

AURORA STATE AIRPORT



AIRPORT MASTER PLAN PLANNING ADVISORY COMMITTEE (PAC) WORKING SESSION SUMMARY

Date: Tuesday, April 5, 2022
Time: 3:00-5:00 pm
Location: Zoom Webinar

In Attendance

PAC Members Present

Roger Kaye, *1000 Friends of Oregon*
Aron Faegre (for Ted Millar¹), *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*
Brian Asher, *City of Aurora*
Councilor Charlotte Lehan, *City of Wilsonville*
Chris Neamtzu, *City of Wilsonville*
Commissioner Tootie Smith, *Clackamas County*
Bob Buchanan, *Alternate, Columbia Helicopters*
Matt Williams, *Deer Creek Estates HOA*
Ben Williams, *Friends of French Prairie*
Commissioner Danielle Bethel, *Marion County*
Matt Lawyer, *Alternate, Marion County*
Austin Barnes, *Marion County Planning Dept.*
Tony Beach, *Oregon Dept of Aviation (ODAV)*
Cathryn Stephens, *ODAV Board*
Naomi Zwerdling, *Oregon Dept of Transportation*
Matt Crall, *Oregon Dept of Land Conservation and Development (DLCD)*
Tony Helbling, *Positive Aurora Airport Management*

Jody Christensen, *Regional Solutions*
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*
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*
Brandon Reich, *Alternate, Marion County Planning Dept.*
Mary Anne Cooper, *Oregon Farm Bureau*
Bill Martin, *Oregon Office of Emergency Management*

¹ Substitutions are not generally allowed; however, this one-time substitution was granted by Oregon Department of Aviation Director.
PAC #2 Meeting Summary

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

Sarah Puls, Alternate, *Oregon Office of Emergency*

Management

Greg Hughes, Alternate, *Vans Aircraft*

Kevin Ferrasci O'Malley, Alternate, *Wilsonville*

Chamber of Commerce

Agency Representatives

Betty Stansbury, *ODAV*

Heather Peck, *ODAV*

Sarah Lucas, *ODAV*

Seth Thompson, *ODAV*

Cathy Clark, *ODAV*

Kate Glassey (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*

Jen Winslow, *JLA Public Involvement*

Audience / Members of the Public

Andria Abrahamson, *ODAV*

Candy Cates

Carolyn Lee

Cathy Clark, *ODAV*

Corey Buchanan

Dusty Hanson

Greg Leo

James Kirby

Jim Gingo

Joe Mollahan

Joseph Schaefer

Kirk Laubach

Kriss Wright

Lori Leon

Mark Ottenad1, *City of Wilsonville*

Mark Ottenad2, *City of Wilsonville*

Mark Shull

Mayor Julie Fitzgerald, *City of Wilsonville*

Nancy CS

Neal While

Pete Nickerson

Peter Rempp

Shawn Hempel

Tim Warren

Traci Hensley

Tom Herzog

Overview

The meeting goals were to continue the conversation about existing conditions and preliminary forecasts (Working Paper No. 1, consisting of Draft Chapters 1, 2 and 3); provide more time to talk and learn about the materials; ensure that everything from the scope was provided; and see if anything major was missing.

Additional notes are in *italics*.

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 all public comments received before April 12 and during the meeting would be added to the summary. **Sarah Lucas, Oregon Department of Aviation (ODAV)**, introduced **ODAV** staff, consultant, and subconsultant team members involved with the project. She reiterated that the **Federal Aviation Administration (FAA)** was funding the project and the team was following the FAA-approved scope of work. She added that the schedule for the PAC meetings is flexible and may change. Brandy reminded the PAC of the decision-making process and that the PAC gives opinions and

Aurora State Airport Master Plan – Planning Advisory Committee (PAC) expertise, which ODAV considers in their decision-making process. The FAA will review all elements of the Master Plan, with formal approval responsibilities for the aviation activity forecasts and the airport layout plan (ALP) drawing set. The FAA held off on their formal review of Working Paper No. 1 until after the April 12, 2022 deadline established by ODAV for receiving comments from the PAC and public. The review and approval process for the master plan aviation activity forecasts will coincide with review of Working Paper No. 1. ODAV and the consultant will document and formally respond to all review comments received.

