

AURORA AIRPORT MASTER PLAN

PROJECT SURVEY #1 SUMMARY

Overview

In February and March of 2022, as a part of the Aurora Airport Master Plan, the Oregon Department of Aviation (ODAV) conducted an online survey with the purpose of collecting input on the current and future needs of the Aurora Airport. Specifically, the survey responses helped the project team understand the community's values and desires for the airport's future plans, development, and operations by asking about land use, transportation, economic, and environmental impacts. Resources and documents related to the

Airport Master Plan were available to the community for viewing while the survey was open.

The survey was open from February 23, 2022 to March 28, 2022. During this time, 467 respondents started the survey, with a nearly 84% completion rate.

A survey is a data collection method made up of a list of questions, designed to help gather information. The survey results are not statistically significant, nor can they be extrapolated to the larger community.

Outreach Methods

The project team publicized the survey in the following ways:

- 01/26/2022 – Project website updated with meeting dates and registration link.
- 01/26/2022 and 02/15/2022 - Email sent to the mailing list of interested individuals and organizations (through GovDelivery); as well as a direct ask to the Planning Advisory Committee (PAC) at the same time to share with their constituents.
- 01/27/2022 and 02/24/2022 - Ad placed in Pamplin Media newspapers (including Canby Herald, Wilsonville Spokesman).
- 01/27/2022 and 02/12/2022 - Ad placed in the Statesman Journal.
- 01/28/2022 – Postcard mailed to residents, organizations, and government agencies within 1,000 feet of the airport (state-owned property).
- 01/28/2022 – Flyers posted at the airport and nearby locations.
- 02/22/2022 - Press release was sent to Canby Herald, Wilsonville Spokesman, El Latino and Statesman Journal
- 02/23/2022 – Article ran in the Canby Herald by Emily Matlock “ODAV seeks public input on Aurora State Airport plan.”
- 03/03/2022 – Article ran in the Canby Herald by Corey Buchanan “Aurora Airport operations have increased precipitously, according to paper.”

Survey respondents also shared that they heard about the project through:

- A friend, neighbor, or family member (33%)
- Social Media (32%)
- Homeowner's Association (HOA) or neighborhood group (18%)
- Article in local paper (15%)
- Employer or local business (8%)
- Local elected official (7%)
- Planning Advisory Committee (PAC) meeting (7%)
- Project website (5%)
- Other (18%)

Of those who selected "other", responses included emails, Foundations for a Better Oregon (FBO), Aurora Flight Training, Friends of French Prairie, Nextdoor, and word of mouth.

Themes and Takeaways

Several themes arose from the more than **450 survey responses**, both in favor and opposed to potential airport updates or expansion. The majority of the early respondents were concerned about updates having a negative impact on the surrounding community (mostly from self-identified residents), but responses that came in later were more in favor of updates due to safety and positive economic impacts for the community (mostly from self-identified pilots and other airport users).

The following are themes from the open-ended comment sections:

- Residents in nearby communities were concerned about noise and pollution. They feared that any airport expansion would create more issues. Some residents lived directly under flight paths and asked for no-fly hours and noise abatements to be enforced.
- Some residents felt that runway expansion would cause more flights and jets to fly in the region, creating greater noise and traffic in the area.
- Many respondents felt the Aurora Airport had a positive impact on the local economy and new restrictions may negatively impact this.
- Several respondents felt that airport modernization and potential runway expansion would allow for safer operations.
- Some were concerned about ODAV not following land use laws or being transparent.
- Others were concerned about impacts to farmland and stressed how important agriculture is to the region.
- Some respondents felt that a few communities in the region were vocal anti-airport proponents, and most people wanted the benefits of an updated airport for the local community and economy.

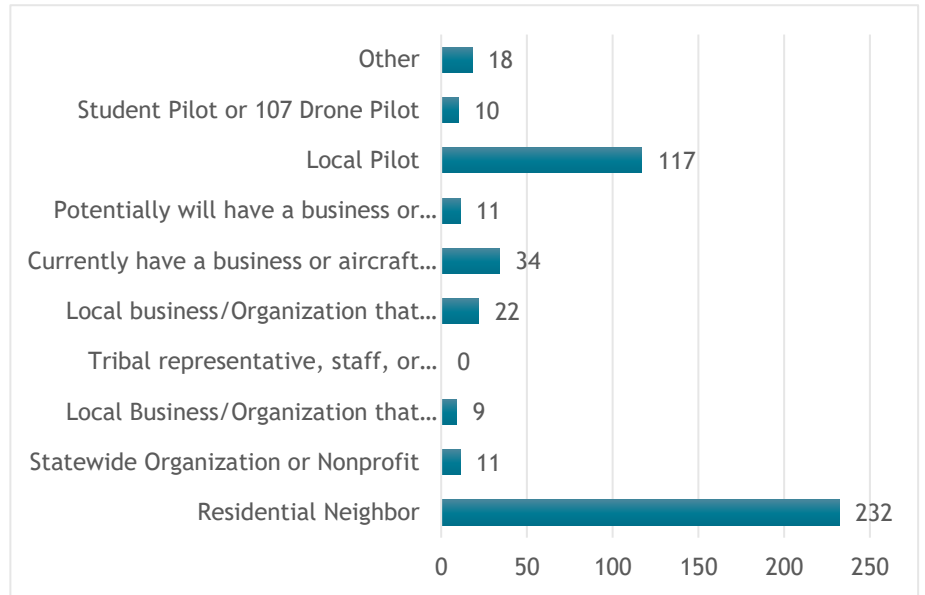
The survey was formatted to allow for analysis of each stakeholder's category (based on self-identification) following a few values questions answered by everyone. If a respondent selected that they were not directly affiliated with the airport and its operations, they were directed to the end of the survey to offer open-ended comments and answer demographic questions. Those who selected airport affiliation answered additional questions related to airport operations.

Individual Survey Question Responses

Please note that respondents did not answer every question. Duplicate responses from individuals were removed during data analysis.

What is your relationship with the Aurora State Airport (select the most relevant)?

