AURORA STATE AIRPORT

AIRPORT MASTER PLAN
PLANNING ADVISORY COMMITTEE (PAC)
WORKING SESSION #2 SUMMARY

Date: Tuesday, November 15, 2022
Time: 3:00-5:00 pm
Location: Zoom Webinar

In Attendance

PAC Members Present

Ted Millar, *AABC/TLM Holdings*
Bruce Bennett, *Aurora Airport Improvement Association*
Bill Graupp, *Aurora CTE, Inc*
Chris Neamtzu, *City of Wilsonville*
Ben Williams, *Friends of French Prairie*
Austin Barnes, *Marion County Planning Dept.*
Naomi Zwerdling, *Oregon Dept of Transportation*
Sarah Lucas, *Oregon Dept of Aviation (ODAV) Board*
Matt Crall, *Oregon Dept of Land Conservation and Development (DLCD)*
Sarah Puls, *Oregon Dept. of Emergency Management (OEM)*
Tony Helbling, *Positive Aurora Airport Management*
Patrick Donaldson, *Wilsonville Chamber of Commerce*

Commissioner Tootie Smith, *Clackamas County*
Bob Buchanan, Alternate, *Columbia Helicopters*
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*
Matt Williams, *Deer Creek Estates HOA*
Commissioner Danielle Bethel, *Marion County*
Robert Fournier, *Helicopter Transport Service*
Ben Clayton, *Life Flight Network*
Jody Christensen, *Regional Solutions*
Rian Johnson, *Vans Aircraft*
David Waggoner, *Willamette Aviation*

Agency Representatives

Heather Peck, *Oregon Dept of Aviation (ODAV)*
Brandon Pike, *Oregon Dept of Aviation (ODAV)*
Holly Herrera, *Oregon Dept of Aviation (ODAV)*
Tony Beach, *Oregon Dept of Aviation (ODAV)*
Tim House, *Federal Aviation Administration (FAA)*

PAC Members Absent

Roger Kaye, *1000 Friends of Oregon*
Bob Hala, *Atlantic Aviation*
Ken Ivey, *Aurora Butteville Barlow Community Planning Organization*
Raul Suarez, *Aurora Air Traffic Control*
Steve Switzer, *Charbonneau Country Club*
Brian Asher, *City of Aurora*
Scott Archer, *City of Canby*
Councilor Charlotte Lehan, *City of Wilsonville*

Staff and Consultants

Samantha Peterson, *Century West*
David Miller, *Century West*
Mike Dane, *Century West*

Mark Steele, *Century West*

Brandy Steffen*, JLA Public Involvement*

Jen Winslow*, JLA Public Involvement*

Audience / Members of the Public

Andria Abrahamson

Melissa Ahrens

Kaelyn Cassidy

Aron Faegre

Tom Herzog

James Kirby

Shane Jundt

Greg Leo

Jeff Lewis

Lori Loen

Joe Mollahan

Peter Murphy

Theresa O'Doherty

Mark Ottenad

Brad Schuster

NC Snyder

John Wilson

Overview

The meeting goals are to review Federal Aviation Administration (FAA) comments on the existing conditions and preliminary forecasts (Working Paper No. 1) and the technical team's responses. The technical team answered questions about the responses (shown in tables at the end of the document). No new information was presented during this working session.

Welcome and Introductions

Brandy Steffen, JLA Public Involvement, welcomed everyone to the meeting and reviewed the agenda and basic Zoom meeting tips and etiquette. No new information would be discussed during the meeting. **Heather Peck, Oregon Department of Aviation (ODAV),** introduced **Brandon Pike** and **Holly Herrera** as new members of the **ODAV project team** and noted that **Sarah Lucas** joined the ODAV Board.

Brandy mentioned that there had previously been three PAC meetings and one PAC working session in addition to the current meeting and gave a brief overview of what those meetings entailed. All questions could be added to the chat or Q&A section.

