

# AURORA STATE AIRPORT



## AIRPORT MASTER PLAN OPEN HOUSE #1 SUMMARY

### Overview

The first open house for the Aurora State Airport Master Plan provided an overview of the Airport Master Plan process, as well as an opportunity to collect oral and written comments from the community. About 40 people attended the virtual event, which included 19 Planning Advisory Committee (PAC) members. The event was held virtually on Zoom on Tuesday, March 1, 2022 from 5:00 to 7:00 pm. Additional comments were collected via email before and after the event. *An online survey was also available at the time of this open house, but the results of that survey will be summarized in a separate document when the survey closes on March 25, 2022.*

The open house, as well as the second PAC meeting and online survey, was advertised by the Oregon Department of Aviation (ODAV) in the following ways:

- 01/26/2022 – Project website updated with meeting dates and registration link.
- 01/26/2022 and 02/15/2022 - Email sent to the mailing list of interested individuals and organizations (through GovDelivery).
- 01/27/2022 and 02/24/2022 - Ad placed in Pamplin Media newspapers (including Canby Herald, Wilsonville Spokesman).
- 01/27/2022 and 02/12/2022 - Ad placed in the Statesman Journal.
- 01/28/2022 – Postcard mailed to residents, organizations, and government agencies within 1,000 feet of the airport (state-owned property).
- 01/28/2022 – Flyers posted at the airport and nearby locations.
- 02/22/2022 - Press release was sent to Canby Herald, Wilsonville Spokesman, El Latino and Statesman Journal 02/23/2022 – Article ran in the Canby Herald by Emily Matlock “ODAV seeks public input on Aurora State Airport plan.”

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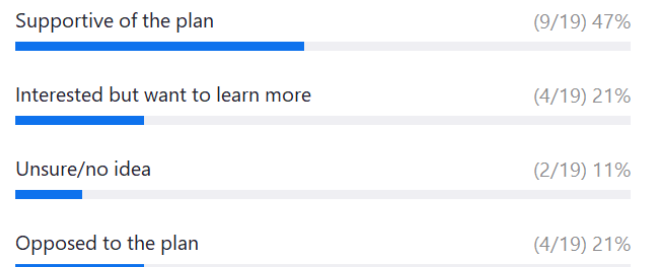
## Open House Content

**Brandy Steffen, JLA Public Involvement**, welcomed everyone to the meeting and reviewed the agenda and basic Zoom meeting tips. She explained that those in attendance could submit comments in the Q & A section and there would also be time at the end of the presentation for verbal comment. **Sarah Lucas, Oregon Department of Aviation (ODAV)**, and **Matt Rogers, Century West**, introduced the ODAV staff and the consultant teams. Sarah explained that members of the public could reach out to the project's Planning Advisory Committee (PAC) members with questions or if they wanted representation.

Brandy polled the attendees to see if they had been involved with past planning efforts at the Aurora State Airport. Thirty percent said they had, 20% "sort of" had, and 52% of respondents were not previously involved (19 people responded). The next poll asked how attendees felt about the Airport Master Plan. Forty-one percent were supportive, 21% were interested or wanted to know more, 11% were unsure, and 21% were opposed to the plan (19 people responded).

1. How do you feel about the current Aurora State Airport Master Plan? (Single Choice) \*

19/19 (100%) answered



## Aurora Airport: Past, Present, and Future

**David Miller, Century West**, gave a brief overview of the Aurora Airport Master Plan project. He mentioned the history of the airport and highlighted key improvements throughout the years. The Master Plan is a facility plan that follows the requirements set by the Federal Aviation Administration (FAA). The FAA has funded the project cost in its entirety and the goal is to provide a framework for improvements to airport facilities in response to aviation demands over a 20-year planning horizon (divided into three periods: short-term, intermediate-term and long-term). He gave an existing conditions overview to explain what is currently happening at the airport, followed by forecasted information for the next 20 years. He explained that everything in the forecast category of the working paper document is preliminary pending feedback from the PAC, FAA, and surrounding communities.

The presentation and additional reference materials are available on the project website.

## Next Steps

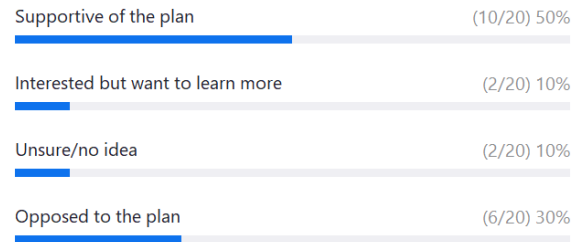
David informed the attendees that the Planning Team and FAA will next adjust and finalize the Draft Working Paper #1 after considering Advisory Committee and public comments. After the reviews are completed, the technical team will work on applying the preferred forecasts to the facility requirements and future goals. This information will be the topic of the next PAC meeting and public open house tentatively scheduled in May 2022.

Brandy explained there would be several PAC meetings and open houses in the future for people to attend and give feedback or ask questions.

She polled the attendees, asking how they feel about the Master Plan now that they have more information. Fifty percent were supportive, 10% were interested but wanted to know more, 10% were unsure, and 30% are opposed to the plan (20 people responded; this is an increase in people supportive and opposed to the plan). She also asked how people heard about the event. Thirty-eight percent received information through the project email, 29% through word of mouth, 24% said “something else”, 10% said social media, 5% saw a project poster, 5% read an article in paper, and 14% saw a project postcard.