There were **467 responses** to this question. The majority were **local neighbors (50%)**, followed by **local pilots (25%)**. Of those who answered “other”, responses included neighboring farmers, visiting pilots, retired pilots, former neighbors, airport employees, flight instructors, and a member of the FAA Safety Team.

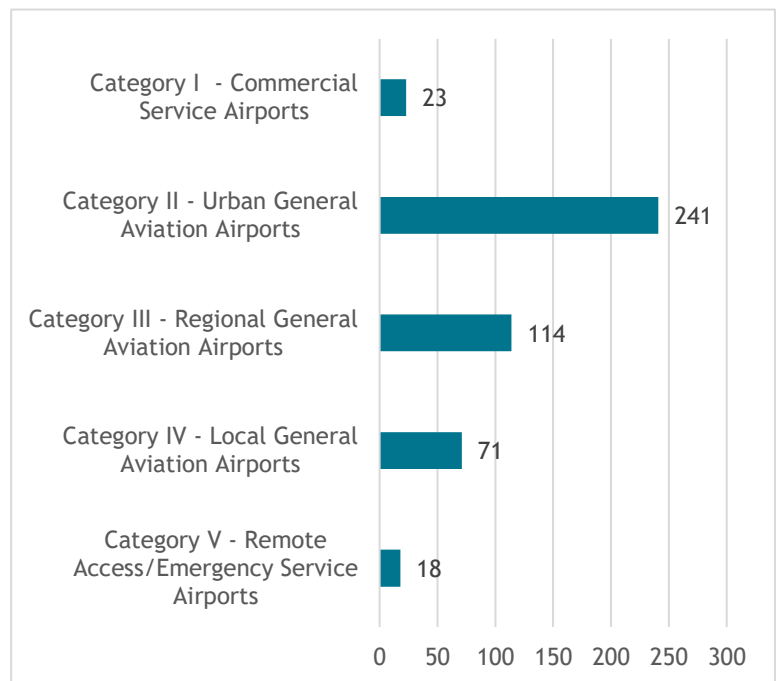


Over the next 20 years, what role based on the defined roles in the Oregon Aviation Plan (OAP) will the Aurora State Airport serve (within the Willamette Valley and/or Portland Metro area)?

467 respondents answered this question. The majority of respondents chose **Category II – Urban General Aviation Airports (52%)**. This was followed Category III – Regional General Aviation Airports (24%) and Category IV – Local General Aviation Airports (15%).

Answer choices were divided into the following categories:

- Category I - Commercial Service Airports** - These airports support some level of scheduled commercial airline service in addition to supporting a full range of general aviation aircraft activities. Commercial service includes both domestic and international destinations.
- Category II - Urban General Aviation Airports** - These airports support all general aviation aircraft and accommodate corporate aviation activity, including piston and turbine engine aircraft, business jets, helicopters, gliders, and other general aviation activity. The most demanding user requirements are



business-related. These airports service a large/multi-state geographic region, or experience high levels of general aviation activity.

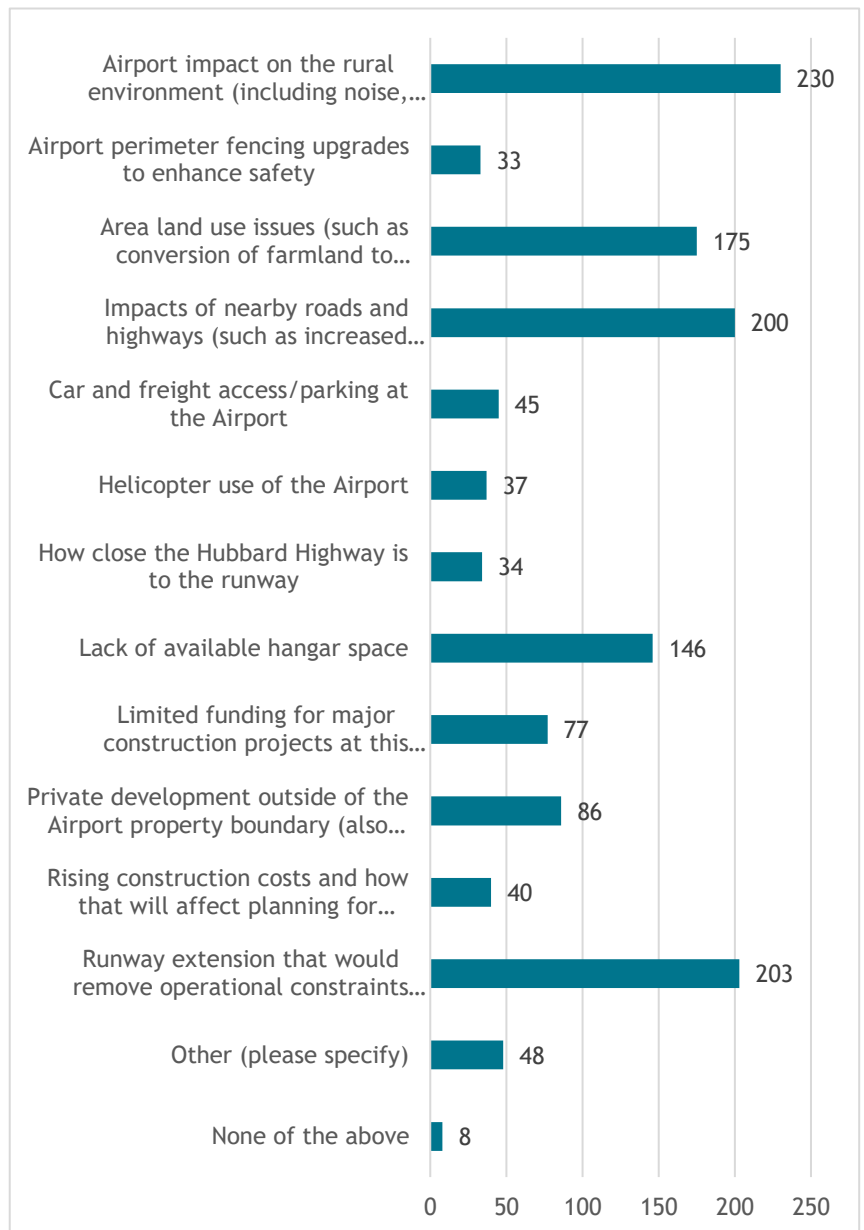
- **Category III - Regional General Aviation Airports** - These airports support most twin and single-engine aircraft and may accommodate occasional business jets. These airports support regional transportation needs with a large and often sparsely populated service area.
- **Category IV - Local General Aviation Airports** - These airports support primarily single-engine general aviation aircraft but are capable of accommodating smaller twin-engine general aviation aircraft. These airports support local air transportation needs and special use aviation activities.
- **Category V - Remote Access/Emergency Service Airports** - These airports support primarily single-engine general aviation aircraft, special-use aviation activities, access to remote areas, or provide emergency service access