Review of FAA Comments and Responses

David Miller, Century West, presented a summary of the FAA responses. The FAA review for the Airport Master Plan (AMP) occurred in three levels: through the Seattle Airport's district office, the regional office, and FAA headquarters. *The full FAA memo responses are posted on the project website.*

Draft Chapter 1

There were no FAA comments for Chapter 1.

Draft Chapter 2

David overviewed the Century West responses to the FAA comments for Draft Chapter 2.

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

- **Tony Helbling**, *Positive Aurora Airport Management*: Was your overall impression that Ben Mello/FAA were satisfied?
  - **David Miller***:* We had meetings to walk through the comments and ensure we were all on the same page. We were able to acknowledge all FAA comments with no issue and are not expecting any additional issues. Most of the comments were about adding more context and information. All comments from the PAC and public were responded to by Century West and then submitted to the FAA for additional information. We have not received any indication of concurrence from the FAA on our responses to their comments but anticipate that will happen in the near future.
- **Tim House**, *FAA:* I've been trying to get caught up in my short time at the FAA. It's my priority to go through these comments and get them approved so we can move forward with the forecasts.

Draft Chapter 3

David overviewed the [responses to the FAA comments](#) for Draft Chapter 3 (available on the project website). Which included FAA agreeing that the overall detail and methodologies used meet the expectations of an Airport Master Plan of Aurora's size and complexity.

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

- **Bruce Bennett,** *Aurora Airport Improvement Association*: Would it be too big of a project to count after hours operations? There are 10 hours not being recorded, but the airport is still in operation. Can we add a counting device for a week, or something like that?
  - **Heather Peck***,* *ODAV:* We will need to get back to Bruce, but the FAA will have to respond to this as well.
  - **David Miller:** When we estimated the off-hour accounts, we typically don't see a lot of nighttime flight training. Instrument flight plan data distribution from time of day also gave us a sense of how much activity was occurring while the tower was closed. We factored that into our accounts. We are not sure if the FAA thinks this is significant enough.
    - **David Miller** (near the end of the meeting): I went back and wanted to put some context into this. There may be differing opinions about the volume, but based on our methodologies, we estimated a total of 6.4% off hours traffic for the airport in addition to captured traffic.
  - **Heather Peck:** This isn't new for Aurora. This happens at other towered airports that aren't operating 24 hours a day.
- **Ted Millar,** *AABC/TLM Holdings***:** My hangar is behind the Atlantic Fueling operation, and there is often after hour traffic such as business and Life Flight. Because fuel was expensive, some operators will take off after hours to go to a cheaper fuel source. These are good indications of after hour activity, but I don't know how you would count that.

Brandy reiterated that the group can always add comments on the project website. *Full comments and responses are provided at the end of the document.*

Public Comments

There were no oral public comments.

Next Steps

Samantha Peterson, Century West, explained that the project team is trying to be responsive to the PAC and public while waiting for FAA review and forecast approval to move forward. Once that is received, a schedule update will be provided to look at upcoming working papers and meeting dates.

The next PAC meeting will happen after the New Year, based on the timing of drafts preparations for the facility requirements chapter, as well as modification of standards and runway protection zone analysis. Timing for the next PAC meeting requires 30 days for public notice and advertising purposes, as well as to address transparency and requests from the public/PAC members.

Brandy thanked everyone for attending and closed the meeting. The meeting recording and summary will be posted to the project website.

Questions/Comments and Responses from the PAC[1]

ID	Name	Affiliation	Question/Comment	Response
WS2.1	**Patrick Donaldson**	*Wilsonville Chamber of Commerce*	Can you direct us to a study or studies that show a correlation between hangar construction and increased traffic at an airport?	**David Miller:** There may be some studies, but I was referring to my own observations at airports all over the country. When airports have no activity in terms of development construction (such as hangars), the flight activity tends to be relatively flat. Pilots looking for airports with hangars will go to airports with hangars.
WS2.2	**Tony Helbling**	*Positive Aurora Airport Management*	Hats off to David - details, details, details.	Thank you for your comment.
WS2.3	**Patrick Donaldson**	*Wilsonville Chamber of Commerce*	So, replacement hangars and hangars built for existing aircraft don't actually increase air traffic? So, the comment that hangar construction increases flights is not factual but rather anecdotal?	**David Miller:** Newer, larger, conventional hangars were built on the south end on private land, and the owner changed building types. Our impression is that they were focusing on particular segments of the market and there could have been some loss there due to sizes. I think the airport is at 36 jet aircraft, which is a significant increase over prior years and would typically come with construction of that conventional type of hangar. Generally, airports who do not have