1. How do you feel about the current Aurora State Airport Master Plan now that you've been provided more information? (Single Choice) \*

20/20 (100%) answered



## Public Comments

Before facilitating the town hall style public comment portion of the meeting, Brandy mentioned other ways attendees could give feedback, which included the website comment form and an online survey which will be available through March 25, 2022. She reiterated the appreciation the project team has for everyone who attended and gave comments, and how important it is to hear everyone’s concerns so the technical team can understand and address these concerns within the planning documents. She reminded the group that any comments not answered live in the meeting would be answered in the meeting summary, which would be posted to the website.

Name	Affiliation	Question/Comment	Response
Cornelia Gibson	Community member	I'd like to know how increased sewer demands will be handled. What type of sewage system is at the airport?	Per Page 2-39 of Working Paper #1  "Sanitary sewer is provided by individual and shared drain field/septic tank systems. There are at least nine individual drain fields located on ODAV owned property that are shared for both aviation related uses on both private and publicly owned land."  Septic systems are permitted by Marion County.
Julie Fitzgerald	Mayor, Wilsonville	Will aircraft that currently use the Aurora Airport but are overweight and/or require a longer runway than at this airport be included in the future needs of the airport?	While larger aircraft may be based at or use the airport, the FAA uses the most demanding aircraft that has 500 operations (take-offs or landings) at the airport to set the standards for future planning that apply to elements of the airport including runway length. Larger aircraft that have fewer than 500 operations may be able to use the airport, but the planning decisions will

			not based on accommodating the needs of the larger aircraft.
Anonymous	City of Wilsonville	How will the public find out about that question asked by Julie Fitzgerald?	The meeting summary will include all questions and responses, and will be posted to the project website within a couple weeks.
Eric Hoem	Community member	I appreciate the information, but at this point I do not support expansion, because to me, the negative impacts outweigh any economic benefits. My wife and I live in Charbonneau. We are 2.8 miles from the control tower, and therefore well within the impact zone. We've lived here 15 years and have noted a tremendous increase in airport takeoffs and landings, especially corporate jets. We don't object to the airport's existence; we knew it was here and there are certain aspects of the present airport that we completely support such as life flights. We have friends who work at Columbia Helicopters. But increasing the airport with more business and corporate jet flights isn't something that we can support at all. It's too much noise. It increases the chance of air pollution from the pollutants that are left over from the jet aircraft. This is a farm area. I know we are the final urban community south of the river, but I really support the idea of the rest of the Valley being kept as farmland, and I don't see the development of an elaborate airport that caters to corporate jets as a part of that. At this point I'd like to see more information about how air pollution and noise pollution are being addressed and especially traffic patterns. The roads around here are completely full, and I can't imagine doubling or tripling the traffic as they suggest. Air traffic would increase, and so would the ground traffic. There isn't the infrastructure around the airport to support that. Thank you for taking my comment and I'll continue to stay in contact with the process.	<p>At this point of the project we are evaluating existing conditions, documenting current airport activity, and forecasting future demand over the 20-year planning horizon. In future Task 6, Facility Goals and Requirements, existing conditions will be compared with current FAA standards and identify potential improvements to accommodate forecast demand. That information will be used in the development alternatives to determine how improvements could be accommodated physically on the airport. Public comments will be considered on future draft chapters including the facility requirements and development alternatives.</p> <p>The Airport Master Plan is not an environmental document. Future development projects on the airport are subject to National Environmental Policy Act (NEPA) requirements and greenhouse gas emissions and noise are impact categories that are required to be reviewed in the environmental process. More information on NEPA is available at:</p> <p><a href="https://www.faa.gov/procurement/procurement-act/procurement-act-implementation">National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions – Order 5050.4B (faa.gov)</a></p> <p>Surface transportation impacts would require additional study if required by Marion County and are beyond the scope of this project.</p>
Cornelia Gibson	Community member	To a large degree, I have to agree with what the gentleman prior (Eric Hoem) said. I am also opposed to any kind of expansion. I know from road expansion that once you have bigger roads you get more traffic, and at the airport it's probably going to be the same.	We have not done the technical analysis required to answer that question. Runway length has not been addressed in any form. These conversations are coming, but we can't speak to them at this moment.