When planning for the future of the Airport, which three topics do you believe are the most important for the planning team to consider?

462 respondents answered this question. Major concerns included the **airport’s impact on the rural environment (50%)**, followed by a **runway extension that would remove operational constraints for the Airport’s critical aircraft (44%)** and **impacts on nearby roads and highways which may cause traffic and other issues (43%)**.

Area land uses (converting farmland to commercial or business operations reliant on the airport) (38%) and **a lack of available hangar space (32%)** were also concerns. Several of those who responded with “other” expressed a desire for a longer runway for safety or for consideration about flight paths over residential areas due to noise.

Those who were not affiliated with the operations of Aurora Airport skipped the following questions to the last open-ended question before the optional demographic questions.



Do you rent/own a tiedown, hangar, or own/operate a business at the Aurora State Airport?

Of those who **responded to this question (161)**, 10% rent a hangar, 8% own a hangar, 9% own or operate a business at the airport, and 2.5% rent a tiedown. Others mentioned renting a portion of a hangar, considering renting or buying a hangar, being a pilot in training, or having to relocate due to lack of space. **63% responded with “none of the above”**.

Those who responded to renting or owning a hangar reported square footage ranging from 200 square feet to 32,000 square feet, with most reporting between 2,000 and 6,000 square feet. Those who rent a tiedown reported a number between one and twelve, with most renting one or seven.

Respondents who owned or operated businesses at Aurora Airport answered with the following organizations:

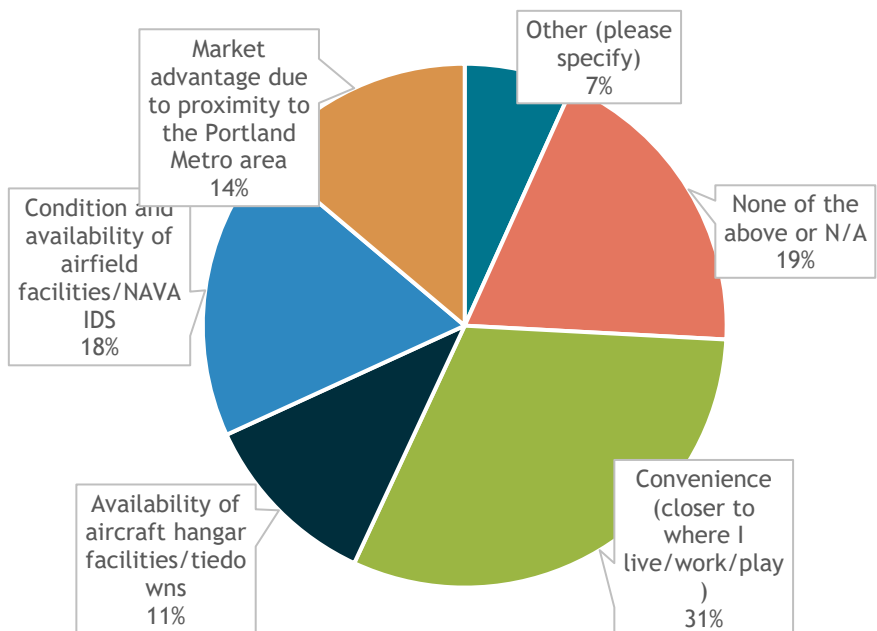
- Aeros Jet Aviation
- Atlantic Aviation
- Aurora Aircraft, LLC
- Aurora Flight Training
- Blue Sky Aurora, LLC
- Centrex
- Columbia Aviation Association
- Peregrine Air, LLC
- Vans Aircraft
- Willamette Aviation

Where is your hangar, tiedown, or business located?

Of the **161 responses** to this question, 20% answered that they were on privately-owned property (TTF), followed by 10% on Oregon Department of Aviation (ODAV) property. 9% replied with “other”, **61.5% answered “N/A”**, and 2.5% were unsure. Of those who answered “other”, responses included County owned, out of state, Aurora Flight Training, Port KHIO, Lenhardts Airpark, Twin Oaks, Salem Airport, off site, Troutdale, Independence, and a private address.

What are your reasons for basing at Aurora State Airport?

Most reported **convenience being the reason for basing at Aurora (31%)**, followed by 19% responding with “none of the above or N/A”. 18% replied that they based at Aurora Airport because of the facilities and services provided. Those who responded with “other” reported airport amenities and services such as fuel, the flight tower, and flight training as reasons for basing there.



What do you do with any solid waste/garbage you produce while at the Airport?

There were **156 responses** to this question, with **37% saying none of the answers applied**, **31% replying that it is placed in appropriate on-airport recycling waste bins**, 21% replying that a private company provides waste removal services, and 19% personally hauling it away and mixing with their personal residential use.

What landside improvements are needed at the Airport to enhance your operation?