Review of Existing Conditions and Preliminary Forecast

David Miller, Century West, gave a brief overview of Working Paper No. 1 focusing on Draft Chapters 2 and 3, which cover the existing conditions (including land use and zoning of the airport) and preliminary aviation activity forecasts. *The presentation is posted to the project website.*

Brandy asked if the PAC had any clarifying questions or comments about the information:

- **Bruce Bennett, Aurora Airport Improvement Association:** I want to make a clarification that the airport does have a fire suppression system of 600,000 gallons underground, which is independent and paid for by private property owners and ODAV. Unlike the surrounding area, the airport is completely covered by fire suppression.

Draft Chapter 2

Brandy polled the PAC members to see how they were feeling about Draft Chapter 2. Most (77%) felt good about the data presented in Draft Chapter 2 and moving on to the next step, though 23% replied that they had questions that they would email to the project team before April 12. Brandy then asked the PAC to voice their comments, questions and concerns.

1. Do you have concerns about the data in Chapter 2: Existing Conditions Analysis? (Single Choice) *

22/22 (100%) answered

No concerns, I'm good to move on to the next step. (17/22) 77%



I have concerns, I will send my thoughts via email by 4/... (5/22) 23%



- **Ben Williams, Friends of French Prairie:** The Land Use section in Draft Chapter 2 is minimally treated, especially when considering the Court of Appeals ruling in September 2021 against ODAV, which was almost all about land use.
 - Can you clarify what you mean by minimally treated? This is a Master Plan, and there are no land use actions.
 - **Ben Williams:** Well, it should be noted. David pointed out that the Land Use action is the responsibility of Marion County. Is that correct?
 - That is correct for specific actions. There is no land use action for a Master Plan itself.
 - **Ben Williams:** I understand that, but this Master Plan is following preceding Master Plans. Since 1976, no Master Plan has been adopted into the Marion County Master Plan. Following

the 2012 Master Planning Process, Marion County sent a letter saying they “acknowledge the Master Plan” but it was never adopted into the Marion County Comprehensive Plan. As the Court of Appeals rulings have pointed out, that is a necessary step. I think it’s important that everyone understands that we have a history here of “unconcluded” land use activity.

- History is important, but this is a new Master Plan, and we are looking to move forward despite issues with the 2012 plan which was not formally adopted. This is not an update to the 2012 plan, and I want to clarify that. We can supplement the chapter to be clearer on that history as long as everyone understands how we’re moving forward.

Draft Chapter 3

Brandy then polled the PAC members and attendees to see how they were feeling going about Draft Chapter 3. Most (74%) felt good about the Draft Chapter and moving forward, though 26% replied that they had questions that they would email to the project team before April 12.

1. Do you have concerns about the data in Chapter 3: Preliminary Aviation Activity Forecasts? (Single Choice) *

19/19 (100%) answered

No concerns, I'm good to move on to the next step. (14/19) 74%



I have concerns, I will send my thoughts via email by ... (5/19) 26%



Brandy opened comments for those who wanted to speak about or ask questions about Draft Chapter 3.

- **Ben Williams, Friends of French Prairie:** I realize this is a new Master Plan, but the previous forecast numbers were wildly optimistic and never came close to being achieved. There was never any adjustment to the process to accommodate for that. When reading the introduction and overview for draft Draft Chapter 3 of this Master Planning process, it states that the overall goal is to prepare forecasts that accurately depict current conditions and historical trends which can be translated into airport facility needs. The most recent aviation forecast approved by the FAA were developed on the 2012 Master Plan and 2019 Constrained Operations Runway Justification Study. It fails to mention that the 2012 Master Plan was found to be invalid by the Oregon Court of Appeals in 2021. While Draft Chapter 3 may be about forecasts, I submit that the Court of Appeals ruling on the validity of the Master Plan, and much of this Master Planning Process is dependent on “current conditions and historical trends.” Given the 18 references to the 2012 Master plan and the 99 references to the Constrained Operations Study, it becomes clear that the validity of the data from 2012 should be taken into consideration when assessing current conditions and relevant historical trends if a reasonable projection of future activity is to be achieved. Two major trends that impact conditions are being ignored. The first is the difference in forecasting of based aircraft for 2031, when compared to the forecast for based aircraft in 2010. There are huge discrepancies in the forecasting, including total operations. The constrained study only makes one reference to this reduction of activity, and then says