		<p>I am a gardener and feel very strongly that the Willamette Valley is some of the most precious land that we have in the world. In some places the topsoil is 12 feet deep, and it is where we grow our food. It is not where we want to have expansion of businesses, pavement, pollution, and traffic. I think we need to do everything we can to keep the growth north of the Willamette Valley and keep our Willamette Valley farmland. And don't we have that as farm zoning? How can we even talk about expanding an airport when it's farm zoning? Is there an answer to that?</p>	<p>And yes, certainly there are land use processes for the State of Oregon and Marion County that are applicable. The land use requirements will be evaluated and discussed in the materials presented in the development alternatives task.</p>
<p>Julie Fitzgerald</p>	<p>Mayor, Wilsonville</p>	<p>My parents are both private pilots, and as a kid we landed at the Aurora Airport and Troutdale Airport at different times in a Cessna 172. I'm familiar with airports because of my parents. I remember reading that the Troutdale Airport was losing money for the Port of Portland, and it was mainly used for flying lessons. I used to live near the Salem Airport, and I remember reading articles about that airport looking for more revenue sources. I'm going to be watching this process closely. Why does the airport need to expand so much when we are right on the edge of the French prairie, which is one of the most valuable traded sector functions in the state of Oregon? For example, Oregon is the only state in the US that grows blueberries of acceptable quality to the country of South Korea. We have incredible productivity of wine, hazelnuts, and other products. We have Salem airport and many other airports around us, and I want to make sure that we understand why the sacrifice needs to be made here to lengthen the runway. This seems to be the goal when we have many other options. We also have dilapidated country roads and I5 crossings, which cannot accommodate the incredible addition of business development that we've heard about. It seems like this expansion is trying to happen when there are so many other alternatives and I want to make sure that in this process the public can find out about these things and understand why the sacrifices should be made in order to allow this great increase of jets from other places to convert the use of this part of Oregon.</p>	<p>At this point of the planning process airport expansion has not been proposed. We are evaluating existing conditions, documenting current airport activity, and forecasting future demand over the 20-year planning horizon. In future tasks, the facility requirements will look at existing conditions compared with current FAA standards and identify potential improvements to accommodate forecast demand. That information will be used in the development alternatives to determine how improvements could be accommodated physically on the airport. Public comments will be considered on future draft chapters including the facility requirements and development alternatives.</p> <p>Potential funding for future airport projects will come from FAA Airport Improvement Program (AIP) or other airport specific funding sources. AIP funding is derived from airport user fees and can only be used for projects supporting airport improvements. Funding for off-airport transportation facilities is the responsibility of the applicable City, County, or Oregon Department of Transportation (ODOT) and is beyond the scope of this project.</p>
<p>Lori Loen</p>	<p>Community member</p>	<p>I am a resident of Wilsonville and concerned about the increased air traffic over our homes and the schools. Will the increased traffic,</p>	<p>This was a misunderstanding of a comment from the Planning Advisory Committee on March 1. The comment</p>

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		especially with Amazon coming in, be required to avoid populated areas?	was referencing an Amazon facility at the Troutdale Airport.  Airport arrival and departure routes are dictated by the Air Traffic Control Tower. ODAV does not have control of how air traffic is routed to and from the airport.
David Waggoner	Willamette Aviation	Is Amazon coming to the airport?	This was a misunderstanding of a comment from the Planning Advisory Committee on March 1. The comment was referencing an Amazon facility at the Troutdale Airport.
Elaine Swyft	Community member	On several occasions, I thought we were experiencing an earthquake. My home shook. It was a plane flying overhead. I pray we consider the impact on the quality of our lives here.	Thank you for the comment and we understand your concern. We will be conducting a noise analysis and evaluate noise generated by the Aurora State Airport as part of the Master Plan. ODAV encourages pilots to reduce noise impacts, which is further explained on our agency's website.
Joanne Linnville	City Councilor, Wilsonville	I appreciate the openness and the process that is being used and the effort to get public input to the technical staff who are assisting with the production of the document. I was pleased to hear during the PAC meeting that both Marion County and Clackamas County are included in the process. In previous planning documents that are related to the Aurora Airport, the northernmost line for the impact air area of the airport was drawn at the county line at Arndt Road. The area beyond that was within Clackamas County and not included. I'm hopeful given what I've heard today that that will not be done in this planning process and a natural radius, regardless of county boundary, will be used as the impact area for the study and the planning of the airport.	The area considered in the planning process is dictated by FAA defined and protected surfaces.
Cornelia Gibson	Community member	I live in Wilsonville, so I'm not in the direct path of the planes, but when we sit on our deck, they fly over relatively low and make unpleasant noise. I'm always concerned about the environmental impact of jet fuel and other pollutants that come out of the planes in and around the airport. I sent a letter about that. I also listened to the work session earlier today and Mr. David Miller mentioned the type of airplanes that will be flying in there. Class C-III, C-II design. Is that correct? Those are high performance business jets which meet the FAA special design. Does this mean these jets and the air travel in and	The airport codes can be confusing. C-II is representative of that category of aircraft that are already operating at the airport today and meet the FAA's threshold. We are expecting the traffic to grow along with the community and overall area.  General aviation as a category includes everything from flight training to executive business aircraft. There are many factors in that, including medevac flights. There are a variety of aircraft types such as small jets or

		<p>out of the airport is for businesspeople? Who benefits from the travel and planes that go in and out of the airport? Is it business executives who fly over to Hillsboro or wherever their offices are? The rest of us are stuck in traffic on I-5 for hours because the freeway bridge has not been improved. Is part of the expansion going to include fixing up our freeway bridge? Why should someone else be able to surpass that when we pay the taxes for this?</p> <p>I don't think the farmland area is a good place for an airport. Who does it serve? Does it serve all of us?</p>	<p>higher performance jets. Business travel, charter flights, etc. are all included in this. Business aviation allows companies to do business in areas and communities where they wouldn't otherwise have access to commercial air service.</p> <p>Funding for off-airport transportation facilities is the responsibility of the applicable City, County, or ODOT and is beyond the scope of this project.</p>
<p>Rian Johnson</p>	<p>Vans Aircraft</p>	<p>I was the one who previously made the comment about the Troutdale airport. I'm based there with my personal airplane (I'm not rich and live in Portland). The plan has been delayed, but Amazon is moving into the north side of the runway at Troutdale. That runway has already been shortened because of trees, which has limited the traffic in and out of there. It will be further shortened when Amazon moves in. Everything will be off the runway, including the control tower. The Port of Portland promised to put hangars on the south side, but they haven't done that yet. There may be airplanes displaced because of all of this. If you're coming in for business, you want to be close to a freeway, which leaves Aurora and Hillsboro to serve the city of Portland based on their proximity to these. This isn't just the Wilsonville area. Flying into PDX on a business jet is time consuming and expensive. It's better to fly into a surrounding sub flight airport. Once Troutdale goes through its changes, that leaves 2 locations, and Aurora makes more sense than Salem.</p> <p>I have a business here at the airport. Prior to Covid I had 65 employees, and now I have 130. That is a lot of jobs that were brought to the area. We pay well and are bringing money into the local economy. Relocating south would be difficult for me and my employees.</p> <p>Additionally, as a pilot, I always try to avoid the Charbonneau and Aurora area on my approach. We try to make the least amount of noise coming in. The tower came in and now controls where we go, so I try to approach the airport in a way so they don't route me in those paths. The issue needs to be brought</p>	<p>Thank you for the comment.</p>