There were **161 responses** to this question with most divided between being unsure or needing few to no improvements, except hangar upgrades/additions which needed a lot of improvements:

- **Expanded/improved emergency medical services (EMS)** - Most were unsure (38%) or felt this did not need improvements (31%).
- **Local utility extensions** - Most were unsure if this needed improvement (45%), followed by needing a few improvements (31%).
- **Airport perimeter/security fencing** - Most felt this did not need improvements (38%) or needed a few improvements (35%).
- **Aircraft wash facilities** - Answers were split between being unsure (32%) or feeling this needs a few improvements (32%).
- **Airport surface road access improvements** - Almost half (49%) felt this needs a few improvements.
- **Car and truck parking improvements** - Almost half (47%) feel this needs a few improvements.
- **Hangar upgrades or additions** - Answers were split between needing a few improvements (39%) and needing a lot of improvements (38%).
- Those who answered "other" asked for more hangar space and one respondent wanted a restaurant.

What airside improvements are needed at the Airport to enhance your operation?

There were **161 responses** to this question with most divided between not needing improvements or needing only a few improvements, except Runway 17-35 which needed a lot of improvements:

- **Airfield signage** – Over half felt this did not need improvements (53%).
- **Weather reporting** – Over half felt this did not need improvements (63%).
- **NAVAIDS** – Over half felt this did not need improvements (53%).
- **Runway 17-35 pavement condition** – Over half felt this did not need improvements (52%).
- **Airfield marking** – Most felt this did not need improvements (48%) or needs a few improvements (38%).
- **Airfield lighting** – Most felt this did not need improvements (43%) or needs a few improvements (36.5%).
- **Taxiways and taxi lanes** – Most felt this needs a few improvements (44%), followed by not needing improvements (36%).
- **Fuel tanks and fueling facilities/services** – Answers were split between needing a few improvements (36.5%) and not needing improvements (36%).
- **Apron/tiedowns/aircraft parking** – Most felt this needs a few improvements (57%).

- **Runway 17-35 length** – Answers were split between needing a few improvements (32%) and needing a lot of improvements (30%), however, 27% replied that it did not need improvements.
- Those who responded with “other” noted runway strengthening and limits, better tower visibility, response times, de-icing capabilities, and Runway 17 needing improvements.

Understanding that most general aviation services are provided by private service providers (FBOs), what general aviation services do you feel need improvement at the Airport?

Most of the **161 respondents** cited **food and refreshment services, restrooms, aircraft parking and maintenance, and access to wireless networks as needing the most improvements.** Aircraft rental, apron/tiedowns, avionics repair services, ground transportation services, fuel sales and services, security, signage, and vehicle access and parking need a few updates.

Please list the aircraft type/s (make and model) you currently, or plan to, fly or base at the Airport and is your aircraft equipped with ADS-B out (meaning your aircraft transmits location signals to other aircraft with ADS-B receivers)?

There were **139 responses** to this question. Aircraft makes and models were listed as follows:

- 1931 Pietenpol
- 1946 Globe Swift
- 31
- 36 Bonanza
- 4 place SEL Cessna, Piper, and Mooney
- A36
- ACA 8GCBC Super Scout
- Aeronca 7AC Champ
- American Champion 8KCAB
- BE-124
- Beechcraft Sierra, Musketeer, Bonanza
- Bell 505
- Carbon Cub
- CE525, 650
- Cessna 140, 150, 152, 172, 172P, 175, 177, 180, 182, 185, 205, 206, P210, T210, 310, 414A, CE565, Diamond
- Cessna Citation Cj2+
- Challenger 300, 601
- Champ
- Cirrus SR20, SR22, SR22T, SR2X
- Citation Jet
- Diamond DA 40, 42
- Embraer 505, 550
- Embraer Phenom 300
- Falcon 50, 900, 2000
- Falcon 7X, 900
- Grumman Single Engine Aircraft
- Helio Courier
- King Air 200
- Kodiak
- Lear 45
- Mooney M20J
- Phenom 300
- Piper Archer II, 28, 28A, 31, 32, 44, 46, 28-151, 28RT-201
- Piper Cherokee, Warrior II, 6
- Piper PA28
- Piper Saratoga, Apache, Comanche, Piper Turbo Arrow III, Dakota
- Piston Single
- Pitts S-2B, S-1-11B
- Revolution Aviation Tango XR2
- Robinson R44

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- RV-3, 4, 5, 6, 6A, 7, 8, 8A, 9, 9A, 10, 12, 12iS, 14, 16
- Skyhawk
- SR20, 22
- Stinson 108
- Super Cub
- T18
- TBM 700C
- Turboprop
- Vans RVS, RV-6A, RV9A, 10

Of the **143 responses** to aircraft being equipped with ADS-B out, **89.5% replied that it was equipped**, while 6% responded that their aircraft was not, and 4% were not sure.

Please estimate how many operations you or your company has on an annual basis. (Note: 1 takeoff and 1 landing = 2 operations). Are your current aircraft operations at the Airport constrained (i.e., reduced payloads or stage lengths)?

There were **124 responses** to this open-ended question. The most common response was **100 operations** (18 responses) followed by 50 operations (10 responses). Eight replied with 200 operations, six with 20 operations, and five responded with 40, 300, and 1000 operations. Other responses ranged from 6 operations to 20,000 operations.

Of the **142 who responded** to airport operations being constrained, **75% replied that they were not**, 8.5% replied that they were, and 16% were unsure. Those who answered yes noted that there was a need for more runway length to ensure safety during rainy weather.

Do you have plans to purchase a new aircraft? Do you plan to replace or upgrade an existing aircraft? Are there any limitations with the infrastructure at the Airport that may keep you from purchasing a new aircraft?

Most who answered reported that they **do not plan on purchasing a new aircraft (70%)**. Those who will (30%) noted many of the popular planes listed in the previous section about current aircraft based at Aurora Airport. Most also answered that they **do not plan to replace or upgrade an existing aircraft (82.5%)**.

While many felt that there were **no limitations with the infrastructure at the airport (60%)**, those who answered that there were (24%) cited a lack of hangar space as the most common issue.