that relying on traffic count improves accuracy of the overall forecast, while saying overall growth rates are reasonable. The entire forecasting process is questionable.

- **Councilor Charlotte Lehan**, *City of Wilsonville*: The Airport is currently 5,003 square feet and is strength weighted for 45,000 pounds. There has been a decade long history of attaining waivers, which pushes the constrained operations. I'm concerned about the Falcon 900 having 68 operations of which 75 were constrained. That doesn't make any sense, because the numbers don't add up. This makes me question other numbers and I'm also concerned about manufacturer's specifications for weight and runway length. How do they differ from what is allowed at Aurora or what is in the aviation activity forecast? I'm worried these are based on pilot surveys and not validated against flight plans.
 - **Sarah**: noted that this discrepancy would be addressed when the written comment was sent in. The verification process for aircraft has evolved in the past several years.
- **Bruce Bennett**, *Aurora Airport Improvement Association*: I want to note that the helicopter operations caused the count to be reduced and that changes the forecasts. They aren't through the fence. I appreciate how the forecast has been adjusted downward which shows accuracy, and the tower helps with that. It's important to realize there were well over 100,000 a year in the 1970's and we are still not back to where we were in the heyday. It has fluctuated.
 - **David**: It's important to remember this Master Plan is independent of others and there have been many changes in the last 10 years that have had significant effects on air traffic. We don't want to correlate or bias against prior forecasts. The addition of the tower is significant. It was not in operation for previous Master Plans, and it does help with accuracy.
- **Steve Switzer**, *Charbonneau Country Club*: The table previously discussed was table 3-14 on the forecast-based aircraft and I'm comparing that to your own company's Constrained Operations Justification Study. In Table 8 you showed up to 87 jet aircraft in 2038. The current one is 50. My constituents are concerned about how many jets will be flying over their house. The 2018 study was 3 years ago, and the tower was open then. The data seems suspect and it is recent data. The overall constrained operations study has many repeating answers. Did anyone check this against actual flight plans? We are concerned about the accuracy of the data being presented.
 - **David**: Air traffic operations numbers are challenging because we are dealing with movement, and based aircraft is validated and documented, so on Table 3-14, the based year number is the important number to consider. In 2021, ODAV's data said there were 36 based jets at the Airport. That's the baseline for the forecast, so projections are applied to that current baseline count. We must acknowledge that Covid also may have impacted these numbers. I want to reiterate that 2021-41 forecasts are independent and based on established baseline numbers that were provided and the growth rates that are presented in the different forecast models. We do have a recommendation and will let the FAA review to see if there is anything questionable about it. Comments will be an important part of the record for their assessment.
- **Steve**: Did your formula change? You went from 36-50 then 38-85. Aside from Covid, did the methodology change?
 - **David**: The forecast work that was done in the 2019 study was a limited update of the 2012 Master Plan forecasts. It is recognized that the growth rates assumptions in the 2012 Master Plan were overly optimistic, so one of the reasons our numbers have changed is that the current growth rate assumptions are more modest. We are projecting 2.3%, which is in line with historical trends. We

are starting with 2021 baseline numbers and developed forecast models based on the historical data that was available and a variety of relevant factors.

