

AURORA STATE AIRPORT



AIRPORT MASTER PLAN PLANNING ADVISORY COMMITTEE (PAC) MEETING #3 SUMMARY

Date: Tuesday, May 3, 2022
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*
Bob Hala, *Atlantic Aviation*
Bruce Bennett, *Aurora Airport Improvement Association*
Ken Ivey, *Aurora Butteville Barlow Community Planning Organization*
Bill Graupp, *Aurora CTE, Inc*
Steve Switzer, *Charbonneau Country Club*
Councilor Charlotte Lehan, *City of Wilsonville*
Chris Neamtzu, *Alternate, City of Wilsonville*
Bob Buchanan, *Alternate, Columbia Helicopters*
Matt Williams, *Deer Creek Estates HOA*
Ben Williams, *Friends of French Prairie*
Matt Lawyer, *Alternate, Marion County*
Austin Barnes, *Marion County Planning Dept.*
Cathryn Stephens, *ODAV Board*
Sarah Puls, *Alternate, Oregon Office of Emergency Management*
Naomi Zwerdling, *Oregon Dept of Transportation*
Tony Helbling, *Positive Aurora Airport Management*
Rian Johnson, *Vans Aircraft*
David Waggoner, *Willamette Aviation*
Patrick Donaldson, *Wilsonville Chamber of Commerce*

PAC Members Absent

Raul Suarez, *Aurora Air Traffic Control*
Scott Archer, *City of Canby*
Brian Asher, *City of Aurora*
Commissioner Tootie Smith, *Clackamas County*
Tony Beach, *Oregon Dept of Aviation (ODAV)*
Matt Crall, *Oregon Dept of Land Conservation and Development (DLCD)*
Jody Christensen, *Regional Solutions*
Cheryl Pouley, *Confederated Tribes of the Grand Ronde Community of Oregon*
Robert Kentta, *Confederated Tribes of Siletz Indians*
Christian Nauer, *Confederated Tribes of Warm Springs Reservation of Oregon*
Rob Roedts, *Columbia Helicopters*
Wayne Richards, *Alternate, Friends of the French Prairie*
Robert Fournier, *Helicopter Transport Service*
Ben Clayton, *Life Flight Network*
Commissioner Danielle Bethel, *Marion County*
Brandon Reich, *Alternate, Marion County Planning Dept.*
Mary Anne Cooper, *Oregon Farm Bureau*
Nicole Mardell, *Alternate, DLCD*
Bill Martin, *Oregon Office of Emergency Management*

Aurora State Airport Master Plan – Planning Advisory Committee (PAC)
Greg Hughes, Alternate, *Vans Aircraft*

Kevin Ferrasci O'Malley, Alternate, *Wilsonville Chamber of Commerce*

Brandy Steffen, *JLA Public Involvement*
Jen Winslow, *JLA Public Involvement*

Agency Representatives

Betty Stansbury, *ODAV*
Heather Peck, *ODAV*
Sarah Lucas, *ODAV*
Seth Thompson, *ODAV*
Cathy Clark, *ODAV*
Andria Abrahamson, *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*
James Kirby, *Century West*

Audience / Members of the Public

Andrew Karr, *City of Wilsonville*
Aron Faegre, *AABC/TLM Holdings*
Bruce Bergman, *Wylee Hangar Condos*
Carolyn Lee
Councilor Joann Linville, *City of Wilsonville*
Diego Archuleta
Ellen Schmidt-Devlin
Erik Krysar
Greg Drew, *Wylee Hangar Condos*
Greg Leo, *City of Wilsonville*
Jake Jacobs
Jason Paolo, *Anderson Hay & Grain*
Joseph Schaefer
Mark Ottenad, *City of Wilsonville*
Mayor Julie Fitzgerald, *City of Wilsonville*
Neal White, *Oregon Pilots Association*
Tim Warren
Two unidentified phone-in participants

Overview

The meeting goals were to continue the conversation about existing conditions and preliminary forecasts (Working Paper #1, Chapters 1 - 3) and ensure that the Committee members had time to talk and learn about the materials.