Do you have anything else you would like to tell us? (open-ended)

Community members were worried about how potential airport updates and expansion may affect noise and pollution in the area. Many mentioned late-night flights and that it seemed there was a lack of enforcement of no-fly rules or sound abatements. Others were concerned about environmental hazards, or traffic impacts due to the projected increase in business and jets in the area. Some mentioned being wary of ODAV's transparency through the project and wanted the public to be informed and have a say in the process, as they are the most impacted. Respondents wanted to ensure that all land use laws were followed, and that there is no expansion onto farmland.

Other community members and several of those who use the airport's services did not have issues with airport operations and believed modernization will bring jobs to the area and have a positive impact on the local economy. Some noted that people bought homes in the area knowing the airport was already there and are now upset by its operations. Others also mentioned that the roadway traffic in the area is due to the growth and development of local cities and not the airport itself.

Pilots and people affiliated with airport operations are excited for the update. A few mentioned the need for more hangar space. Many touted the great services the airport provides, including training and emergency operations.

Please see unedited open comments in the Appendix at the end of the document.

Demographics

The project team requested demographic information to understand who in the community had been reached with the online survey. All questions about demographics were optional.

Age

The majority of respondents were 65 and older (43%) and 45-64 (39%). 15% reported being between the age of 25-44 and 3% were 19-24. There was only one response from an individual 18 or under.

Race/Ethnicity

The majority of respondents identified their race/ethnicity as white (81%). This was followed by 7.5% reporting "Other" and 5% as "Unknown". 3% of individuals reported identifying as Asian or Asian American, 2% reported identifying as American Indian/Alaskan Native, 2% identified as Slavic/Eastern European, and 1% identified as Black or African American, Middle Eastern/North African, or Latino/a/x or Hispanic. Slightly less than 1% identified as Native Hawaiian/Pacific Islander. Of those who replied "Other" or "Unknown", several replied that they identified as American, Finnish, did not want to answer, or felt the question was irrelevant.

Languages spoken at home

The overwhelming majority of respondents reported speaking English at home (approximately 97%), with 6.5% reporting speaking Spanish. Less than one percent spoke Russian, and a few respondents spoke German, Dutch, Japanese, and American Sign Language.

ZIP codes

Respondents were asked for their ZIP code so the project team could have a better understanding of who answered the survey. This was a required question. The following ZIP codes were provided:

97070 (28%); 97002 (25%); 97013 (4.5%); 97068 (3%); 97351 (3%); 97045 (2.5%); 97132 (2%); 97032 (1%); 97223 (1%); 97038 (1%); 97035 (1%); 97124 (1%); 97034 (1%); 97140 (1%); 97224 (less than 1%); 97062 (less than 1%); 97008 (less than 1%); 97071 (less than 1%); 97239 (less than 1%); 97303 (less than 1%).

APPENDIX

Comments are unedited and organized alphabetically by first word.

A longer runway would likely bring freighters, which would run in the middle of the night. Jet engine emissions are smaller than those from Internal Combustion Engines and slip directly into the bloodstream causing far more damage. There is no maximum number of operations per day allowed and no night time restrictions in place.
Aircraft and helicopters need to abide by the regulations and guidelines for flying over Aurora especially the flight schools. These are particularly bothersome during the summer.
Any expansion onto farmland would be DISGUSTING! If the rich want to fly, let them fly to PDX where there is an established major airport. I fully support Oregon's land use goals and support the protection of farmland. I hope any attempt to expand onto farmland will tie the airport up in lawsuits for DECADES! I will contribute all the money possible to OPPOSE ANY EXPANSION ONTO FARMLAND. We are supposed to be fighting global warming and need to dim down the use of private aircraft, not promote more air traffic!
Any master plan must include a noise abatement program as specified in OAR 340-035-0045(4) due to the fact that current operations cause noise impacts that are not being mitigated and this process would provide a mechanism to develop an enforceable plan rather than voluntary noise abatement procedures.
Any new restrictions on this airport will have a negative impact on the local economy. Local residents and local politicians have not done adequate research to determine the potential long-term costs of airport operation and infrastructure restrictions.
Any way to enforce flight paths into & out of airport? My neighbor has a plane at Aurora Airport. He follows the flight guidelines. The noise from the airport on rural neighbors should be important. Seems to not be addressed in current meetings.
As a 30-year resident of Wilsonville, there is a small, very-vocal group of anti-airport proponents whose approach is not one of compromise. As a tax-payer of City of Wilsonville, the city has YET to disclose how much money has been spent trying to stop any and all expansion by the airport. Many residents like myself see the major benefits to our local economy etc for airport expansion.
As a Charbonneau resident, my main concern is noise and toxic pollution from aircraft exhaust.
Aurora Airport has a positive impact on the economy in and around Oregon. It has also been there longer than any residential development and should be allowed to expand and be grand fathered in for any regulations
Aurora airport is an important element contributing to the economic health of the local community. It provides over 1000 direct jobs plus allows for convenient access for business activities of all kinds. The Aurora airport is strategically located to support access for private and business aircraft which in turn supports business activities throughout the greater Portland area. Further development of this airport will economically benefit the region.
Aurora airport provides many jobs to individuals in area. UAO has great services including training and FBOs which help bring in people traveling from other states and sometimes countries which helps the local economy. It is home to multiple construction company flight operations and EMS flight ops as well.
Aurora is a vital airport to the metropolitan area. As a reliever airport it allows local pilots and businesses to operate without the congestion, travel, and constraints of PDX. Portland has a great system with relievers on three of the compass points (Hillsboro, Troutdale, and Aurora) for non 121 operations to exist and thrive and receive the stress and capacity at PDX. reducing or eliminating Aurora would increase the strain (ground traffic, noise, congestion, capacity limits) at the other two and reduce safety at PDX by substantially increasing air traffic on the approach and departure corridors.
Aurora is very important as an alternate airport when you cannot make an approach into Salem. Also to pick up passengers from the Portland area.
Aurora State Airport provides extremely valuable service for me, as i am able to continue learning and rent planes there
Aurora State Airport provides local jobs, a base for emergency ops such as fire fighting, can act as an alternate airport in case of seismic events and deserves state and local support. I got my training and pilot's license here and wish to see it prosper.