- **Ben Williams**, *Friends of French Prairie*: David, I appreciate your answer, but you stated the 2019 Study is separate from the 2012 Master Plan and this Master Plan is separate from both of those. But you're still using data from the 2019 Study, which has data pulled from the 2012 Master Plan. So current data is still being pulled for the current draft chapters. Hopefully the FAA can confirm if this is appropriate or not.
- **Bruce Bennett (from the chat)**, *Aurora Airport Improvement Association*: I believe it's important to understand the changes to the entire aviation industry; the loud & inefficient old piston twins have been replaced worldwide with the far safer, faster, quieter business jets. The is not just Aurora but everywhere.
- **Cathryn Stephens**, *ODAV Board*: I know the FAA relies on Terminal Area Forecast and historical trends. It looks like the choice here is to go with the 20-year historical trend, which is informed by the terminal area forecast. When we did our last Master Plan in Eugene, we didn't agree with the terminal area forecast. The FAA is always conservative with their terminal area forecast and always want to rely on historical data. There isn't a lot of wiggle room with the FAA, I think this recommendation is correct because it's the one that the FAA is going to accept. Since they have to approve the aviation forecast for this Master Plan, I think it's prudent to forward to them. They may look at it and think there is something else to take into consideration, but from my experience, that rarely happens. I think you're on track here.

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.*

She then polled members to get a temperature check on how they were feeling going into the next PAC meeting. Most (65%) felt good, some (20%) were feeling okay or a little confused and may need to follow up with questions, while a few (15% or 3 people) were worried or uncomfortable and needed more information.

1. How are you feeling heading into PAC meeting #3? (Single Choice) *

20/20 (100%) answered

5 = feeling good, ready to build off the data in chapt... (13/20) 65%



3 = feeling ok or a little confused. I might have follow u... (4/20) 20%



1 = feeling worried/uncomfortable. I need more inform... (3/20) 15%



Snapshot of Survey Results

Brandy presented a high-level update on the recently closed online survey. *The full survey summary will be available on the project website.*

Public Comments

Brandy reminded the group that they could submit comments through the website at any time and public comment would be added to the meeting summary. The last day to submit public comments before they go to the FAA for review would be April 12. *Full comments and responses are provided at the end of the document.*

Next Steps

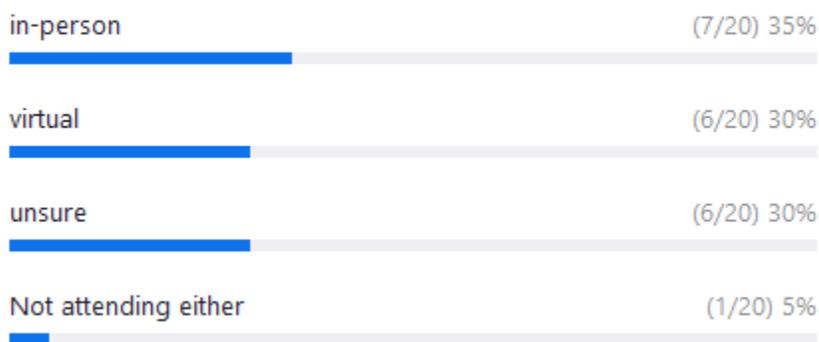
Sarah reminded the group that the deadline for comments and questions regarding Working Paper No. 1 is April 12 and that the FAA would begin their review after getting all public and PAC comments.

David briefly reviewed themes heard during previous PAC meetings, which are available on the presentation located on the website. He also mentioned how to report noise concerns, and who has responsibility for surface transportation and funding.

Brandy polled the group to see how they might attend a hybrid open house in July. Answers were split between attending in-person (35%), virtually (30%), and feeling unsure (30%). One person said they would not attend the event.

1. How will you attend the July hybrid public event? (Single Choice) *

20/20 (100%) answered



The next PAC meeting is scheduled for Tuesday, May 3, 2022, from 3:00-5:00 pm on Zoom with a focus on facility goals and requirements. Sarah and Brandy then thanked everyone for attending and closed the meeting.

