

AURORA STATE AIRPORT



AIRPORT MASTER PLAN - PAC MEETING #1

MEETING SUMMARY

Date: Tuesday, November 16, 2021
Time: 3:00-5:00 pm
Location: Zoom Webinar

In Attendance

PAC Members Present

Roger Kaye, *1000 Friends of Oregon*
Ted Millar, *AABC/TLM Holdings*
Bruce Bennett, *Aurora Airport Improvement Association*
Ken Ivey, *Aurora Butteville Barlow Community Planning Organization*
Bill Graupp, *Aurora CTE, Inc*
Steve Switzer, *Charbonneau Country Club*
Brian Asher, *City of Aurora*
Chris Neamtzu, *City of Wilsonville*
Commissioner Tootie Smith, *Clackamas County*
Rob Roedts, *Columbia Helicopters*
Bob Buchanan, *Alternate, Columbia Helicopters*
Cheryl Pouley, *Confederated Tribes of the Grand Ronde Community of Oregon*
Matt Williams, *Deer Creek Estates HOA*
Ben Williams, *Friends of French Prairie*
Ben Clayton, *Life Flight Network*
Tristan Dorian, *Lynx Aviation*
Matt Lawyer, *Alternate, Marion County*
Tony Beach, *Oregon Dept of Aviation*
Naomi Zwerdling, *Oregon Dept of Transportation*
Matt Crall, *Oregon Dept of Land Conservation and Development*
Nicole Mardell, *Alternate, Oregon Dept of Land Conservation and Development*

Bill Martin, *Oregon Office of Emergency Management*
Sarah Puls, *Alternate, Oregon Office of Emergency Management*
Tony Helbling, *Positive Aurora Airport Management*
Jody Christensen, *Regional Solutions*
Rian Johnson, *Vans Aircraft*
David Waggoner, *Willamette Aviation*
Patrick Donaldson, *Wilsonville Chamber of Commerce*
Kevin Ferrasci O'Malley, *Alternate, Wilsonville Chamber of Commerce*

PAC Members Absent

Raul Suarez, *Aurora Air Traffic Control*
Scott Archer, *City of Canby*
Robert Kentta, *Confederated Tribes of Siletz Indians*
Christian Nauer, *Confederated Tribes of Warm Springs Reservation of Oregon*
Robert Fournier, *Helicopter Transport Service*
Commissioner Danielle Bethell, *Marion County*
Mary Anne Cooper, *Oregon Farm Bureau*

Agency Representatives

Sarah Lucas, *ODA*
Heather Peck, *ODA*
Seth Thompson, *ODA*
Benjamin Mello, *FAA*
Betty Stansbury, *ODA*
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*
Tracie Heidt, *JLA Public Involvement*

Audience / Members of the Public

Loraine Crouch
Robert Zakian
Aron Faegre
F Caughlin
Austin Barnes
Ron Looney
Lisa Brice
Bruce Bergman
Jake Jacobs
Otto Horvath
Cheryl van Grunsven
Greg Leo
jging
Joe Mollahan
James Pererson
Kathryn Kelley
n cs
Jason Paolo
Mark Ottenad
Bill Horton
Jon Denney
James Kirby
Joyce Williams
Tom Herzog
Greg Drew

Wayne Richards
Todd Williams
Linette Dobbins
John Wilson
Council President Hensley
Jake Farrens
Richard VanGrunsven
Leticia Martinez de Cervantes
Dr John
David Carlson
Joseph Schaefer
Dan Fricke
John Rachor
Frank Vedack
Mark Steele
Tyler Meskers
Derek Holland
Barbara Jacobson
Jan Gagnon Zakian
Neal White
Patricia Allen-Sleeman
Mayor Julie Fitzgerald
Josh Pruzek
Maurice Gunderson
Pateek Vasudev
Loita Colebank
City Councilor Charlotte Lehan
Tom Maletis
Carolyn Lee
Richard
Eric Winston
Trevor Conroy
Greg Strecker
Betty Ann Arrasmith

Overview

The meeting goals were to introduce the project, understand the role/expectations for the PAC, prepare for upcoming meetings, and to receive public input.

Welcome and Introductions

Brandy Steffen, JLA Public Involvement, welcomed everyone to the meeting and reviewed the agenda and basic Zoom meeting tips. **Sarah Lucas introduced Oregon Department of Aviation (ODA)** staff and the consultant teams. **Matt Rogers, Century West**, introduced the subconsultants that are involved with the project. Brandy posted a poll question asking if members had concerns about the fact that the meeting was being recorded. There were no concerns. Brandy introduced the PAC members and then posted an icebreaker poll question on the screen to see how people were doing, using a weather metaphor as a gauge.