But I thought this got approved in 2012? No? Oh, ok. What if we all pretended like it did, then got mad when it didn't?
CITY OF AURORA, IT'S UNIQUE HISTORIC NATURE IS THREATENED BY A BUSY AND NOISY AIRPORT THAT ENCROACHES ON THE QUIET VILLAGE ATMOSPHERE NEEDED FOR TOURISM ECONOMIC DEVELOPMENT AND RESIDENTIAL VALUATIONS.
Concerned about the noise level of low flying aircraft over Wilsonville. Also, that a large commercial flight training operation could use this airport and would have many flights over and around the local area at all hours. This occurred in Redmond, Or, with constant training flights at all hours.
Concerned with sound and air pollution. Already hear many aircrafts, especially helicopters, on a regular basis. This area is beyond the pdx metro expansion boundary and the air space should also be maintained and preserved for the health of the animals, people, and plants that live here.
Concerns about noise for Wilsonville residents as a result of the proximity of the Aurora airport.
Continued improvements to KUAO will enhance safety for general aviation, commercial aviation and the importance of having an airport as an alternative to KPDX is critical for general aviation.
Currently we encounter low flying sound aircraft over Charbonneau that is not only bothersome but concerning due to their low altitude
Desperately need more GA hangars
Disappointed in how airport has communicated with nearby cities to date.
Don't make any changes. Enough noise and traffic in Charbonneu and on I-5 and surface streets.
DonT let this airport grow and destroy the country and noise free area we live. You let it get it grow it will be a bigger problem.
Don't lie and make us feel like we can have an impact on changes when we can't.
Each runway needs way more approach lighting. Right now runway 17 has approach lighting but higher minimums than 35 that only has a PAPI. This is because of trees and power lines on 17. 5+ times a year we are forced to land at PDX and stay there for days waiting for UAO weather to clear
Eliminate evening through early morning noise
Establishing green space and trees around the airport mitigates impact as nearby areas develop. / encroach.
Everybody that bought a home near the airport knew that the airport was there when they did so. There is already a minimum amount of hangar space in the area and the rental costs are absurd due to the lack of available spaces.
Excessive airport noise is already an issue (and we are a few miles away from the airport) that many people in the surrounding communities already object to.
Follow all rules and procedures to get the plan in play.
Follow the laws and rules. The 2011 process was shady and broke trust with this impacted residents.
Following the land use law is not optional, even for an agency supported by influential legislators.
hasn't this expansion been voted down? It feels like there is a lot more air traffic in the last year, I would hate for that to get worse
He planes are getting louder and bigger. We are directly in the flight path on the north side of the river and swear to god they are going to land on my roof!
Hours of operation should be limited. We have flights landing at 3 am.
How can the airport raise revenues for the city of aurora as it is the closest city most directly impacted by growth and development of the airport.
I am all for a runway extension and weight limit increase. In regards to the locals that are upset about their proximity to the airport, I would say they shouldn't have moved so close to an airport.
I am opposed to the runway extension allowing larger jets to operate. Worried that larger passenger/freight carrying jets will be allowed.
I am sure decision and policy makers will do whatever lines their pockets or gives them political power. I unfortunately have little confidence decisions and actions will be made in the best interest of the local community including farmers and growers. A political group or politicians will do what is in their own best interest politically, monetarily or selfishly.
I believe it is important to seek the input of the "silent majority" of airport users and benefactors to not give over reliance on the very vocal "nimby" groups.
I do not see Aurora serving scheduled passenger flights but it is/will be an important GA airport that supports and grows local business. As the area grows so will the importance of the airport.

I do not support expansion of the Aurora state Airport because of negative impacts on its local area: (1) it would take valuable agricultural land out of production; (2) it would create traffic on local roads that are already at capacity; (3) it would increase air pollution of toxic lead from additional general aviation and pollutants from jet fuel; (4) it would increase noise pollution, which is already exceeding tolerable levels.
I do not want the aurora airport to be expanded in any capacity. It will have a negative impact on the local residents and businesses
I earned several pilot certificates at the airport and have been flying there for 20 years
I have lived near the airport for decades. I have no issues at present with the current levels of traffic or noise. I live on Airport Rd in the city limits. I would like to see the city of Aurora and local district benefit from any increase in airport activity. I do feel that the city of Wilsonville gets too much say in what happens in Aurora/Marion County.
I have lived next to airport sense 1975. I'm concerned about my property values going down because of increased noise and loss of precious farmland and increased development.
I know Life Flight is a necessary and worthwhile entity but I don't see why they have to fly low and directly over Charbonneau when returning from a trip. They occasionally rattle our dishes.
I live in Wilsonville directly under the approach from the north landing to the south. I hear corporate jets flying over my home between 10PM and 6AM, sometimes around 3AM. This is extremely unfair to Wilsonville residents, like myself. Please don't allow jets to fly over Wilsonville between 10PM and 6AM.
I strongly oppose making the Aurora airport than it is. I oppose taking farm land to lengthen the runway. I oppose making the airport more jet-friendly for a number of reasons, including taking farmland to lengthen the runway, and noise pollution. I oppose bringing more traffic into a rural farm area to use an airport that was never intended for large aircraft or commercial flights.
I support the airport and potential expansion as it will provide needed economic growth for the area.
I support the growth and development of the airport as a vital part of the community.
I think it is a much needed growth opportunity
I think it is critical to respect the residential areas impacted by the noise of increased aircraft traffic
I would be more than happy to see the runway extended and allow larger business jets the ability to bring their business here. I do not want to see general aviation disappear from this field as they are the consistent customers. We need more hangar space for both types of aircraft that is affordable to both and facilities/FBO willing to perform maintenance on future jet customers.
I would like to have consideration given to the neighbors in nearby communities regarding noise and increased traffic issues.
I'm concerned about the amount of increased flight traffic and how low jets need to be
If u going to expand the airport just say it.. why hiding your plan?... you guys could have finished what u want to do long time ago.
Improving the runway and approaches at the airport will do nothing but increase safety and bring revenue to the local area. It should not even be a question as to whether this should be approved or not. Let's get it done and make Aurora better!
It becomes increasingly clear what many proponents of the Aurora Airport want it to be. There were designs being shown with images of passengers - adults and children alike - watching from a 'passenger' lounge of sorts complete with luggage in hand. This one particular 'future representation' of growth at the airport was removed once neighbors started getting involved and showing their displeasure at the thought of additional larger jet traffic.
It would be a shame and a sizable economic impact if the airport were to close
Jet and helicopter noise is my major concern. In the 4 years I've lived here it has increase 5 fold. Some of the helicopters fly so low the windows rattle.
Jobs, safety, property rights & growing our local economy are important.
Just concerned about the added noise in the approaches to the airport from the South.
Keep reminding pilots about noise abatement procedures. We love our neighbors and want them to love us as well!
Keep up the good work.
KUAO is a wonderful airport that allows local residents a readily available venue to both learn to fly and to continue to fly. I learned to fly there and I plan on basing a plane there in the next year. Please allow this airport to continue to thrive.