Welcome and Introductions

Brandy Steffen, JLA Public Involvement, welcomed everyone to the meeting and reviewed the agenda and basic Zoom meeting tips and etiquette. She reminded the group that there would be no public comment for this meeting, but everyone is welcome to submit comment through the website. **Heather Peck, Oregon Department of Aviation (ODAV)**, introduced ODAV staff, consultant, and subconsultant team members involved with the project. Brandy briefly reviewed the Planning Advisory Committee (PAC) meeting guidelines and who makes decisions within the project. *The presentation is posted on the website.*

Presentation

David Miller, Century West, gave a broad overview of airport master planning and the contents of Working Paper #1. He noted that the project team is not presenting the facility requirements analysis until the **Federal Aviation Administration (FAA)** has completed their review of the draft aviation activity forecasts, presented at PAC Meeting #2 and subsequently revised per PAC and public review comments.

The project team is conducting an Airport Master Plan (AMP) because it is an FAA requirement, it helps ODAV plan for the future of the Airport, reflects current FAA airport design standards, and updates the Airport Layout Plan (ALP). He shared a graphic that explained the three phases of the plan: Develop Understanding; Explore Solutions; Implementation. David then shared a slide showing what an AMP is and is not. He reminded the group that after the AMP is completed there will be additional planning, funding alignments, environmental review, design, and potentially construction for individual master plan projects. *The presentation and FAQs are posted to the project website.*

Brandy gave an analogy about how an AMP is similar to a homeowner planning and saving money for future repairs and renovations for their homes. She asked if PAC members had any questions.

- **Ben Williams, Friends of French Prairie:** I want to know what we are doing? I've attended the PAC meetings and read the scope of work document, and this is referenced as a master plan update throughout. I've heard ODAV refer to this as an update and as a new plan. The FAA advisory circular talks about the difference between updates and new plans as a function of the scale the effort. It seems the effort is much bigger than what is normally defined as an update. If this is going to be a new master plan instead of an update, how will we do it in the existing schedule, especially when the 2012 master plan shouldn't be referenced as it as it isn't a valid master plan?
 - **David:** This is a new master plan. The contents of the documents required for new master plans and updates are largely the same. The schedule has been adjusted to allow for additional time and meetings. ODAV will be flexible in the schedule as long as we are making progress. Content is repurposed, and these are defined by the FAA. We are referencing the old plan when appropriate, but we are not using any of the old recommendations.
 - **Ben Mello, FAA:** This is a full-blown new master plan. The Airport has had previous master plans and so we thought it was fair to call this an update, though we are going through all the required steps and processes for a new master plan.

David continued the presentation by giving a high-level review of Chapters 1-3 of the draft Working Paper #1, and common questions and responses heard from the PAC and the public regarding these chapters. *There was no new information shared, and the presentation and FAQs are available on the website.*

David reminded the PAC that:

- There will be continued conversations surrounding noise evaluations.
 - Helicopter facilities that are located off-airport (without through the fence – TTF - airport access agreements) are not included in the noise analysis.
- The draft Working Paper #1 chapters sent to the FAA for formal review will include the comments received from the PAC and public.
- The new master plan forecasts reflect recent activity and note significant events including Covid. New forecasts are needed to support the new airport master plan. Forecasts older than approximately three years are considered dated. Any forecast over 10 years old will be marginal, but still contain valuable historical information.

Matt Rogers, Century West, thanked people for providing comments and reminded them that responses/answers were added to each meeting summary. He noted a specific comment regarding a

Aurora State Airport Master Plan – Planning Advisory Committee (PAC) discrepancy between data in the constrained operations report from 2019 and current data, and that the discrepancy had been edited and resolved.