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		<p>up to the FAA and how they route approaching traffic for noise mitigation.</p> <p>I am also on a committee designing regulations for airplanes like quadcopters, package delivery, etc. This has been lobbied for and we will have different types of airplanes within 10 to 20 years. The noise will be different, but air traffic will increase over time, and nothing is going to change that.</p>	
Julie Fitzgerald	Mayor, Wilsonville	Of all of 218 aircraft, can you please remind us of what percentage are the high-end corporate jets?	<p>The number of current based aircraft is 281. In the working paper, table 3-8 indicates some of those jet aircraft. Appendix 6 has a full listing of all FAA approved aircraft.</p> <p>There are 36 jets; 13% of the 281.</p>
Mary Closson	Community member	<p>I'd like to know the status of expansion at Salem Municipal Airport. I've heard that they would accept improved air traffic It's such a short distance from Aurora so it seems like charter flights, executive flights, etc., could be handled from Salem.</p> <p>I also want to say, for the record, that I'm aware that we're talking about Aurora STATE Airport. OUR tax dollars help cover operational costs of this airport. Bottom line: I oppose expansion of the Aurora State Airport for environmental reasons, traffic reasons, agricultural reasons and traffic safety reasons!</p>	<p>To clarify – funds for airport improvements in the US are derived from the aviation trust fund, which is 100% funded by user fees. For example, taxes on airline tickets are a user fee that contributes to the aviation trust fund. The trust fund provides monies to the airport improvement program for capital projects.</p> <p>Additionally, ODAV does not receive state general funds – no Oregon tax dollars are spent by the agency to support the Aurora State Airport. ODAV operations are sustained wholly on user fees, registration, leases, and other sources that are detailed on the agency's website.</p> <p>The City of Salem recently completed a master plan, and all of their documents should still be online. You can contact them for more information.</p>
Elaine Swyft	Community member	Is there data yet on the environmental impact of lead pollutants? I apologize if this question was already answered. If no data yet, is there a plan to collect this.	The project FAQs have information regarding the NEPA process. It is project specific, and the FAA leads that process.
Mary Closson	Community member	<p>I meant to say that Salem Municipal Airport would accept ADDITIONAL air traffic if they expand.</p> <p>Also, for the record, I live in Wilsonville.</p> <p>Thanks for the info re the Salem airport.</p>	Thank you for the comment.
Julie Fitzgerald	Mayor, Wilsonville	How does the Aurora State Airport currently provide drinking water and sewage treatment	Marion County issues building permits, and would be able to answer



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		<p>facilities for the restroom facilities to all of their businesses? As they plan to expand, will they continue to offer the same method of providing water and sewer services to the office buildings planned to be built adjacent to the tarmac?</p>	<p>this question, since those businesses are on private property ODAV doesn't have access to the county requirements for private property.</p> <p>ODAV does have two wells and a septic tank and pump for on-airport property.</p>
Kriss Wright	Community member	<p>What's the GPM [gallons per minute] on the well on site?</p> <p>There was an airplane that landed on one of the houses here. I encourage emergency plans. What is your emergency response plan for potential disasters?</p>	<p>ODAV has two wells for State-owned property. One well only serves the air traffic control tower (ATCT) and has a pump rated for 10gpm. The other well serves other on-airport needs and had a potential yield of 275gpm at the time of installation in 1981. However, the pump is set to 35gpm. Other wells exist on adjacent lands, which have through-the-fence access (TTF) to the Airport but ODAV does not keep those records – they would be recorded with Marion County.</p> <p>The Airport is served by local Fire Districts for on/off airport emergency response.</p>
Bruce Bennett	Aurora Airport Improvement Association	<p>I keep hearing about expansion, but it's clear that the property has been the same for a while and I don't believe there are plans to change it. The runway expansion would be on airport property which is currently an overrun and wouldn't change the type or noise of aircrafts. There has been a lot of misinformation distributed that is worrying people. My family has had property on Aurora airport since 1968. Most flights are emergency or medical flights.</p>	<p>Thank you for the comment.</p>
Nancy CS	Community member	<p>I grew up in Aurora and I work the farm with my dad. It's been so hard to see the developments happening here. The airport has really impacted me in just the last few years. When I'm on the phone for work, it is jarring. It makes it difficult to hear clients. A helicopter flew so close that the house shook. The airport forced my parents to sell some property, so I have built distrust in what may happen at the airport. It used to be agriculture and woods, and now that is gone. The noise is unacceptable, and there have been readings of 105 decibels on several occasions. There have been readings of 70-80 decibels inside my house. They're doing exercises, and fluids are dropping from aircraft onto your fields. I couldn't hear what someone was saying in the PAC meeting</p>	<p>Helicopter Transport Services (HTS) was permitted through Marion County and is independent of Aurora State Airport. ODAV does not control how they operate their aircraft. If you have noise or concerns with impacts to your property you can contact HTS directly or Marion County code enforcement.</p> <p>If you have safety concerns you can also contact the Portland FAA Flight Standards District Office (FSDO) at (503) 615-3200.</p>

