author: Benjamin J Mello Subject: Sticky Note Date: 8/16/2022 10:54:13 AM
Considering the terrain surrounding the airport would a plan and profile exhibit be helpful to show the existing trees and powerline off Runway 35 and the road and field elevation off Runway 17?

Author: Benjamin J Mello Subject: Sticky Note Date: 6/22/2022 11:43:53 AM
While defined earlier in the report it might make sense to spell out TTF

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Author: Benjamin J Mello Subject: Sticky Note Date: 6/22/2022 11:49:45 AM
Suggestion to rename this exhibit to state ODAV Main apron looking east.

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Author: Benjamin J Mello Subject: Comment on Text Date: 8/17/2022 7:52:58 AM
Showing these areas of existing non-standard conditions would be helpful.

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Author: Benjamin J Mello Subject: Sticky Note Date: 6/22/2022 12:32:57 PM
Photo and or exhibit showing the location of the fuel tanks

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Author: Benjamin J Mello Subject: Sticky Note Date: 6/22/2022 12:49:16 PM
Is it worth noting that only the ODAV gates are being actively closed and that the other TTF gates are up to the owners?

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Author: Benjamin J Mello Subject: Comment on Text Date: 8/16/2022 11:17:09 AM
It might be a good idea to clarify specifically, 10% at 5 years and 15% at years.

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Author: Benjamin J Mello Subject: Comment on Text Date: 8/16/2022 11:18:49 AM
An increase in square footage on it's own does not necessarily reflect a direct impact to airport activity. Hangar construction could have been to accommodate existing aircraft that were previously parked on the apron. An existing owner may have

upgraded their aircraft and need a larger hangar or decided to move their aircraft from the ramp to covered storage. It is important to tell the story behind the new hangar space- was it for existing aircraft, what kind of aircraft it the space for, etc.....

Author: Benjamin J Mello Subject: Comment on Text Date: 8/15/2022 7:09:27 AM

Operations have increased from 43K to 76K, but fuel sales are flat- Avgas is down even though local ops have increased 13K to 31K annually. Is this accurate, if so can it be explained for the reader? Additionally fuel sales are not considered in the forecast; it would be a good idea to explain the reason why the data is presented but not considered in the development of the forecast.

Author: Benjamin J Mello Subject: Comment on Text Date: 8/15/2022 7:04:38 AM

It would be helpful to have the flight school data to help augment the information provided by the ATCT. It would be helpful to know how long the flight schools have been in business. It is interesting that operations have increased in the last 5 years but Avgas fuel sales have remained flat but flight training accounts for 40/45% of flights

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Author: Benjamin J Mello Subject: Sticky Note Date: 8/15/2022 7:39:52 AM
and use the airport for fuel or other services.

Author: Benjamin J Mello Subject: Comment on Text Date: 8/15/2022 7:44:00 AM

It needs to be clearly stated that the FAA does not normally consider TTF as based aircraft. However due to the fact that the TTF do not have to cross a fence to enter the airfield and that the TTF facilities are seamlessly integrated with the airport the FAA in this one instance has approved the TTF aircraft has based aircraft.

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Author: Benjamin J Mello Subject: Comment on Text Date: 8/15/2022 8:00:17 AM

True for SEP, SETP has significant use in business -PC12 is the most commonly used aircraft for aeromedical in the NAS

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Author: Benjamin J Mello Subject: Comment on Text Date: 8/15/2022 8:00:43 AM
because the traffic is handled by the ATCT

Author: Benjamin J Mello Subject: Comment on Text Date: 8/15/2022 8:02:51 AM

A note should be added regarding the attempts made to the existing off heliport operators to verify the ATCT manager estimates.

Author: Benjamin J Mello Subject: Sticky Note Date: 8/15/2022 8:06:33 AM

Please confirm is the tower count of 74,465 or the airport count of 72,549 was used.

Author: Benjamin J Mello Subject: Comment on Text Date: 8/15/2022 8:08:56 AM

Is this CY or FY? Please show actual data from OPSNET and then show the adjustments

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Author: Benjamin J Mello Subject: Comment on Text Date: 8/15/2022 11:37:29 AM
Discussion of critical aircraft is provided later in the chapter?

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Author: Benjamin J Mello Subject: Comment on Text Date: 8/15/2022 11:38:51 AM
This section should be provided earlier in the chapter to provide context to the reader

Author: Benjamin J Mello Subject: Comment on Text Date: 8/16/2022 11:55:33 AM

How? The three local forecasts over estimated operations and based aircraft. What were the methodologies used to develop those forecasts and why did they prove to be inaccurate.

Author: Benjamin J Mello Subject: Sticky Note Date: 8/15/2022 11:42:48 AM

it is important to note that this forecast was prepared prior to the ATCT.

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Author: Benjamin J Mello Subject: Comment on Text Date: 8/15/2022 11:45:41 AM
This should be moved to the beginning of the chapter

Author: Benjamin J Mello Subject: Comment on Text Date: 8/15/2022 11:59:53 AM
Does this include post/current C-19 impacts?

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Author: Benjamin J Mello Subject: Comment on Text Date: 8/16/2022 11:56:26 AM
General comments -Please provide additional justification for why forecasts were thought to be reasonable.
Please ensure that the data used goes back to the same year as the data presented in the Existing Conditions Chapter (2012) or provide justification as to why the timelines do not match

Author: Benjamin J Mello Subject: Comment on Text Date: 8/15/2022 12:04:26 PM
As mentioned earlier, an estimate of SQ footage does not necessarily correlate to an increase in based aircraft, especially considering the reported drop in based aircraft over the past 10 years. Without additional information this would not be a reasonable forecast scenario. What is this assumption based on?