PAC Questions and Comments

Brandy opened the PAC question and comment session, in which committee members could ask questions and comment about the information presented. *Full comments, along with responses are provided in the table at the end of the document.*

Website

Brandy provided a tour of the website, which included a new page for FAQs and an explanation of what an Airport Master Plan is, in addition to the resources already available. She also shared where the responses to comments were located in the summary documents. Heather reminded the group that the FAQs are continuously updated, and many questions could be answered by reading them.

Next Steps

Brandy reminded the PAC that FAA will be reviewing the draft Working Paper #1 soon and that the next PAC meeting will be scheduled after the FAA approves the forecasts. The technical team is drafting Chapter #4 (Facility Goals and Requirements) and the next meeting will include time to go through the draft together. Comments can be submitted for 30 days after. She added that the next open house will be scheduled after the next PAC meeting.

Brandy thanked everyone for attending and closed the meeting.

Questions/Comments and Responses from the PAC¹

ID	Name	Affiliation	Question/Comment	Response
3.1	Councilor Charlotte Lehan	<i>City of Wilsonville</i>	<p>(Regarding the data discrepancy in the constrained operations report): That was one of the issues I raised and sent. Could you send a response so we can get a document that explains the changes that were made?</p> <p>The bigger issue was the relationship between the waivers and constrained operations. It appears the number of waivers are driving the number of constrained operations.</p>	<p>That describes the data query issue. It was a relatively minor duplication of air traffic (100 operations or fewer). That was flagged and we appreciate your review so that we could remedy that.</p> <p>Overweight aircraft might not be a constrained operation but is one of those evaluated within the facility requirements. There are aircraft that do not exceed the runway’s maximum weight capacity that are constrained. We will continue discussing this when we talk about runway lengths.</p>

¹ Live responses are included, along with additional information/clarification, as needed.
PAC Meeting #3 Summary

3.2	Steve Switzer	<i>Charbonneau Country Club</i>	<p>How does the FAA verify data? In the 2012 plan and appendix are constrained operations from aircraft owners survey data. Which are we going to start using for the possible runway extension? Is it both? How does the FAA verify a survey?</p> <p>(response) Thank you, that is what we needed. The data was confusing.</p>	<p>The surveys provide varying accounts of information. Our analysis for runway length will not depend on survey data. We will use the FAA's models to determine length. We have an accurate based aircraft count, and those will be categorized by the FAA. We also look at traffic flow data, which is aircraft specific.</p>
3.3	Tony Helbling	<i>Positive Aurora Airport Management</i>	<p>I wanted to reiterate that operators are trying to operate safely and respectfully. We have had little to no noise complaints. We have a new member from Charbonneau.</p>	<p>Thank you for your comment.</p>
3.4	Roger Kaye	<i>1000 Friends of Oregon</i>	<p>We sent a letter more than a month ago when original comments were being requested and I haven't received any feedback on that letter. I also don't know what other letters you have received and would like to know what comments and information you have received.</p>	<p>We received 6 letters in written form and have responded to specific questions. These will be or are posted on the website, either in the summaries or FAQs. These were also sent to the FAA for review.</p>
3.5	Patrick Donaldson	<i>Wilsonville Chamber of Commerce</i>	<p>In Task 4.3 of the existing conditions analysis, you mentioned something about relevant studies. Have any additional studies been added to that list? If so, will they be brought to our attention for review?</p> <p>The 2018 Oregon Aviation Plan has specific information regarding economic impacts and socioeconomic impacts of the airport. There will be new employment opportunities and income. How are these included in the socioeconomic data and impacts?</p> <p>I haven't seen anything about DBE or DEI in this population data. Will that be included?</p> <p>Additional question about tolling.</p>	<p>I'm not aware of any additional studies, but if there are, they would be added to the record.</p> <p>We look this data when considering socioeconomic activity out of the airport, which factors in population and economic output for the region. The goal is to reference the relevant information in the analysis.</p> <p>DBE is not a population-based program but a procurement and contracting program. UAO goals and the ODAV program are on the ODAV website and have been approved by the FAA. We would need a more specific question regarding DEI.</p> <p>Evaluation of surface transportation system tolling is not within the scope of the AMP, or ODAV jurisdiction.</p>