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		because a jet was taking off. We are agriculture people and were here before the airport.	
Tony Helbling	Positive Aurora Airport Management	I'm the president of Positive Aurora Airport Management. We are made up of airport operators, owners as well as representatives of surrounding communities. We've held events in conjunction to with ODAV to help our neighbors understand what is going on at the airport. There seems to be quite a few questions the MP consultants can't answer. If people would like - as soon as Covid allows, etc... I'd be willing to put together an event that would be open to the neighbors to talk about what's going on at the airport. It seems like there are concerns and questions about what happens on the ground at the airport and septic systems. There are multiple wells, septic systems, and sanitation systems on the property in addition to the state one mentioned. We could put together some outreach to help concerned neighbors come talk to us and dispel rumors.	Thank you for the comment.
Joanne Lindville,	City Councilor, Wilsonville	One of the graphics showed that the Aurora Airport was the 3rd busiest state airport, but busier ones are run by the city or a port. I have great concerns that it is run by ODAV, and is projected to grow while not incorporated into a city. It has well water and a septic tank instead of a sewer. It's on rural roads and has one of the only traffic control towers. It's managed by a state agency which has other responsibilities and we've been fortunate to not have safety issues such as crashes. As this study is being done, I think the projected growth, current usage, and location to surrounding urban areas needs to be looked at regarding management and ownership of the airport itself.	Thank you for your comment. ODAV owns and operates 28 airports of varying sizes and levels of use throughout Oregon, many of which are in rural and urban areas. Current ownership and operation of the airport is addressed in the Existing Conditions chapter.
Benjamin Mello	FAA	Just a couple of comments - The EPA currently plans to issue a proposed endangerment finding in 2022 regarding leaded fuel which will undergo public notice and comment. After evaluating comments on the proposal, they plan to issue any final endangerment finding in 2023. The FAA, together with government and industry stakeholders, is in the early stages of developing a multi-layered transition strategy to reduce and ultimately eliminate lead from aviation gasoline. More information about FAA's programs can be found here: <a href="https://www.faa.gov/about/initiatives/avgas/">https://www.faa.gov/about/initiatives/avgas/</a> The Salem Municipal Airport (SLE) is starting	No response needed.

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		a new master plan this year. John Paskell, C.M., Airport Manager City of Salem   Salem Municipal Airport 2990 25th Street SE, Salem OR 97302 jpaskell@cityofsalem.net.	
Cornelia Gibson	Community member	Thank you, Councilor Linville. Excellent point.	No response needed.
Nancy CB	Community member	I've also had concerns about septic and water. As more development happened, our water pressure went down, and we were going to have to dig another deeper well.	Thank you for the comment. The only recent improvement on state-owned property was the addition of the 10gpm well for the ATCT in 2015. There have been no other changes since the main well was installed more than 40 years ago. All development is subject to Marion County requirements.
Bruce Bennett	Aurora Airport Improvement Association	Traffic has become a major issue as the area has grown and needs to be addressed. I don't believe the Airport is the cause of it, rather it's victim of it.	Thank you for the comment.

## Emailed Public Comment and Testimony

Name	Question/Comment	Response
William A. Wallace	<p>I am reviewing the Aurora State Airport Draft Airport Master Plan of February 2022. What is conspicuously absent in the current draft is any mention of climate change and its potential impact on future operability of the Aurora State Airport. Over the next 20 years and beyond, climate change in this locale is likely to have significant impacts on airport operations and economics. Some of these impacts are described below. Not taking climate change into account makes the Plan deficient. The Environmental Data section on Page 2-19 provides a recitation of the weather and climate conditions at the airport based on historical climate information. However, according to respected scientific organizations such as NASA, NOAA, the National Academies, and the Intergovernmental Panel on Climate Change (IPCC), the climate is changing significantly. In the past, historical climate conditions were reliable predictors of future climate conditions. That is no longer true. Thus, the elements of the Plan that are based on historical climate conditions are not reliable. There is now irrefutable scientific evidence that the climate is changing and that the change is human caused. Since the beginning of the industrial age, the Earth has warmed by about 1.1°C (2°F) caused primarily by the burning of fossil fuels for heat and power. Carbon dioxide (CO2) and other heat-trapping gases released into the atmosphere have disrupted the Earth's climate regulating systems. This increase in thermal energy has not only produced warmer temperatures but more frequent and extreme weather events. Furthermore, climate scientists have told us that unless the warming is kept below 1.5°C (2.7°F), extreme weather events will get markedly worse. Some changes are likely irreversible. While the Northwestern U.S. may not be affected as much as other U.S. locations, the Aurora Airport locale has already experienced the impacts of climate change. Last February's exceptional ice storm and the unprecedented</p>	<p>There are ongoing nationwide efforts that the FAA, in coordination with EPA, is undertaking to address greenhouse gas emissions related to aviation and also emissions from jet exhaust. The purpose of these efforts is to investigate fuel alternatives to reduce emissions. More information is available at: <a href="https://www.faa.gov/airports/environmental/air_quality">https://www.faa.gov/airports/environmental/air_quality</a></p> <p>Opportunities to mitigate these issues are not within the scope of the Airport Master Plan project. However, future development projects on the airport are subject to National Environmental Policy Act requirements and greenhouse gas emissions is one of the impact categories identified to be reviewed. More information is available at: <a href="#">National Environmental Policy Act (NEPA) Implementing</a></p>