Questions/Comments and Responses from the PAC²

ID	Name	Affiliation	Question/Comment	Response
WS.1	Bruce Bennett	<i>Aurora Airport Improvement Association</i>	Clarification that the airport does have a fire suppression system of 600,000 gallons underground, which is independent and paid for by private property owners and ODAV. Unlike the surrounding area, the airport is completely covered by fire suppression.	Thank you, comment noted.
WS.2	Roger Kaye	<i>1000 Friends of Oregon</i>	I submitted written comment, but I don't have anything in addition to that. It reports that the study goes back to 2012 master plan legal validity and going back to that previous data. I also don't believe data from 2019 counts as historical data in terms of its proximity to current projections, as it's only one year's worth of data.	Thank you, comment noted.
WS.3	Aron Faegre	<i>AABC/TLM Holdings</i>	In these airports, we are typically looking out 20 years, which is a long time out to forecast the future. Infrastructure takes a long time due to funding and the time to construct things. Part of this process to maintain a good airport is to look out into the future and project what the options may be and typically the FAA won't fund anything unless the operations are necessary. It's important to view airport infrastructure in that context.	Thank you, comment noted.
WS.4	Bob Hala	<i>Atlantic Aviation</i>	I'm the general manager for the FBO, or fuel provider and services at the airport. If there are any questions about the types of businesses we support and are bringing here, I'm happy to answer questions. It's a diverse list and they support the local economy. I also have access to aircraft tracking software called Passur if anyone has more questions about historical numbers.	Thank you, comment noted.
WS.5	Bruce Bennett	<i>Aurora Airport Improvement Association</i>	A large majority of operators at Aurora are people who specialize in emergencies, so try to understand the importance of safety and improvements. These are commonly	Thank you, comment noted.

² Live responses are included, along with additional information/clarification, as needed.
PAC Working Session Meeting Summary

			<p>putting out fires and restoring power to small towns and saving lives. These aren't just numbers on a sheet. If you spend time at the airport, you understand the critical nature of this. I can also answer any questions. I operated a Falcon 900 out of there and technically every operation is constrained due to the weight of the aircraft in relation to the runway. Thank you for organizing this.</p>	
WS.6	Ken Ivey	<i>Aurora Butteville Barlow Community Planning Organization</i>	<p>The concerns I will write in later – it's the large jets that request permission to go to this airport and function there. They become part of statistics used to justify a longer runway. When you have a longer runway, you can let in larger jets, and we will get into a cyclical system where we will continue to need a longer runway. I'm concerned how the information is put together aiming for a particular outcome.</p>	Thank you, comment noted.
WS.7	Bill Graupp	<i>Aurora CTE, Inc</i>	<p>I'm representing education in the county, and we're focused on the planning meeting the future needs of our kids to have careers in the area and not have to leave for better paying jobs. The airport is a big part of our economy in the region, and we want to look ahead to the future as the aviation industry evolves so that our kids have good career job options.</p>	Thank you, comment noted.
WS.8	Steve Switzer	<i>Charbonneau Country Club</i>	<p>I looked at the 126 waivers for the last 12 years, including the Global Express plane. The last 50 waivers were to one aircraft, a Gulfstream 450. I liken this to me buying a Ferrari and stating you need to move the freeway so I can drive 160 mph. The airport allows the Global Express and its base weight is more than the runway. Some of the other waivers anticipated it to be 80K pounds before takeoff. My daughter was flying a Gulfstream 450, and I asked her what she would do if there was engine trouble. She replied that she would fly to PDX and not Aurora. I'm concerned about the data and how you got the constrained operations that you are using to justify this. I</p>	Thank you, comment noted. We will continue to work with you to help advertise future opportunities for public comment.