3.6	Tony Hebling	<i>Positive Aurora Airport Management</i>	<p>There was a slide that expressed concern for fuel types and the FAA just announced that they plan on having unleaded fuel in the system by 2030.</p> <p>(From chat in reference to electric aircraft) These electric aircraft are going to dramatically affect both noise and air issues in aviation!!! This is great!!!</p> <p>(From chat) It's important to note, propeller driven airplanes (both piston and turbine) are at time constrained. It's not just jets.</p>	Thank you for your comment.
3.7	Ted Millar	<i>AABC/TLM Holdings</i>	<p>There are new, exciting things in aviation. I just attended the Oregon Aviation Industry's 2022 summit, and they expressed that electric aircraft are coming. WashDOT is partnering with British Columbia and are asking neighboring states to partner. Aircraft will go 300-500 nautical miles with 1/10th the noise pattern of a piston plane. They want all rural airports to redo their master plans to accommodate these aircraft.</p> <p>I suggest people watch the videos from the summit, as this is an important change in aviation.</p> <p>Jake Jacobs (from chat): www.oravi.org/VideoSummit2022</p>	We are seeing this come up in every master plan, and the required infrastructure is the missing components. There is some early FAA guidance, and we imagine the Airport will accommodate this activity within the next master plan.
3.8	Bruce Bennett	<i>Aurora Airport Improvement Association</i>	<p>Thank you for the presentation. I've been flying out of Aurora for 50 years. Safety is critical and there is a lot of misinformation that people want larger aircraft, and that's not true. There have been accidents, and this is a serious business continues its focus.</p> <p>To David Miller's point on temperature. For the Paradise fire, both helicopter companies supported that and also rely on aircraft for support if something breaks. Sometimes weather can impact their ability to land.</p>	Thank you for your comment.
3.9	Patrick Donaldson	<i>Wilsonville Chamber of Commerce</i>	Task number 6.3 focuses on surface transportation. Have you aligned your efforts with statewide infrastructure	Anything that has an impact on the Airport will be acknowledged and we will have to look into this more. We