	<p>110+°F heat wave in June of 2021 are recent examples and harbingers of things to come. Extreme heat events and extreme storms will affect the ability of aircraft to land and take off safely and disrupt airport operations. In response to such events, civil infrastructure assets including airports need to become more climate resilient, able to withstand or recover from extreme climate and weather events. Yet the resilience plan for the Aurora State Airport only deals with seismic resilience. While cities and counties across the country are developing plans to make their communities climate resilient, the Airport Plan makes no mention of climate resilience. The latest draft IPCC report issued this week concludes that the window for action is closing rapidly and is urging the U.S. and other countries to reduce carbon emissions to net zero by 2050 and be half way there by 2030, less than 8 years from now. Efforts are now underway to reduce carbon emissions, and the transportation sector one of the largest carbon emitters. While aviation accounted for 2.4 percent of the total CO2 emissions, other aircraft engine emissions such as nitrous gases, water vapor, soot, sulphates and particulate matter pushed their warming contribution to 3.5 percent. In response, auto manufacturers have committed to stop production of gas-powered cars, selling only zero emission vehicles by 2040. For aircraft manufacturers, zero emissions power is not a feasible option. Continuing to operate fossil fuel powered aircraft will become an economic and regulatory burden on aircraft and airport owners and operators as countries including the U.S. seek to reduce their carbon footprint. Some kind of carbon tax or regulations requiring the reduction of carbon emissions is inevitable. Yet, there is no discussion of carbon emissions and its impact in the Plan. In reviewing the Scope of Work for the Aurora State Airport Master Plan Update, climate is mentioned briefly (page 16) and not in the context of changing climate conditions. I encourage the Oregon Department of Aviation and the consultant, Century West Engineering, to study this issue in more depth and incorporate the potential impacts into the plan.</p>	<p><a href="#">Instructions for Airport Actions – Order 5050.4B (faa.gov)</a></p>
<p>Cornelia Gibson</p>	<p>We live in the Willamette Valley, -a valley which is considered among the best farmland in the world with several feet of topsoil!</p> <p>It is common knowledge that airports create significant environmental cost and hugely impact the locality where they are built. In addition to noise pollution, emissions from aircraft in the air and at ground level degrade air quality severely and thereby directly impact human health. Additionally ground support equipment increases the air pollution and pollutant runoff into our nearby waterways, the Willamette river.</p> <p>Whether piston engine planes or jets which use AV fuel, the contaminants are harmful for the farmland of the Willamette valley, our rivers and our local food supply.</p> <p>Why would we want an expanded airport with all its negative side effects of increased airport waste, on this valuable farm land ? What and whose interest is best served that it warrants increased airport waste in our local food supply?</p> <p>The general public? The farmers nearby?</p>	<p>There are ongoing nationwide efforts that the FAA, in coordination with EPA, is undertaking to address greenhouse gas emissions related to aviation and also emissions from jet exhaust. The purpose of these efforts is to investigate fuel alternatives to reduce emissions. More information is available at:</p> <p><a href="https://www.faa.gov/airports/environmental/air_quality">https://www.faa.gov/airports/environmental/air_quality</a></p> <p>Opportunities to mitigate these issues are not within the scope of the Airport Master Plan project. However, future development projects on the</p>

	<p>Or is it some select investors, airplane owners and executives who can fly to their offices instead of driving across our single freeway bridge?</p> <p>Growth of an airport should not be at the cost of negative impacts on the environment and the people who live nearby! Much less on the best farmland in the world. There are several other airports in the area. Please do not condemn this best farmland in the world to airport pollution.</p>	<p>airport are subject to National Environmental Policy Act requirements and greenhouse gas emissions is one of the impact categories identified to be reviewed. More information is available at:</p> <p><a href="https://www.faa.gov/airports/airport-cargo/5050.4B">National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions – Order 5050.4B (faa.gov)</a></p>
<p>Klaus Gibson</p>	<p>In the past 25 years that we have lived in Wilsonville we have seen enormous change in the community. The I-5 Corridor has become more and more the major commercial arterial between Canada and Mexico. Wilsonville Road under the I-5 underpass was a 2 Lane road. Travel north and south on I-5 was very accessible and efficient. Today, Wilsonville Road is heavily traveled and five lanes. Today between 3:30 PM and 6:30 PM we avoid going across town because traffic is backed up on the west side most of the time all the way to Brown Road because of the bottleneck on the southbound I-5 Willamette River bridge. Now traveling south on I-5, traffic begins to jam up during that time in Tigard and homeward bound we need to exit the North Wilsonville exit because all lanes are standing still with traffic snarled because of the bottleneck at the I-5 bridge. I-5 northbound south of the Willamette River Bridge, too becomes often congested with traffic slowing to between 25 and 35 mph until northbound across the bridge. The area north of the I-5 bridge has had tremendous population and commercial expansion. The truck traffic is ever increasing, vehicle traffic is ever increasing, yet across the Willamette River no major projects have been accomplished since its construction virtually 70 years ago in 1954. The River Crossing is totally archaic. The proposed expansion of the aurora airport undoubtedly will compound this bottleneck. Proponents of the expansion minimize the impact. We need to be visionary, we need to think of the area and the surrounds in 20 to 40 years from now. Will this recently small provincial airport basically serving piston small plane enthusiasts incrementally become a major regional air freight hub? Sounds outrageously alarmist? Really? There will be continued population and commercial expansion in Canby, Aurora and Woodburn area. To accommodate that expansion in the next 20 to 40 years another I-5 freeway bridge is an absolute must to maintain the livability and economic vitality of the area. Before the expansion of the airport let's talk about paying for, and constructing an additional I-5 bridge.</p>	<p>There are no known plans to create a freight hub at Aurora State Airport.</p> <p>Funding for off-airport transportation facilities is the responsibility of the applicable City, County, or ODOT and is beyond the scope of this project.</p>
<p>Mary Closson</p>	<p>I've been a Wilsonville resident since 2010 and an Oregon resident since 1990. I'm writing today because I'm deeply concerned about the proposed expansion of the Aurora State Airport. I bolded the word "State" because I'm aware that my tax dollars support the Aurora State Airport and the ODA. Over the past few years, I have made it a priority to understand the history of this airport and the efforts that have taken place to expand it, specifically by lengthening the main runway, but also</p>	<p>At this point of the planning process airport expansion has not been proposed. We are evaluating existing conditions, documenting current airport activity, and forecasting future demand throughout the 20-year planning horizon. In future tasks, the facility requirements</p>