			<p>hope the FAA takes a closer look. It looks suspiciously like it was put in to fit the needs, and much of it was done on surveys. The FAA also requires a public involvement program, and all of the PI fits onto one page. I'm concerned about the survey that went out, because no one in Charbonneau knew anything about it. It didn't get advertised very well. We did have meetings in Charbonneau during the last Master Plan, and I would love for more of those and more outreach in this community. Charbonneau is 3,000 people and the decisions made affect all of us. In 20 years, who will we look back on to have represented us at these meetings?</p>	
WS.9	Brian Asher	<i>Mayor, City of Aurora</i>	I don't have comments, but keep the discussions going and find a happy medium.	No response necessary.
WS.10	Councilor Charlotte Lehan	<i>City of Wilsonville</i>	We have a lot of businesses and jobs, and our objection is to doing businesses and building businesses in farmland, one of OR's largest industries. It takes business away from other cities which provide appropriate urban services such as sewer and water. Just stating "We love business" as a reason for this misses a lot of the peripheral.	Thank you, comment noted.
WS.11	Ben Williams	<i>Friends of French Prairie</i>	We submitted comments in writing.	No response necessary.
WS.12	Tony Beach	<i>ODAV</i>	Thank you for your participation.	
WS.13	Cathryn Stephens	<i>ODAV Board</i>	<p>Thank you for your work on this. Master Plans are a lot of work. Flight plans are not a good indication of activity, as many pilots don't have to file one. Historical data and terminal area forecasts are much more accurate. The FAA regulation drives this process and accommodates all kinds of aviation. If the demand is showing at an airport, they will not support trying to block that demand. The FAA has to approve aviation forecasts. Are they going to be able to review this in a timely manner?</p>	<p>It would not be wise to go too far into the master plan evaluations without FAA forecast approval. We have been meeting with (FAA Seattle Airport District Office - ADO) Ben Mello and Kate Key bi-weekly, but we do not have a timeline on forecast approval or discussion because they wanted to wait until the PAC/public comment period for Working Paper No. 1 was over. We will continue our bi-weekly discussions and respond to any questions the FAA may have.</p> <p>After the ADO completes its review, the draft forecasts will go to FAA</p>

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

				headquarters for review of the ADO's review. Final FAA approval of master plan draft aviation activity forecasts occurs when all FAA comments are addressed.
WS.14	Naomi Zwerdling	<i>Oregon Dept of Transportation</i>	I have already heard comments I would have made.	No response necessary.
WS.15	Matt Crall	<i>Oregon Dept of Land Conservation and Development (DLCD)</i>	I appreciate the note about the county having land use authority and that ODAV is really just a property owner.	No response necessary.
WS.16	Tony Helbling	<i>Positive Aurora Airport Management.</i>	I'm the president of PAAM and have had some good recent visits with airport operators and a first in person meeting. We'd be happy to support local outreach to the community so they can learn how aviation functions work. We have a location on the airport and could show maps and charts with the why's and how's of the airport. We want to be good neighbors.	Thank you, comment noted.
WS.17	Patrick Donaldson	<i>Wilsonville Chamber of Commerce</i>	We continue to be impressed by the deliberative discipline process that allows all voices to come in on these calls and through comments, collecting them, and then sending them back out. This is the definition of openness and transparency and is a contemporary record that will help us in our decision-making process. At our next meeting, we need to spend some time revisiting the covenant we made to one another about openness, fairness, transparency, and respectfulness. We need to recenter on this.	Thank you, comment noted.
WS.18	Matt Lawyer (for Commissioner Bethel)	<i>Marion County</i>	Thank you for being able to take an additional look at this.	Thank you, comment noted.
WS.19	Bob Hala (in the chat)	<i>Atlantic Aviation</i>	The aircraft at UAO support the businesses in the surrounding cities rather than take away from them.	Thank you, comment noted.