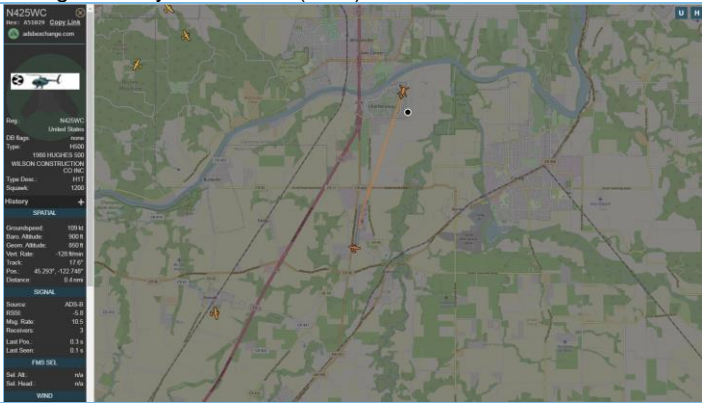
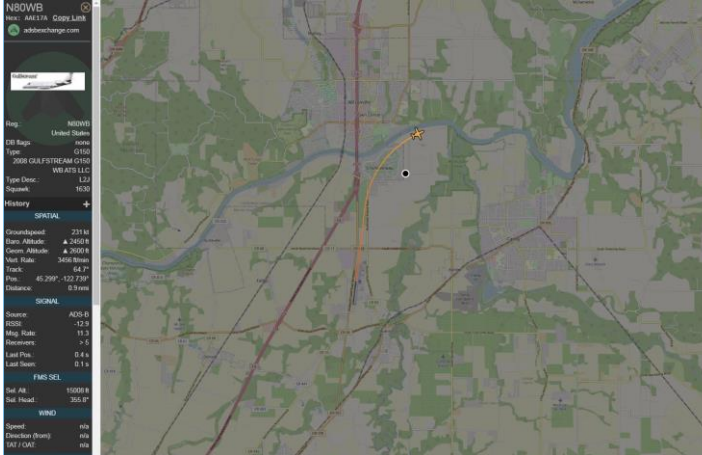
			improvements, especially with the bridge work and tolling that will be in place? ODOT anticipates that up to 40% of traffic will exit to avoid tolling, putting a strain on our region.	want to make sure everything is compatible with the Airport. The footprint of the masterplan is focused within the vicinity of the Airport, so I-205 issues are for Clackamas County to address.
3.10	Rian Johnson	<i>Vans Aircraft</i>	I want to take the opportunity to explain what Vans aircraft is about. We help the community and have over 11k aircraft worldwide. We provide a kit aircraft as well. We have a great safety record and 138 employees, and the location is central for both employees and customers. We bring in revenue to the area. We also promote STEM and have a program called Teenflight, which focuses on diversity and underserved children. We also plan on developing electric aircraft and try to be respectful to neighbors.	Thank you for your comment.
3.11	Steve Switzer	<i>Charbonneau Country Club</i>	Please also make sure that the community of Charbonneau is given notice for the next survey and open house. Reach out to our staff. I still can't find anyone in Charbonneau who was aware of it. I don't see us following the FAA 15570 document very closely, but if I have questions, should that be addressed to ODAV or Brandy?	All of this is referenced in the scope of work. Every airport is different and has different needs, so the committees, round tables, and focus groups are different based upon that. We are still following the document and FAA guidelines. Yes, additional questions can be sent directly to Heather, Brandy or via the website comment form.
3.12	Chris Neamtzu	<i>City of Wilsonville</i>	Can Century West provide a strikethrough version of working paper #1 so that we can see the technical data revisions?	We have created a detailed memo that shows updates and changes within the working paper. We can add that to the website when it is released from the FAA. This was an easier way compared to using a strikethrough method.
3.13	Christian Nauer	<i>Cultural Resource Manager, Confederated Tribes of the Warm Springs Reservation of Oregon, Branch of Natural Resources</i>	Thank you very much for the opportunity to comment on the Aurora Airport Project. General Comment: As the technical reviewer for NHPA Section 106 and other cultural resource issues for the Confederated Tribes of the Warm Springs Reservation of Oregon (CTWSRO), the CTWSRO Tribal Historic Preservation Office (THPO) has concerns with the potential effects to	Thank you for the comment. We will consider the cultural resources in the area and continue to keep you involved for your review.

			<p>historic properties or cultural resources within the Project Area of Potential Effects (APE). The Project APE is within the areas of concern for the CTWSRO.</p> <p>Project-specific Comment(s):</p> <p>I know I haven't been at your meetings but I wanted to get on the record with comments on cultural resource protection relative to this Project. This office recommends that you include a consideration of potential effects to historic properties and cultural resources within your management plan and for all parts of the Project that could affect those resources. Please consult with the State Historic Preservation Office and any other potentially affected tribal organizations. We strongly encourage appropriate survey and inventory efforts in advance of implementation.</p> <p>Happy to talk with you at any time. Thank you for your efforts to protect cultural resources.</p>
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Written Public Comment²