	<p>through placing more commercial buildings in and around the airport.</p> <p>Included in my research is the ruling given by the Oregon Court of Appeals (June 16, 2021) which stated that your organization misapplied state land-use laws in approving the contentious 2012 Aurora State Airport Master Plan. I support the City of Wilsonville and the City of Aurora's stance on the Aurora State Airport Master Plan.</p> <p>I am against the expansion of this airport (runway expansion, additional buildings on the land surrounding the airport, etc.) based on my awareness of infrastructure limitations (water/sewer among them), environmental impacts and increased traffic congestion.</p> <p>In terms of environmental impacts, I support the Friends of French Prairie and their work to preserve the valuable rich farmlands that would be severely impacted as a result of airport expansion. I also support the many residents of Charbonneau, Aurora and Wilsonville (north of the river), who have voiced concerns about the severe noise impacts from increasing jet and airplane traffic. Along with the noise, we are troubled by the health issues resulting from emissions from aircraft in the air and at ground level.</p> <p>I have also been made aware of increased traffic on I-5 and the roads in and around Aurora, Wilsonville, Charbonneau and Canby should this airport be expanded. I have read reports that document a surge in traffic accidents and related injuries/fatalities as a result of the current high volume of traffic on I-5 and on the roads connecting I-5 and the airport. We already have a major problem with the Boone Bridge/I-5 bottleneck and it would surely be made worse should the airport be allowed to expand.</p> <p>It is also my understanding that the Salem Municipal Airport is open to expansion that would include more small jet traffic. With its close proximity to Wilsonville/Charbonneau, Aurora and Canby, why is your agency not giving more attention to the Salem Municipal Airport?</p> <p>We residents/taxpayers deserve to live in communities that are safe from airport pollution and from the hazards of increased traffic on our already burdened roads and freeways. We also need to recognize and place a priority on the unique agricultural value of the farmland surrounding the Aurora State Airport. I urge you to focus your time and attention on the win/win scenario offered by expanding services at the Salem Municipal Airport.</p>	<p>will look at existing conditions compared with current FAA standards and identify potential improvements to accommodate forecast demand. That information will be used in the development alternatives to determine how improvements could be accommodated physically on the airport. Public comments will be considered on future draft chapters including the facility requirements and development alternatives.</p> <p>Potential funding for future airport projects will come from FAA Airport Improvement Program (AIP) or other airport specific funding sources. AIP funding is derived from airport user fees and can only be used for projects supporting airport improvements. Funding for off-airport transportation facilities is the responsibility of the applicable City, County, or ODOT and is beyond the scope of this project.</p> <p>To clarify – funds for airport improvements in the US are derived from the aviation trust fund, which is 100% funded by user fees. For example, taxes on airline tickets are a user fee that contributes to the aviation trust fund. The trust fund provides monies to the airport improvement program for capital projects.</p> <p>Additionally, ODAV does not receive state general funds – no Oregon tax dollars are spent by the agency for the Aurora State Airport. ODAV operations are sustained wholly on user fees, registration, leases, and other sources that are detailed on the agency's website.</p>
<p>Gerald (Gerry) Tunstall</p>	<p>I am a private pilot with approximately 1000 hours of pilot time and 3200 hours as a C-130E Hercules transport navigator/flight instructor/flight examiner. Originally from Portland, Oregon, I live in</p>	<p>Thank you for your comments and perspective as a user of the airport.</p>