Land use rulings and laws must be followed. The efforts by those who to stand to gain monetarily from airport expansion to circumvent legal rulings are reprehensible.
Long term use of Aurora must include the Port of Portland's changes to their three airports. Aurora's use and development has been driven by the space and market forces from PoP's planning, especially at Troutdale.
Longer runway = safe operations
Longer runways are safer. An ILS or the modern GPS/WAAS equivalent approach options would be great.
Many of the private corp jets are violating noise issues already, how do you plan to police/prevent this and is it budgeted for?
Mulino would be a great alternative airport for me if it was upgraded. That would relieve congestion at KUAO. The runway needs to be lengthened and widened and more T-hangers should be built. I would base out of there if improvements were made!
My only problem with noise is from late evening to early morning
My primary interest in Aurora Airport is as a base for training future pilots. The existing schools are well respected and develop many future commercial pilots - with a shortage of pilots predicted in the future, it is important to have ready access to training facilities in the metro area
My son and I received our Private Pilot certificates while training at Aurora Flight Training at the Aurora Airport. There are some things that need improvement, but most importantly, this airport is a great location to reach many other airports within the state of Oregon. We expect to earn additional training and look forward to growth at the Aurora airport, not more restrictions.
Need more T hangars for sale. All new hangars are for jets not for small GA aircraft.
Need to consider the impact on the existing nearby residential neighborhoods.
No current infrastructure. Against change in land use and more noise over nearby neighborhoods. Our roads CANNOT handle more traffic. The Boone bridge cannot handle increased traffic. Wilsonville cannot handle increased traffic. When we moved into Charbonneau we were told by airport people at a meeting that they would not fly over Charbonneau. That didn't last. Sometimes low helicopters shake my house.
No expansion of runway so larger and noisier, polluting Jets/Turbo Props and Jet Helicopters can become based there and make air traffic more congested over our residential neighborhoods
Nobody wants the noise, the environmental damage
Noise adversely effects people like myself who invested in RURAL LIVING to void noise and smog. Noise adversely effects the profits of existing chicken farms.
Obey the law. Control pollution from leaded aviation fuel and sulfur from jet engines. Explain how you'll handle the "forever chemicals. Overflights Consider the health, safety, and property values f your neighbors
People that buy or build a home near an airport have made the decision on their own. The airport was there first and they intentionally bought or built a home. If you do that then don't like your decision, move someplace other than by an airport. You have created a self-imposed situation and should not blame what has been in place long before you came along.
People who have lived in the area a long time and those who have recently moved to the area want a quiet neighborhood.
People who move in next to an airport shouldn't complain about aircraft noise.
Please don't allow the expansion of the runway, we already have to deal with too many operators that don't respect the low noise impact guidelines that are in effect today. Reports are sent to the Aurora mgr daily and nothing is done to stop the flyovers in our community. There is the Salem or Hillsboro airport that can handle the larger planes. Please don't let the influence of commercial interest fuel the need for expansion. They are interested in filling their pockets and not our community.
Please keep the airport small!
Please no godawful helicopter training schools. Incredibly annoying little bastards.
Please RESTRICT hours of operation and flight paths over residential neighborhoods. Please do NOT extend the runway to allow for big planes/jets.
Pollution of various sources (noise, light, waste) are obviously considerations and will contribute to the over-all livability in the area.
Proceed with the runway expansion!
Regional airports are great for suburban/exurban communities. The less we have to use PDX, the better.
Restaurant