Meeting Process Roles and Responsibilities

Brandy clarified the PAC's roles, reviewed the meeting guidelines and ground rules and described her role as facilitator. She explained the decision-making process, noting the PAC is an advisory group; a sounding board that will review information and provide feedback but not make a recommendation because ODA staff are the final decision-making body. She stated that the project team will gather all PAC members' viewpoints, consider them, and include them in the meeting summary notes.

Brandy said ODA is committed to a fair and transparent public process. There will be many opportunities for the public's questions and comments during future open houses and interviews. The public is always welcome to attend PAC meetings and at each meeting there will be a 15-minute period for verbal comments.

Brandy polled the members to see if they needed any clarification on the agenda, decision-making process, or public involvement and to make sure they understood the protocols/ground rules.

History and Master Plan Overview

David Miller, Century West, gave a history of the Aurora State Airport from the 1940s through current times. He provided parameters for the project. The Master Plan is a facility plan that follows the requirements set by the Federal Aviation Administration (FAA). The goal is to provide a framework for a cost-effective improvement of airport facilities in response to aviation demands. He explained that the 20-year planning horizon was divided into three periods: short-term, intermediate-term and long-term and gave an existing conditions overview. He shared the 18-month project schedule, noting there would be seven PAC meetings and four open houses (although the schedule is subject to change).

Brandy posted a poll to see if anyone had clarifying questions. Two said they would ask their questions in the chat and six people indicated that they might follow up with her later.

PAC Questions and Comments

Brandy opened up a PAC question and comment session, in which committee members could ask questions about the master plan, give general comments about the information presented, list some goals they would like the plan to accomplish, and share their local expertise and airport knowledge. Full comments, along with responses are provided in the table at the end of the document.

Public Comments

Brandy opened the meeting up to public members in attendance that wanted to provide verbal comments to the PAC and reminded everyone that written comments would be collected anytime through the project website. Four people provided comments, which are listed in the tables below along with responses to their questions.

ODA only endorses/supports data and statements that are released from this study and posted to the project website. All other statements by members of the Planning Advisory Committee and public are personal opinions. Other documents may not be endorsed by the ODA because they are out of date, unless otherwise noted.

Next Steps

Brandy thanked everyone for coming and said the recording of the meeting and Power Point Presentation slides would be posted on the website within the next couple of days.

The meeting summary will be posted to the project website in about two weeks and will include all questions and responses, even to those questions that were asked in the chat and weren't answered today. We will also email the PAC members the meeting summary. Brandy advised members to send the team any other questions they might have in the coming days and announced that the second PAC meeting will be scheduled in the future, but it is anticipated for January/February 2022.

Sarah, Heather, and David all thanked the PAC and members of the public for coming and Brandy closed the meeting.

Questions/Comments and Responses Related to the Meeting Topics

Name	Affiliation	Question/Comment	Response
David Waggoner	Willamette Aviation	Will any elements of last master plan be added to this one?	Past studies are being reviewed for historical reference. This Airport Master Plan (AMP) Project will include a comprehensive evaluation of existing conditions, evaluation of compliance with current FAA standards, and development of alternatives to address forecasted activity at the airport.
Ben Williams	Friends of French Prairie (FOFP)	A Master Plan that actually takes into account the local communities and neighborhoods and the airport impacts upon them!	Maintaining a transparent and thorough process that involves listening to and understanding all comments from the public, surrounding neighbors, and PAC members is a critical component of this AMP Project. ODA will utilize comments in an advisory manner, as applicable to the FAA-approved Scope of Work (SOW) and in accordance with best practices of airport operations management.
Ted Millar	AABC/TLM Holdings	I have been part of the airport for 20-some years and the state of Oregon is making emergency preparedness a major priority in	To clarify, the scope of work approved by the FAA for this master plan doesn't include any resiliency scope, so a future special study might address this, but it