Public Comment

ID	Name	Affiliation	Question/Comment	Response
WS.20	Kriss Wright	<i>Planning Commissioner, City of Newberg</i>	<p>I noticed that the Appendix 2 of the Master Plan update env overview says that the ESA helps public and private sector clients plan and provide climate change regulations and limits of emissions. This purpose is to provide the environmental conditions of the airport. Under the bird species, I'm not seeing a red-tailed hawk and junior eagle. Some of the endangered species have habitat in this area and are not on this list or being considered. I wanted to make you aware of that.</p> <p>Additionally, I heard from last meeting that there was fuel being dumped from the air and I want to know if there is anything in place or repercussions for those found doing that.</p>	<p>Thank you, comment noted.</p> <p>ODAV: It wasn't fuel, it was a substance, and we don't want to presume we know what that was. The reported event was related to a low-flying helicopter from an adjacent private heliport. We encouraged the property owner to submit their video of the event to Marion County.</p>
WS.21	Peter Rempp	<i>Community member</i>	<p>What is the permitting process for airport projects or expansion? Who approves and makes decisions on how you build something?</p> <p>How do neighbors find out that there are new limitations to their property?</p>	<p>This is simply a Master Plan looking at how to maintain and develop the Airport. Recommendations (for implementation of individual projects) requiring local land use actions go through a public process defined by Marion County, as the land use jurisdiction for the Airport and adjacent airport-related development areas. All of that is after the Master planning process concludes. There is also a federal NEPA process that would bring in additional agencies, but that is specific to FAA-funded projects.</p> <p>We don't know what the next steps will look like at this time, but everything is through Marion County. This may be a question for them as well.</p>
WS.22	Mayor Julie Fitzgerald	<i>City of Wilsonville</i>	<p>The City of Wilsonville, with 27,000 residents, is very business oriented. There are 21,000 jobs and 1,000 businesses and growing, and the total payroll is \$1.3 billion. We have several companies investing in our city and bringing new jobs. I'm concerned about safety and the</p>	<p>Thank you, comment noted.</p>

			septic tanks that service this area. Why is a longer runway needed for a life flight?	
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Written Public Comment³

ID	Name	Affiliation	Question/Comment	Response
WS.23	Roger Kaye	<i>President, Friends of Marion County</i>	<p>RE: Question of Legal Validity of 2012 Master Plan</p> <p>My comments are about the propriety and legality of the data presented in the Draft chapters. Chapter 3 is titled Aviation Activity Forecasts, and beginning on page 8 is a section titled Recent Events Summary. No mention is made of the 2021 Final Judgment by the Oregon Court of Appeals, later ratified by the Oregon Supreme Court, that the 2012 Aurora Airport Master Plan is invalid because it was never legally approved or adopted by the Oregon Aviation Board, and it was never adopted into the Marion County Comprehensive plan. Certainly, this qualifies as a “recent event!” This matters because the Forecast chapter and the data therein are built on data from the 2019 Aurora State Airport Constrained Operations Runway Justification Study and the unapproved 2012 Aurora State Airport Master Plan.</p> <p>The Constrained Operations study references the 2012 master plan 99 times and includes such statements as “intended to supplement the 2012 AMP document,” and “the current 2012 Airport Master Plan should be consulted for specific plans related to airport development and protection,” and finally, The primary purpose of the forecast update associated with the Aurora State Airport Constrained Operations Runway Justification Study is to evaluate the forecasts of aviation activity (2010-2030) contained in the 2012 Aurora State Airport Master Plan (AMP), which supported the planned runway extension depicted on the 2012 Airport Layout Plan (ALP).</p> <p>On top of that, the Draft Chapters for the current master planning processes are not</p>	<p>Thank you for your comment; we’ve shared your concerns with the technical team.</p> <p>References to historical data contained in previous plans are provided for information only. The 2021-2041 airport master plan is a new master plan and no correlation between plans is assumed.</p>

³ Letter was sent before the meeting.
PAC Working Session Meeting Summary

			<p>only based on the Constrained Operations Study, but directly refer back to the 2012 Master Plan and include 18 references to it. This linkage and dependency is confirmed in the Previous Airport Planning section of Chapter 3 that states The 2012 Aurora State Airport Master Plan Update provides the most recent FAA-approved airport layout plan (ALP) drawing for the Airport. The 2019 Constrained Operations Runway Justification Study provided updated aviation activity forecasts and airside facility requirements assessment related to the critical aircraft.</p> <p>The Court of Appeals ruling on the 2012 Master Plan raises real legal questions about the Forecast chapter in as much as the data is built on the Constrained Operations study which in turn is dependent on the unapproved 2012 master plan. Last week’s Court of Appeals ruling on a private development next to the Aurora Airport makes clear that expanding the Aurora Airport must comply with Oregon’s land use laws and requires it being adopted into the Marion County comprehensive plan, something that hasn’t happened since 1976.</p>	
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