	<p>Tualatin, Oregon. After my military service (USAF), which included VietNam, Cambodia, Africa, Europe, and the Pacific, bought a fractional ownership in a Cessna 172, and we rent a hangar at Aurora Airport. I am a member of the Columbia Aviation Assn., which is a social and professional organization based at the airport. Thanks to the efforts of this club, I maintain FAA proficiency and currency requirements and it is a vehicle for numerous professional lectures, fly-outs to regional destinations, and for developing connections for aircraft maintenance.</p> <p>Why do I love flying and why do I believe in the future of the Aurora Airport? After years of military flying, recreational flying provides an activity that puts the fun back into flying. I enjoy taking passengers to educate them on what a gorgeous state that we live in, from a completely different perspective. I try to encourage young people to consider an aviation related career. I enjoy aerial photography. When flying over noise sensitive areas, I follow the rules and voluntarily throttle back to minimize engine noise over residential areas, at my own risk.</p> <p>My professional and educational background includes urban planning. I think that I have a long term and local perspective on what can happen if the airport becomes threatened by human urban activity. Many airports in this area have been removed in the past 50 years: Evergreen, Troh's (twice), Bernards, etc. Pearson Airpark in Vancouver was almost lost. If Aurora Airport becomes threatened, it would heavily affect airport maintenance and manufacturing facilities, and would have an economic consequence with local businesses including restaurants and service oriented activities.</p>	
<p>Lee Barckmann</p>	<p>The planning of the Airport needs to be tightly meshed with the “quality of life” concerns of the surrounding area. This quality of life can be measured by looking very closely at the concerns of people living adjacent to or near the airport. The continual attempts of aviation business interests to override or minimize those concerns should be closely examined. Who will benefit from the airport expansion? Aurora Airport is a state owned facility, owned by all of us. A poorly conceived Master Plan, or one that does not take into consideration the views of people who live nearby will have wide ranging and long term negative consequences for the area. It will deed millions of dollars worth of public value to local aviation “oligarchs”.</p> <p>I use that word "oligarch" perhaps too loosely, but in light of recent international events perhaps it is appropriate. Allowing wealthy individuals to corruptly leverage uncontrolled economic access to publicly owned facilities for their own benefit is one definition of an oligarch, and it is how Putin’s cronies got so rich. Many in the area feel that this is what is happening or might happen.</p> <p>The word “Quality” was Governor Tom McCall’s watchword, along with “Progress”. So perhaps instead of “growth” you need to think of “Quality creates Progress”, as the theme for creating the new master plan for the Aurora State Airport.</p> <p>Regardless of the size and number of hangars built in anticipation of expansion, control of the facility remains in State hands and should be administered with the interests of the citizens of the</p>	<p>Thank you for your comments.</p> <p>Future development projects on the airport are subject to NEPA requirements. The environmental study to satisfy NEPA requires a review of cumulative impacts of development projects at the airport.</p>

state put first and foremost. The desires of the private aviation industry to expand the runway and taxiways should be examined with open eyes. Please look at the negative impacts that the airport is creating now, and realistically extrapolate what those impacts would be when running bigger and bigger planes in and out at a very increased rate of landing and takeoff. Regardless of what the airport business community says are their near-term operational intentions, once the facility is built, past promises will become meaningless.

The Master Plan Advisory Committee will undoubtedly receive many comments regarding the threats the airport poses to our environmental quality from the loss of farmland, from more leaded airplane fuel and exhaust being sprayed on us, along with the possibility of spills and pollution of our groundwater. I am sure many will talk about the sometimes incessant noise over adjacent neighborhoods and communities, and the very real threat to home values in the region. I concur with all of them, and so do many of my neighbors along "the Canyon Creek corridor" in Wilsonville north of the Willamette River.

However, in addition to those very real threats, most of which are affecting us today, I think the Advisory Committee needs to also keep a wider focus on both our past (how we got here) and our future (where we are going). Re-engage with the original reasons why this committee exists in the first place.

Our past is the legacy that Tom McCall left us. Over the last fifty years Oregon has taken a different path from that of most of the western states. McCall wanted the state to remain as pristine as possible, and he created a system, via land use laws that you in the Master Plan Advisory Committee will help to shape and administer. You must ensure we carry that vision into the future. That is your overriding mission, and I hope you remember it. This was not a partisan issue, at least not in the past. McCall, as you know, was a Republican, and his vision of economic development was that this effort to keep Oregon clean would attract like minded people from all over the world to come to the state, who would bring money and skills to grow the economy in a manner that would blend with the natural ecology of our wonderful state. And, in spite of a few hiccups here and there, he was right, that is what has happened.

In addition to cleaning up the Willamette River, McCall saw the corridor between Portland and Salem as the prime region to show how Oregon can keep from becoming overdeveloped, or worse, poorly developed. For the most part, up to now, this section of the state has remained mostly farmland. It has not been paved with asphalt as has happened with so many communities. Have you ever landed in Houston's "George Bush Airport " and then driven the 10-12 miles to the city center? It is mile after mile of semi-abandoned strip malls, with huge pot-holed paved parking lots, abandoned cars, and toxic waste sites in the making. The paving amplifies the summer heat, does nothing to clean the carbon dioxide from the air and is generally ugly and unlivable, almost post-apocalyptic. McCall saw that possible future and dedicated his political life to making sure it did not happen to Oregon.

That is why so many people came to Oregon over the last fifty years. That is why those people invested their lives here. We



have done well with this plan. But once you lose your quality, whether old growth timber, or farmland, or groundwater, you never get it back. Every acre of land you save now is an acre we leave to our children. It is not wasted by staying the way we found it. Every limit you put on unchecked expansion will pay off with dividends for our children.

When McCall pushed through the famous Senate Bill 100 in 1973, it was a prescient clarion call, not just to the nation but to the world that we can keep our QUALITY, that we will not let the profit motive be the only rule that guides PROGRESS. And we think Progress means protecting the land. That we create spaces where people can live with the amenities of civilization, but without the worst of its debilitating effects.

I urge you as neighbors and fellow Oregonians to take seriously the concerns of those of us who live near the Aurora Airport. Don't create the conditions that will add to the sprawl that will blight our children's future.

## In Attendance

### Agency Representatives

Betty Stansbury, *ODAV*

Heather Peck, *ODAV*

Anthony Beach, *ODAV*

Sarah Lucas, *ODAV*

Seth Thompson, *ODAV*

Benjamin Mello, *FAA*

Kate Key, *FAA*

### Staff and Consultants

Matt Rogers, *Century West*

David Miller, *Century West*

Mike Dane, *Century West*

Samantha Peterson, *Century West*

Mark Steele, *Century West*

Brandy Steffen, *JLA Public Involvement*

Ariella Frishberg, *JLA Public Involvement*

Jen Winslow, *JLA Public Involvement*