		<p>the case of major disasters, such as earthquakes and fires. The state study indicates that within the first 90 days of an earthquake, the emergency response is going to have to be by air. The Aurora Airport was one of 12 airports designated as an emergency response location. Geo technical studies show that in case of a major earthquake, this airport won't be affected by the liquification like PDX, Hillsboro and McMinnville. He said we already have control towers with all of the emergency preparedness companies located here, such as Columbia Helicopters, Helicopter Transport, Wilson Construction, etc. He thinks it's important that this airport gets special attention because of its capabilities.</p>	<p>is not part of this specific process. Thank you for sharing.</p>
<p>Roger Kaye</p>	<p>1000 Friends of Oregon</p>	<p>I have questions about the scope of work document they all received in advance but wanted to wait until today to ask his questions. The scope of work identified a lot of particulars that are not identified here in this first meeting. Everyone should look at it and see how this process fits within the scope. He had concerns about certain statements made in the scope of work and wanted them addressed by ODA. He wondered if the scope of work was part of this process.</p>	<p>Yes, the scope of work came via email to all committee members in October as part of the packet, and if you didn't receive it, please email Sarah Lucas.</p>
<p>Bruce Bennett</p>	<p>Aurora Airport Improvement Association (AAIA)</p>	<p>Have been on the airport field for 47 years straight and that it was important to keep everything in perspective. He said the runway lengthening safety improvement that has been planned since 1976 has been hugely exaggerated and it is important to keep in perspective that Aurora will never be a long runway, but it should be normal anyway. In the state of Oregon, 30 airports are longer than this one, and only 4 are busier. He said the prior master plan would put Aurora Airport at number 11,</p>	<p>Comment noted; no response required.</p>

		and that was a reasonable target.	
Bruce Bennett	Aurora Airport Improvement Association (AAIA)	Safety improvements that have been delayed for decades are paramount based on my 43 years operation here and lifetime in the Aviation industry.	Comment noted; no response required.
Bruce Bennett	Aurora Airport Improvement Association (AAIA)	Wanted to clarify for the non-pilots in the group that the original runway length requirements for the airport in 1943 were okay. The regulations were that the runway needed to be long enough for an airplane to take off; but today, for safety reasons, the requirements are for take off plus a landing. It is critical that the length is adequate. One of Bruce's best friends died in an accident due to insufficient runway length. Looks can be deceiving on a runway, he said.	Century West will be looking at that. FAA has strict runway length minimum standards.
Naomi Zwerdling	Oregon Department of Transportation	What are the approval processes with land use and transportation? Does ODOT and City go through approval processes?	Marion County is the governing jurisdiction for the Aurora State Airport. Once the AMP is complete there will be a separate process for any Comprehensive Plan amendment or Transportation System Plan (TSP) updates, as required by Marion County. The processes that will be followed are set by Marion County's requirements.
Brian Asher	Mayor, City of Aurora	Will the local community utilities, noise, fire protection needs be addressed in the master plan	Yes. This master plan will include an analysis of noise exposure both for the current traffic and forecast periods. We will go over an inventory of some of the utilities that exist at the airport so you can be more familiar with what the airport's needs are for water, other resources and fire protection.
Ben Williams	FOFP	Also, for the record, we have no knowledge that there was any public notice or comment period for the Scope of Work (SOW) before it was approved and awarded. In other words, this PAC has no input about the SOW.	This AMP is a Federal Aviation Administration (FAA) Airport Improvement Program (AIP) funded project. SOW development and approval is an FAA process. For all projects funded by the FAA AIP, the FAA works directly with airport owners/sponsors to determine and approve the SOW in accordance with the FAA's requirements.

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Bill Graupp	Aurora CTE, Inc.	Added Goal: Account for future enhancements in aviation technology, including fuel/power and navigation technology, and changes to transportation standards (e-based technology).	ODA and the Consultant Team will address these issues, in accordance with the SOW.
Ken Ivey	Aurora Butteville Barlow Community Planning Organization	In the introduction packet, page 4 of Frequently Asked Questions refers to a "previous planning studies". Where can we access those studies?	The Project Website's resource page will be updated with any and all prior studies that may be deemed necessary and helpful for this project. Previous studies are currently available on ODA's website.
Ben Williams	FOFP	According to the State Geology Dept. the south end of the runway is subject to liquefaction and will disintegrate in a major earthquake!	Please feel free to provide the technical studies and evaluations to which you are referring. No new geotechnical studies are included in the SOW of this project.
Patrick Donaldson	Wilsonville Chamber of Commerce	I look forward to whatever plan is submitted because it seems so comprehensive. From the Chamber's perspective, the ability for people to work at the airport and go back to their homes and further the economy and have a safe work environment that they can return to is essential. He said it's important for the committee to bring forth all their ideas and documents they have questions about (such as liquification in the event of an earthquake) and we can independently look at the veracity of them and if they are contemporary.	We will review existing and past engineering studies that have been done on the runway, current pavement strength data, and other data. That will definitely be in our review of the inventory and incorporated into future planning for facility improvements. We will look at what information is available so we can understand current conditions. We will not be doing direct Geotech investigations with this work. We will review current studies done by professional engineers on the subject of liquification and review any additional documents that are available, as well.
Tony Helbling	Positive Aurora Airport Management	His group is focused on respectful operations of the aircraft and the airport in conjunction with their neighbors. He has worked with ODA in the past and done outreach. Their members, Bruce Bennett, for example, have worked with Charbonneau and others to get some of the routes in and out of the airport changed. John Wilson worked hard on the VFR routes for voluntary noise complaints. Tony is glad this is moving forward. His group wants to operate safely and respectfully of their neighbors.	Comment noted; no response required.