ID	Name	Affiliation	Question/Comment	Response
3.14	Anthony Helbling	<i>Wilson Construction Company</i>	<p>https://aviationweek.com/special-topics/sustainability/faa-industry-pledge-unleaded-avgas-2030</p> <p>I'd like to submit this into the record for the Master Plan. It is vitally important we plan for the future of aviation - unleaded fuels are coming!</p>	Thank you for the comment.
3.15	Ben Williams	<i>Friends of French Prairie</i>	This is the first of two [emails], countering the pure pablum assertions Tony Helbling was making yesterday about "no more noise problems over Charbonneau."	Thank you for the comment
3.16	Pat Hickman	<i>Community member</i>	<p>Jet helicopter so much for Wilson Construction working to be good neighbors.. THIS WAS LOUD and LOW</p> <p>Follow the proper noise abate etiquette NOPE</p>	Thank you for the comment. In the State of Oregon, Noise is regulated by the Department of Environmental Quality (DEQ) through Oregon Administrative Rule

² Emails were sent before and after the meeting.
PAC Meeting #3 Summary

				<p>(OAR) 340-035-0045, Noise Control Regulations for Airports.</p>
<p>3.17 Pat Hickman</p>		<p><i>Community member</i></p>	<p>Jet so much for any NOISE abatement this was NASTY LOUD at 7:16 AM ! shame on TRACON, KUAO, FAA, ODOA</p> 	<p>Thank you for the comment. You can find more information about reporting noise complaints in our project FAQ page.</p>
<p>3.18 Patrick Donaldson</p>		<p><i>Wilsonville Chamber of Commerce</i></p>	<p>As a representative of the Wilsonville Area Chamber of Commerce I would like to submit the Oregon Aviation Plan v.6.0 (2019) for review and consideration by the Aurora Airport Public Advisory Committee.</p> <p>There is a long listing of Economic Impacts listed for the Aurora State Airport that will provide important context for our deliberations.</p> <p>https://www.oregon.gov/aviation/plans-and-programs/Documents/OAP/2019/OOAP-2018-Entire-Report.pdf</p>	<p>Thank you for your email and for your comments during yesterday's PAC meeting. I have forwarded your email to ODAV staff and the technical team.</p>
<p>3.19 Pat Hickman</p>		<p><i>Community member</i></p>	<p>Around 7:30 to 8:00 PM range not positive a very large jet super low and extremely loud flew completely over Charbonneau, It scared one of our grandsons. It was that loud! They were hidden on Flight Aware when went to check. They should be called out for such unsafe flying over a residential community. Just another reason we need people at FAA, TRACON, ODOA to pay attention to the deteriorating noise and pollution issues that abound with KUAO</p> <p>Jet, Turbo Prop aircraft overflights</p>	<p>Thank you for the comment. You can find more information about reporting noise complaints in our project FAQ page.</p>

N930YZ NORAM Aviation, RUDE
 N186DL ALSOP LLC. Local ? Rude overflight
 N80WB WB ATS LLC, Rude and a repeat
 offender WB ATS LLC
 PORTLAND , OR, US, they are based at UAO, this is
 not the first time in the past several days they have
 overflown, very loud and nasty noise and pollution
 N111NS Columbia Helicopters , local. This was
 uncalled for and they know better. Not GOOD
 N21TK MTK Leasing Local
 N853AL Metro Aviation, Repeat...SHREVEPORT ,
 LA, US,
 (Corporation)

The screenshot displays the FlightAware interface for tracking aircraft N930YZ. The main map shows a flight path in green over a dark blue background. Below the map are two graphs: a vertical one for altitude (0 to 25,000 feet) and a horizontal one for speed (0 to 1,000 mph). To the right, the 'Flight Times' section shows a takeoff at 10:35PM PDT and landing at 11:29PM PDT. The 'Aircraft Details' section lists the tail number as N930YZ, manufacturer as METRO AVIATION INC, and flight type as METRO PC-12 (single-engine turboprop) (PC12). An advertisement for Fiji Airways is also visible, offering a 6-night package from \$1,699.

The screenshot displays the FlightAware website interface, which is used for tracking aircraft. It is divided into two main sections, one for a flight that has occurred and one for an upcoming flight.