Author: Benjamin J Mello Subject: Comment on Text Date: 8/15/2022 12:06:59 PM
Why is this a reasonable scenario? Has the airport's history of based aircraft counts been in line with other contract tower airports in the state? Why were only contract towers included in this analysis? There is no data provided that supports this being a reasonable scenario.

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Author: Benjamin J Mello Subject: Comment on Text Date: 8/15/2022 12:08:07 PM
Again why is this a reasonable scenario? Have based aircraft counts at the airport tracked with the national growth rate historically?

Author: Benjamin J Mello Subject: Comment on Text Date: 8/16/2022 11:56:50 AM
This should go back to 2012.

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Author: Benjamin J Mello Subject: Comment on Text Date: 8/16/2022 11:57:40 AM
Please provide justification as to why the fleet mix CAGR is different than the total based aircraft. It seems like the end number of total aircraft was determined and then the aircraft breakouts were fixed based on this. For example- Why would jet based aircraft grow at the level projected but multi-engine would remain flat?

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Author: Benjamin J Mello Subject: Comment on Text Date: 8/15/2022 12:35:23 PM
Specifically what operational events and if the results are disproportionately reflected in the results then why was this scenario chosen as one of the preferred?

Author: Benjamin J Mello Subject: Comment on Text Date: 8/15/2022 12:39:13 PM
Based on historical ops data from the TAF, total ops have dropped from highs in 2010, while population has grown. How can this scenario be considered a good correlation with diverging data sets? Please show all inputs and equations used

Author: Benjamin J Mello Subject: Comment on Text Date: 8/15/2022 12:43:02 PM
Why are only contract towers considered in this analysis? What difference does it make to an airports ops whether they are staffed by a contract employee or federal employee?
Additionally, what historic relationship do ops at the airport have to contract towers?

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Author: Benjamin J Mello Subject: Comment on Text Date: 8/17/2022 6:51:37 AM
TFMSC is a great long term source for projecting growth in itinerant operations. TFMSC is not an appropriate database for local aircraft

or to determine total operations. Please use different methods for determining local operation projections.

Author: Benjamin J Mello Subject: Sticky Note Date: 8/12/2022 7:47:21 AM Table shows 2.4%

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Author: Benjamin J Mello Subject: Comment on Text Date: 8/15/2022 12:47:20 PM

Is this still the case when the two off airport helicopter operators are removed from the total operations

Author: Benjamin J Mello Subject: Sticky Note Date: 8/17/2022 7:08:56 AM

Since helicopter traffic is a high component of operations at the airport it might be a good idea to provide a brief write-up regarding the destinations of these operations considering the 2 private helicopter operating areas adjacent to the airport.

Author: Benjamin J Mello Subject: Sticky Note Date: 8/16/2022 11:59:01 AM

TFMSC shows 4835 jet ops in 2021, so there is a proration happening here of 10% which isn't valid. Moreover it is not clear how the splits were derived.

Author: Benjamin J Mello Subject: Sticky Note Date: 8/15/2022 12:51:52 PM

Trends by specific aircraft types in the turboprop (small v large) jet categories are essential inputs into the runway length analysis. Provide additional breakouts for aircraft groupings esp for jet.

Author: Benjamin J Mello Subject: Sticky Note Date: 8/15/2022 12:52:35 PM

This needs a source describing how it was calculated.

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Author: Benjamin J Mello Subject: Comment on Text Date: 8/17/2022 6:12:44 AM

The calculations for determining peak month/day and design day/hour are based on estimates. Why? Data specific to those metrics can be pulled from OPSNET. This section needs to be updated to reflect actual peaking data

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Author: Benjamin J Mello Subject: Comment on Text Date: 8/15/2022 1:12:43 PM

with similar characteristics

Author: Benjamin J Mello Subject: Sticky Note Date: 8/17/2022 8:31:39 AM

AC 150/5325-4B Chapter 3 runway length tables are not correlated to C and D aircraft. Moreover, this forecast does not breakout the aircraft types needed to assess the 75% and 25% including regular use in each or the city pair data needed to assess 60% v 90% payloads. Please include the existing and projected critical aircraft tables for specific aircraft (s) in the Forecast Chapter.

Author: Benjamin J Mello Subject: Sticky Note Date: 8/15/2022 1:20:04 PM

With the runway length calculations there are departure obstacles requiring minimum climb gradients on both runway ends. AC 150/5325-4B Chapter 3 assumes a no obstacle environment-if obstacles cannot be mitigated, the AC charts may not be valid.

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Author: Benjamin J Mello Subject: Sticky Note Date: 8/15/2022 1:20:48 PM

RDC- ARC is no longer used in AC 150/5300-13B

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Author: Benjamin J Mello Subject: Sticky Note Date: 8/15/2022 1:21:43 PM

SEP or SETP included?

Author: Benjamin J Mello Subject: Sticky Note Date: 8/15/2022 1:22:05 PM

Comment stated previously

Author: Benjamin J Mello Subject: Sticky Note Date: 8/15/2022 1:22:56 PM

Helicopter ops seem high - does this number include the 2 private helicopter operators

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Author: Benjamin J Mello Subject: Sticky Note Date: 8/15/2022 1:23:27 PM
Please use 2021 TAF