Tristan Dorian	Lynx Aviation	Agrees with Tony. Lynx has some big priorities as an FBO network. Items such as maintaining an efficient and sustainable site for operation, taxi way widening and weight limitations are important to them and their operation.	Comment noted; no response required.
Tristan Dorian	Lynx Aviation	Will CFR-Part 139 categorization of UAO likely be included in this master plan, bringing minimum security/safety standards and AOA (Airport Operating Area)?	No. For clarification, 14 CFR Part 139 requires FAA to issue airport operating certificates to airports that: <ul style="list-style-type: none"> • Serve schedule and unscheduled air carrier aircraft with more than 30 seats; • Serve scheduled air carrier operations in aircraft with more than 9 seats but less than 31 seats; and • The FAA Administrator requires to have a certificate. Certification is not an objective of this AMP or ODA.
Tristan Dorian	Lynx Aviation	Tristan Dorian wanted to circle back on the 139 piece. He recognizes it is not an immediate priority but because Aurora Airport is in the Portland metro area, it would bring a lot of economic benefit and efficiency in minimal standards for safety and security for the airport. He said this is a huge priority for them, their customers, base tenants and everyone on this call. Because it seemed like a logical step in the journey for Aurora, he wanted to challenge why Part 139 is not a priority item.	Comment noted. The goal is to operate at the highest level of safety. The Aurora Airport implements as many of the components of 139 as we can, but those components that require certification are less feasible to achieve. NOTE: 139 is a FAR (Federal Aviation Regulation) for commercial service airports and lays out a set of safety and security measures.
Bruce Bennett	AAIA	Ben's information is outdated and inaccurate, I'll provide correct information.	Please feel free to provide the technical studies and evaluations to which you are referring. No new geotechnical studies are included in the SOW of this project.
Tony Helbling	Positive Aurora Airport Management (PAAM)	The claim the south end of the runway will disintegrate is inaccurate. New geotechnical studies show differently.	Please feel free to provide the technical studies and evaluations to which you are referring. No new geotechnical studies are included in the SOW of this project.
Chris Neamtzu	City of Wilsonville	Is it a goal of this AMP process to comply with Oregon land use and public process goals?	Yes. ODA will complete the AMP in compliance with the Department of Land Conservation and Development's (DLCD) State Agency Coordination (SAC) Program. Compliance with

			<p>Oregon's Statewide Planning Program is a core requirement of the SAC Program. The ODA will ensure the Aurora State Airport AMP is completed in accordance with ORS 187.180; OAR 660-30 & 31.</p> <p>Oregon's Statewide Planning Program also emphasizes the importance of public involvement, which is a key component of the SAC Program. Accordingly, the 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.</p>
Tristan Dorian	Lynx Aviation	Just to make sure it's on record - weight limitation from 45,000lbs dual to 110,000lbs and taxiway widening to 50ft is a huge priority for this process.	Comment noted; no response required.
Chris Neamtzu	City of Wilsonville	Want to recommend ODA (Oregon Department of Agriculture) and DEQ (Oregon Department of Environmental Quality) as entities that warrant seats at the table.	Comment noted. All project information for this AMP will be readily available to all state, federal and local agencies and jurisdictions. ODA works with DEQ and Agriculture, as required, on all Capital Improvement Projects.
Ken Ivey	Aurora Butteville Barlow Community Planning Organization	Will you be sending out contact information for the hosts?	Contact information was shared in the presentation and is available on the project website.
Bruce Bennett	AAIA	Great points to strengthen the runway and widen the taxiway Tristan, somehow that was mistakenly communicated as "commercial service" use. So that will need to be sorted out.	The AMP will address current (existing) conditions and future facility requirements.
Wayne Richards	FOFP	I wonder about the airport operational count? Predications from 2012 were extremely high compared to actual use. Pilots need landing strip that is long enough to take off and land. Are they allowed to take off?	In the AMP forecasting effort, a variety of contributing factors, as well as the validated count of based aircraft, will be reviewed. The answer to that question will be studied in the aeronautical activity forecasting effort and the resulting facility requirements analysis.
Steven Benson and Lisa Brice	--	I live at Daydream Ranch near Charbonneau. Why aren't we represented on the committee because we are most impacted	You will be added to the mailing list, and it is recommended you reach out to a PAC member that represents your