[1] Live responses are included, along with additional information/clarification, as needed.

				hangar construction are not experiencing that type of growth.
WS2.4	**Tony Helbling**	*Positive Aurora Airport Management*	Was your overall impression that Ben Mello/FAA were satisfied?	**David Miller:** We had meetings to walk through the comments and ensure we were all on the same page. We were able to acknowledge all FAA comments with no issue and are not expecting any additional issues. Most of the comments were about adding more context and information. All comments from the PAC and public were responded to by Century West and then submitted to the FAA for additional information. We have not received any indication of concurrence from the FAA on our responses to their comments but anticipate that will happen in the near future.
WS2.5	**Tim House**	*FAA*	I've been trying to get caught up in my short time at the FAA. It's my priority to go through these comments and get them approved so we can move forward with the forecasts.	Thank you.
WS2.6	**Bruce Bennett**	*Aurora Airport Improvement Association*	Would it be too big of a project to count after hours operations? There are 10 hours not being recorded, but the airport is still in operation. Can we add a counting device for a week, or something like that?	**Heather Peck**: The FAA will have to respond to this as well. **David Miller:** When we estimated the off-hour accounts, we typically don't see a lot of nighttime flight training. Instrument flight plan data distribution from time of day also gave us a sense of how much activity was occurring while the tower was closed. We factored that into our accounts. We are not sure if the FAA thinks this is significant enough. **David Miller** (near the end of the meeting): I went back and wanted to put some context into this. There may be differing opinions about the volume, but based on our methodologies, we estimated a total of 6.4% off hours traffic for the airport in addition to captured traffic. **Heather Peck:** This isn't new for Aurora. This happens at other

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				towered airports that aren't operating 24 hours a day.
WS2.7	**Ted Millar**	*AABC/TLM Holdings*	My hangar is behind the Atlantic Fueling operation, and there is often after hour traffic such as business and Life Flight. Because fuel was expensive, some operators will take off after hours to go to a cheaper fuel source. These are good indications of after hour activity, but I don't know how you would count that.	Thank you for your comment.

Public Comment

Verbal and written comments in the Zoom chat.

ID	Name	Affiliation	Question/Comment	Response
WS2.8	**Mark Ottenad**	*City of Wilsonville*	Are more PAC members present than are shown on the Zoom screen? 10 total participants are shown: 6 agency/consultants and 4 PAC members. No list of participants per se.	All participants should be listed though not everyone chooses to be on camera.
WS2.9	**Melissa Ahrens**	*Mid-Willamette Valley Regional Representative for DLCD*	I am attending along with Matt Crall as Mid-Willamette Valley Regional Representative for DLCD, thanks for having me.	**Heather Peck:** Thank you for being here.
WS2.10	**Jeff Lewis**		Regarding airport development (e.g., hangar construction)... is it possible to split the data, to clearly define on ODAV land vs off (through the fence, TTF)? Is there value in helping citizens and stakeholders to see this split in the data?	If this is related to the breakdown of hangar construction provided in Table 3.3, removal of older hangars has occurred. Approximately 80% of this activity occurred off airport property (TTF) and 20% on airport property.
WS2.11	**Jeff Lewis**		Why are we relying on ATC observations to guesstimate flight training ops figures? That seems incredibly inaccurate. Why are we not getting cooperation from flight schools, with precise data? Their aircraft and their students all log all flight activities; their money comes from scheduling aircraft rentals, so the data DOES exist and is sharable.	Pattern-related flight training activity at UAO is captured in (local) operations counts by the ATCT. The UAO ATCT manager confirms that recorded local operations include aircraft performing repetitive circuits in the traffic pattern and the majority of this is attributed to flight training. Beyond the "local" and "itinerant" groupings of aircraft operations recorded by ATCT, there are no addition data that define flight