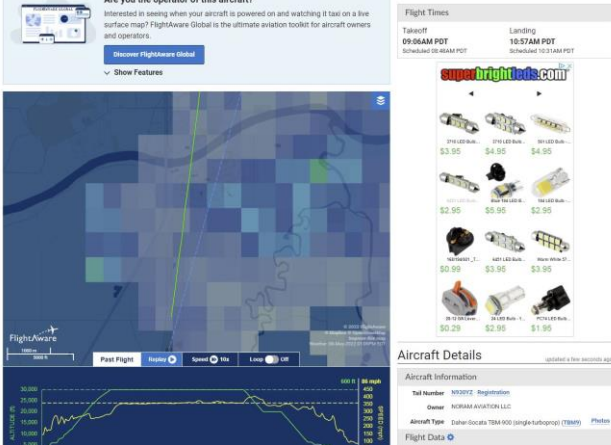
Top Section (Past Flight):

- Header:** "Are you the operator of this aircraft?" with a "Discover FlightAware Global" button and a "Show Features" dropdown.
- Map:** A map showing the flight path of Schurter 4301.1407 AC Power Entry Modules.
- Graphs:** Two line graphs showing altitude (feet) and speed (knots) over time. The altitude graph shows a climb to approximately 14,000 feet. The speed graph shows a peak of about 300 knots.
- Flight Data:**
 - Takeoff: 02:15PM PDT (Scheduled 02:15PM PDT)
 - Landing: 02:44PM PDT (Scheduled 02:44PM PDT)
 - Actual: 89 mi
 - Distance: 100 (Scheduled 100)
 - Time: 29 (Scheduled 29)
 - Altitude: 14000 (Scheduled 14000)
 - Speed: 300 (Scheduled 300)
- Aircraft Details:**
 - Aircraft Information:** Tail Number: N111NS, Registration: COLUMBIA HELICOPTERS INC.
 - Flight Data:** Distance: Actual: 89 mi
- Product Image:** A black Schurter 4301.1407 AC Power Entry Module.

Bottom Section (Upcoming Flight):

- Header:** "Are you the operator of this aircraft?" with a "Discover FlightAware Global" button and a "Show Features" dropdown.
- Map:** A map showing the flight path of N288D.
- Graphs:** Two line graphs showing altitude (feet) and speed (knots) over time. The altitude graph shows a climb to approximately 10,000 feet. The speed graph shows a peak of about 200 knots.
- Flight Data:**
 - Takeoff: 12:30PM PDT (Scheduled 12:30PM PDT)
 - Landing: 01:00PM PDT (Scheduled 12:30PM PDT)
- Aircraft Details:**
 - Aircraft Information:** Tail Number: N288D, Registration: AEROP LLC.
 - Flight Data:** Distance: Actual: 100 mi
- Product Image:** An advertisement for "FEED YOUR BEAR" by Amazon Fresh, featuring "bear naked" bear chow bags.

Aurora State Airport Master Plan – Planning Advisory Committee (PAC)

			 <p>The screenshot shows the FlightAware website interface. At the top, it asks 'Are you the operator of this aircraft?' and offers to 'Discover FlightAware Global'. Below this is a map showing a flight path over a geographical area. To the right of the map is a 'Flight Times' section with a table of takeoff and landing times for various aircraft. Below the map is a 'Pass Flight' section with a graph showing altitude and speed over time. To the right of the graph is an 'Aircraft Details' section with information about the aircraft, including its tail number, owner, and type.</p>	
3.20	Jake Jacobs	Oregon Aviation Industries	Oregon airport master plans need to include electric aircraft charging and solar power generation plans www.ORAVI.org/VideoSummit2022	Thank you for your comment.
3.21	Pamela Weninger	Aurora Homeowner	I would like to know the regulations on providing waivers for overweight planes to use the airport runway?	Thank you for your comment.