		by the noise? We live in the City of Wilsonville.	area (City of Wilsonville and/or Clackamas County).
Lori Crouch	--	I live across street on Highway 551 in sunset estates. What is a noise contour and I wonder what noise volume this project will add? Will there be a wall added?	The AMP will develop noise contours (which are a representation of the average noise level) for both the existing and forecasted airport geometry and operations. More information on this item will be available as the project progresses.
"n cs" Nancy	--	I'm a neighbor and it used to be very peaceful and nice but now it feels like warzone with noise volume of 105 decibels. Expanding the airport can't make it better. What will be done to address that? I would like representation of the neighbors on the PAC. Didn't receive a note about this meeting.	<p>Postcards were mailed to residents and property owners within 1,000 feet of the airport. Additionally, notice was printed in multiple papers and sent via GovDelivery email to those signed up for that service. All future meetings will be noticed in the same manner.</p> <p>PAC meetings are open to the public and allow comment opportunities, as well as providing opportunities to connect with PAC members. It is too early to talk about outcomes of the AMP, as the process is just beginning.</p> <p>Brian Asher commented in the chat: "If you let Nancy know, I will be an ear for her area."</p>

Additional Questions/Comments and Responses

Name	Affiliation	Question/Comment	Response
Roger Kaye	1000 Friends of Oregon	Will need a video of this presentation before he can evaluate all of this information and asked when the recording will become available.	The recording of this meeting will be posted to the project website in the next few days.
Ben Williams	Friends of French Prairie (FOFP)	Does ODA, JLA and Century West own and operate an embarrassment meter. The PAC members were informed in advance that they are a sounding board but no recommendations will be made by the committee. How are they an "advisory" committee if they won't take advice from the committee, he asked.	Throughout this Aurora State Airport Master Plan Project, ODA is interested in all comments from the public and PAC members. We are committed to a transparent and thorough process. ODA is committed to listening and understanding the comments we receive and utilize the comments in an advisory manner as applicable to the scope of work and in accordance with the best practices of airport operations management. ODA will review and utilize comments as applicable to our requirements as a general aviation airport owner and sponsor, and in compliance with federal grant

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			assurances and Oregon Revised Statutes. ODA will be seeking recommendations from the PAC at various times. All recommendations will be submitted to the Aviation Board.
Matt Williams	Deer Creek Estates HOA	Glad you had this meeting and look forward to the next! Thank you	Comment noted; no response required.
Commissioner Tootie Smith	Clackamas County Board of Commissioners	Happy to be here and listen to the comments	Comment noted; no response required.
Bill Martin	Oregon Office of Emergency Management	Thank you for a most interesting and efficient first meeting. Looking forward to the process.	Comment noted; no response required.
Brian Asher	Mayor, City of Aurora	thank you good meeting	Comment noted; no response required.
Linette Dobbins	--	I own property on Boones Ferry across from south end of airport and changed approaches since last plan and going over their property and home. I received letter about cutting down trees.	Please reach out to Tony Beach, State Airports Manager (contact information on ODA website). The referenced letter was about existing conditions at the airport and is unrelated to this Master Plan Project.
Ben Williams Frank Vedaqk	FOFP	Frank Vedaqk, resident on Lower Boones Ferry Road can't get recognized for Public Comment and asks: 1) How do they plan on forcing residents into the aviation easement regarding the RPZ, and 2) Is ODA accounting for the negative impact on property values there and in the impact area within Deer Creek Estates?	This comment appears to be about a different project. Please Contact Tony Beach for information pertaining to the Aurora State Airport Obstruction Removal Project.