				training aircraft operations at UAO. The ATCT manager estimate of overall flight training activity as a percentage of total aircraft operations is used to approximate this activity, however, the underlying data is based on actual ATCT counts and the adjustment for activity when the ATCT is closed.
WS2.12	**Jeff Lewis**		Maybe my memory fails and the data is split, but is there any reason we cannot split the data, on ODAV vs TTF, for based aircraft? Is it possible to be a lot more detailed and precise, as in earlier Master Plans, with a concise table showing land parcel ownership, number and type of aircraft on that parcel, etc.?	We are not sure what section this comment is for. Table 3-5 provides the on-airport and TTF breakdown by aircraft type for based aircraft fleet.
WS2.13	**Jeff Lewis**		Regarding 'Airport Ops ' vs Tower ops', is it not true that tower controllers count all HTS and Columbia helo departures and arrivals as 'overflights'? Thus, these counts are incorporated into the overflight statistic?	We are using the OPSNET "Airport Operations" tool to pull the operations numbers. These counts do not include overflights. Per the OPSNET documentation (https://aspm.faa.gov/aspmhelp/index/Operations_Network_%28OPSNET%29.html): "Airport Operations are arrivals and departures at an airport. The Airport Operation Count is a measure of activity at FAA-funded airports, including Federal Contract Towers (FTC). This activity reports IFR itinerant and VFR itinerant operations (arrivals and departures), and local operations at the airport as reported by Air Traffic Control Towers (ATCTs). It does not include overflights." Furthermore, the ATCT Manager has confirmed that HTS and Columbia Helicopter operations are not counted as overflights, but instead included in UAO's operations count. The OPSNET Airport Operations numbers were adjusted to remove HTS/Columbia activity from UAO's total as described in Chapter 2.
WS2.14	**Jeff Lewis**		Is it true forecasts are predicated largely on actual measured data	The use of ATCT aircraft operations data, with the off-hours adjustment

			(current statistics)? With that in mind, are our actual data and forecasts going to be lots more reliable, if ODAV were to put an on-airport manager at KUAO, ASAP, at least a few days per week (preferably Sat, Sun and a couple other weekdays)?	provides adequate definition of current air traffic (far more accurate than previous plans that were developed based exclusively on estimates). The FAA-approved scope of work for this master plan does not include additional on-site air traffic data collection/monitoring. Future activity models (forecasts) are built from 2021 baseline activity using a variety of methodologies acceptable to FAA for general aviation airport master planning.
WS2.15	**Jeff Lewis**		Regarding the 'Based Aircraft' metric, how is it possible for ODAV to confidently know, when the large majority of 'parking' is Through The Fence? Is it not true that, especially with a larger TTF box hangar, all sorts of unregistered tenants could exist, unbeknownst to the good folks at ODAV?	The ODAV UAO Airport Manager conducted a thorough review and update of the FAA based aircraft inventory database for UAO, including both on-airport and TTF aircraft. All authorized TTF users operate under formal access agreements, with reporting to ODAV.
WS2.16	**Jeff Lewis**		Is it acceptable, within the Master Plan, for the contractor and ODAV to just state they have no real idea what the figures are, no confidence, and get FAA to just say 'OK' to that? Would citizens and stakeholders have a better understanding of the reality of KUAO, if this was done?	The airport master plan uses best available data. As noted in Working Paper 1, the addition of the ATCT since the last master plan was completed significantly increases the reliability of aircraft operations counts over previous estimates. Improvements in the FAA's national based aircraft inventory database and the specific changes recommended for UAO (e.g., excluding helicopters located at adjacent private heliports that were previously included in the UAO counts), has also improved the accuracy of based aircraft counts.
WS2.17	**Jeff Lewis**		Regarding CWE suggesting we find it reasonable to rely on FAA forecasts like TAF. Um, how have those forecasts worked over the past 50 years? Is it true TAF has a horrible track record? Is it also true that, on a national level, GA has dropped precipitously, even commercial ops at places like KPDX are a fraction of past TAF forecasts?	**FAA:** The TAF is one of the factors utilized in determining the overall forecast. **Century West**: The recommendation to use the FAA TAF Oregon Contract Tower Model provides an average annual growth rate of 1.1% over the 20-year forecast. This growth rate exceeds the FAA's national aerospace forecast GA fleet model's annual growth (0.2%) and is more