Runway length improvement is critically important for safety!
Seriously in need of small hangars. The whole region seems to be restricted with multi-year wait lists for hangar space. Even a covered T-shade would be better than ramp parking.
Should consider a restaurant on the airport. Perhaps a nice restaurant would attract locals to come to the airport and maybe they would gain more appreciation for everything good the airport provides rather than just thinking about the noise.
Stop flight from 8pm to 8 am as those that live in the path are woken up at all hours by low flying flights 800 ft above us.
The addition of the RNAV 17 approach greatly improved the utility of KUAO
The airport has been there since 1943 and has become a needed facility in the greater Portland area for many businesses. It is also a needed emergency field in case of a catastrophic earthquake that causes severe damage to our infrastructure. And it is used for companies that fight the ever increasing wildfires in our area.
The airport is a mainstay of the local area, bringing business, tax basis, and emergency services to the Southern PDX region. Please allow the experts in aviation to inform direction with the field, not neighbors who are operating from uneducated fear. We all welcome opportunities to work with neighboring communities and educate on the safe operations of GA/Corporate aircraft.
The airport is a valuable asset to all surrounding communities and our area. Our business and our employees rely on this airport to succeed and grow. Scheduled air service should never happen at this airport but growing corporate aircraft is a good thing. Being neighborly and having well defined departure and arrival procedures to reduce community overflight and noise should be supported. KUAO is an asset that should be well funded, managed and supported by most all.
The airport is a vital economic engine for our region. If it is artificially constrained, it will hamper the economic growth of our region. Space is limited. The runway should be extended while we are able.
the airport is an integral part of the community it should be helped to keep it functioning in the highest manner.
The airport needs to work with Aurora.
The airport noise/traffic is too much. I feel people should move closer to pdx if they need an established airport w larger planes/jets.
The Aurora airport should be updated and modernized for future growth.
The coming and going of the jets is very loud late nights and early mornings. We need restrictions
The flight routes over residential areas (Charbonneau) are already too loud and expansion would only increase the current level of aircraft noise.
The North residents need to understand that an extension of the runway will make flights higher over their property
The pissing match between proponents and opponents of Airport project are hurting it and public perception. Also have concerns that some airport property/business owners are trying to get taxpayers to fund projects for personal benefit.
The proponents of airport expansion have lacked transparency in the way they have operated for years. We need a truly open process.
The residents of this area are already impacted by this airport and further incursion into the area is not necessary.
The road traffic is already unbearable at certain times of the day. Moving farm equipment has become downright dangerous. Don't make things worse by expanding this tiny airport. Leave it small, or make it even smaller.
The runway needs to be lengthened... if ANY jet using UAO loses an engine on takeoff, VERY FEW of them will have enough pavement to stop, or, get airborne on one engine and clear the fence at the airport boundary
The Santa Monica Airport is one good example of an airport that became a community nuisance when too many jets were based there. Now the airport is being shut down.
The south end of the airport where the water runs under the Hubbard Rd. cutoff, and Boones Ferry Rd. (by Murray Rd.) just south of Keil, the little creek runs through our property. Never floods, but was wondering how much more water will flow through here if extension is approved. Some homes have their driveway over this little creek supported by a culvert.

The traffic mess on I-5 has nothing to do with the Aurora Airport and everything to do with Wilsonville. Just look at traffic on Google Maps each night.
There is a lack of affordable hangar space for small aircraft in the area. Many of the large hangers for business jets were built where small hangers once stood. We have a flying club here that cannot afford to keep their aircraft at the airport. These are people who work for good above average wage, can't afford an aircraft of their own and as a club cannot justify buying a large hanger. Even if they subleased the other space the price per month would be over double what it is at other local airports. KTTD and KHIO have more affordable small hangers. We need them here as well.
This airport already creates helicopter and low flying plane noise around our Wilsonville neighborhoods. I do not support growth and expansion of this airport.
This airport is a big business supporter for the local economies.
This airport should have expanded airport services/activity. It is still far enough from urban areas to warrant significant expansions without undue objections
This is a residential area with some agriculture property mixed in. The effects of a commercial airport would significantly impact the neighborhood in a very negative way.
This is an area in our already-limited agricultural Garden of Eden. Converting the mland around it from agricultural-only use is a HUGE mistake.
This is an important airport for the area for economic reasons.
This is an important airport for the area.
This master plan should balance the needs of the airport with the needs of the surrounding neighbors. It should not be skewed in favor of either side.
This project is like a never ending nightmare. We have said NO, over and over again. The northern willamette valley is the Nile of the West, pavement should displace our precious soil . The current infrastructure does not support added traffic and freight, there is already insane bottlenecking to the north and south lanes of I-5.
Traffic in the area is a HUGE issue, from Portland south on I-5 all the way through Hubbard. Should the airport expand in a way that leads to heavier use there needs to be serious investment in alleviating additional traffic impacts. Land conversion to extend the airport shouldn't happen; the Farmland laws are on the books for good reason. I'm all for improving what the airport currently provides, but extending the runway would lead to bigger and more aircraft, which means more noise, more impact to the local community. Dollars would be better spent improving the Salem airport.
Unnecessary runway extension will lead to larger jets and excessive noise over residential areas. It will have a negative impact on residential home values that are primary investments of the families living near airport traffic.
Upgrades, or improvements to the airport should be done with the consideration that the airport existed at a certain point in time serving a particular need or business. In other words it existed as 'this' type of aviation and expectations. Anybody complaining about the existing airport that existed at the time they became a resident is null and void. You knew what you were getting into, live with it. As for improvements and expansion, these need to be done with the area residents and business expectations at the time they became residents of the area. As in, it was a fairly busy general aviation airport and if something is done to expand than it shouldn't be excessive to what residents could have reasonably expected for increased airport use.
Very important airport in the Tri County area
Voluntary Noise Abatement needs to be more than Voluntary. The Low flying jets are a safety hazard and well as a nuance the residential areas near KUAO
We are on a highly used approach corridor for PDX not terrible We are on a highly used helicopter corridor inc a route used on the National Guard in the middle of the night Saturday PM/Sunday AM Small planes inc private jets are common overhead I'm assuming most are flying to and from the Aurora Airport So bottom line that's enough in this airspace but realize the area is growing so that's why I checked the box I did Commercial jets would drive us out of here after 30 years
We believe it is imperative to no longer delay the safety improvement of the lengthened runway, especially when the only objections are based on a lack of knowledge or incorrect information.
We have been resident's of the area for over 16 yrs and the airport has not been an issue from the air traffic to vehicle traffic.

<p>We like living near the airport. Kids enjoy watching planes and choppers. Please ensure adequate infrastructure to local residents and traffic considerations prior to airport expansion. Lay a good base down so the residents and local businesses are not negatively impacted when these projects begin.</p>
<p>What is the purpose of Question #3? Are the people taking the survey supposed to go to the Oregon Aviation Plan and look up the airport classifications and affirm that the Aurora State Airport has been classified as Category II?</p>
<p>when the tower at the airport was constructed we were told it was for safety, yet the tower closes at night and the planes still land. the airport has had a great safety record, the need to enlarge and take on a more commercial role is not need when Salem airport is so close as is Portland airport.</p>
<p>Whoever built a barn directly on the extended runway 17 centerline south of the airport seems to be trying to block a runway extension</p>
<p>Will our property taxes go up significantly?</p>
<p>yeah, I am tired of corporate jets flying over my home, some at treetop level (on video) at times morning, late afternoon, nighttime. There is no reason for the flight pattern</p>
<p>You need to comply with land use laws.</p>