				consistent with historical activity and future market growth potential at UAO. The underlying assumption is that the group of (similar) Oregon airports with contract ATCTs provide a better forward-looking gauge of activity than national or individual TAF projections. The recommended annual aircraft operations forecast model is not based on the TAF.
WS2.18	**Jeff Lewis**		Re TFMSC data, two questions: (1) if a pilot files an IFR flight plan but does not activate, is that filed flight plan definitively in or out of the eventual TFMSC dataset (i.e., are unactivated IFR flight plans fully purged from the TFMS, so they do not provide false data)? And (2) can the FOIA's dataset be provided to the public, for validating analysis; perhaps as an appendix or supplement to the Master Plan or PAC process?	Our understanding is that a cancelled flight plan would not appear in the ERAM and would not be counted in the TFMSC data. Per TFMSC Manual: "TFMSC source data are created when pilots file flight plans and/or when flights are detected by the National Airspace System (NAS), usually via RADAR. TFMSC records are assembled by the FAA NAS Data Warehouse by combining electronic messages transmitted to the En Route Modernization Automation Modernization (ERAM) system for each flight into a complete record of that flight."
WS2.19	**Jeff Lewis**		Would the allegedly unsustainable ops growth rate actually be sustainable, if our data on based aircraft was flawed and seriously understating how many aircraft and pilots are now based at KUAO, a few on airport but mostly TTF where most new hangars are going in?	Not sure what section this comment is for. The aircraft operations counts are adequately captured by ATCT, with a small adjustment for off-hours and non-airport helicopter operations. The current based aircraft count has been accepted by FAA in the based aircraft inventory. However, if unreported aircraft are located off airport, their runway movements are captured by ATCT.
WS2.20	**Jeff Lewis**		Has FAA or anyone produced real data showing the possibility that flight training increased during the pandemic? Is it plausible to say social distancing was never realistically enforced within the context of flight training? ...and, if training ops went up starting a few months into 2020 (when people could not go to work, had more spare	**FAA:** We are not aware of any studies that have addressed this issue. **Century West:** The ATCT local aircraft operations counts for UAO provide the best documentation of flight training increases experienced in 2020 and 2021. Anecdotally, local flight training operators confirm that a surge occurred during this period

			time, and maybe had some stimulus cash), would we not also expect this temporary increase to normalize downward after the pandemic abates and stimulus ends?	and that flight training activity has since slowed from the 'pandemic' peaks.
WS2.21	**Jeff Lewis**		Why does it matter (if at all) that Ben Mello told David Miller he was relaying some questions from others? Isn't it true, when the questions were created, Ben Mello was the FAA point of contact for reviewing this Master Plan draft? As such, don't we all recognize the simplicity of his name on all questions, even some that others may have made to him (that he is thus relaying) without any concern the question may have originated from someone other than p.o.c. Ben Mello?	Ben Mello was the FAA Seattle Airports District Office point of contact for this project and all comments provided by FAA for Working Paper 1 are consolidated in his response.
WS2.22	**Jeff Lewis**		Is it true that tower open hours can be expanded, and that there is a methodology for collecting data to make this decision?	**FAA:** The UAO tower is a contract tower. The office of Airports is not consulted on these matters. **Century West:** An evaluation of the criteria used by FAA to define operating hours of FAA-staffed and contract ATCTs is not in the master plan scope of work.

Written Public Comment

Comments received before or after the meeting via email or letter.

ID	Name	Affiliation	Question/Comment	Response
WS2.23	**Jeff Lewis**		Email sent for public record	Thank you for your comment.