

Aurora State Airport Master Plan Project



Planning Advisory Committee Meeting #7
October 15, 2024

Agenda

Time	Topic
5:00-5:10	Introductions
5:10-5:30	Alternatives Process & Review Refined Preliminary Alternatives
5:30-5:40	PAC Clarifying Questions
5:40-6:00	Review PAC Feedback & Comment Themes
6:00-6:15	PAC Clarifying Questions
6:15-6:30	Review Preferred Alternative
6:30-7:30	PAC Comments
7:30-7:55	Public Comments
7:55-8:00	Next Steps Public comments collected through the website https://publicproject.net/AuroraAirport

Introductions



Oregon Department of Aviation (ODAV)

Kenji Sugahara

Director

Tony Beach

State Airports Manager

Alex Thomas

Policy, Planning & Program Manager

Brandon Pike

Aviation Planner

Project Team

Agency Oversight & Funding



Airport Owner (Sponsor)



Planning & Engineering



Public Involvement



Cultural Resources



Archaeological
Investigations
Northwest, Inc.

Environmental Review



AGIS Survey



AIRPORT MASTER PLAN

The Oregon Department of Aviation (ODAV) in cooperation with the Federal Aviation Administration (FAA) is preparing an Airport Master Plan for the Aurora State Airport to address the airport's needs for the next twenty years.

As required by the FAA, the Airport Master Plan will provide specific guidance in making the improvements necessary to maintain a safe and efficient airport that is economically, environmentally, and socially sustainable. The Airport Master Plan will also:

- Define the current, short-term and long-term needs of the Airport through a comprehensive evaluation of facilities, conditions and FAA airport planning and design standards.
- Look at what is happening around the airport that could affect the future plans, development and operation of the airport such as land use, transportation, environmental, economic development, etc.



<https://publicproject.net/AuroraAirport>

PAC Members & Alternates

- Airport Users/Businesses/Organizations
- Airport Neighbors
- Local Municipalities
- Tribal Organizations
- State Agencies
- Local and Regional Non-Profit Groups
- Environmental / Land Use Groups

PAC Meeting Guidelines

Meetings summaries will **include all comments along with responses/ follow up.**

- Meeting time **for all committee members to speak.** We have added more time for dialogue.
- Comments on **non-agenda items** should be provided in writing.
- Committee members are encouraged to **provide comments on draft work products presented within the allotted review period** provided by the Planning Team.

PAC Meeting Guidelines

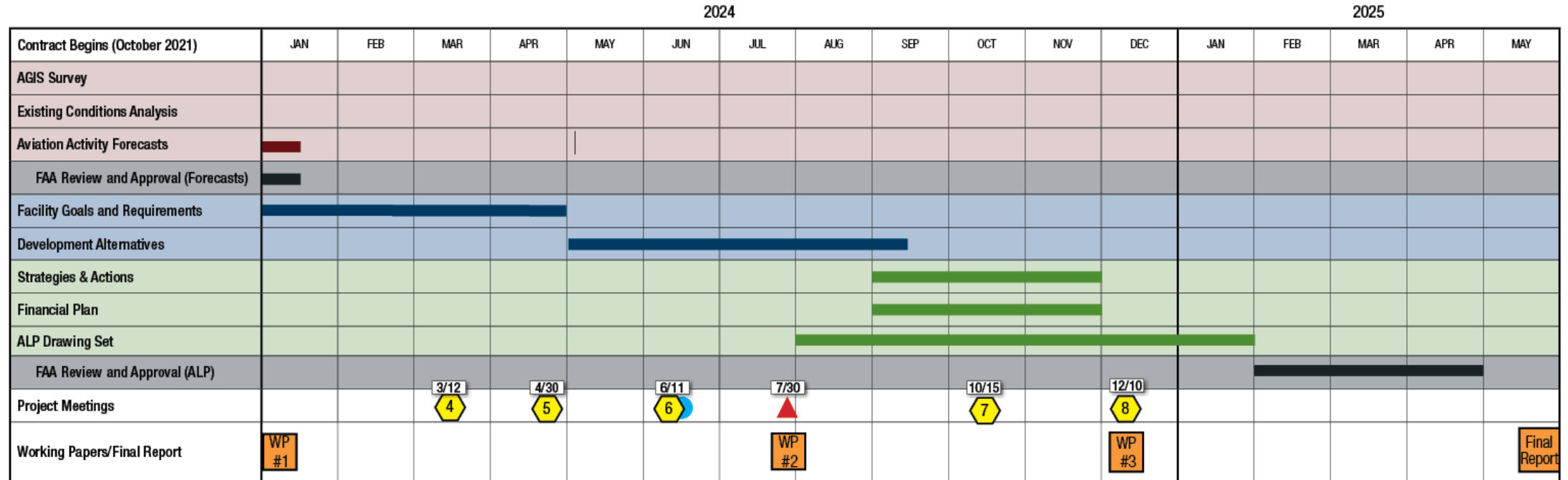
As a committee, we agree to **approach this work with honesty, openness, and willingness to work together.**

- This includes building trust and **assuming good intentions in others** and ensuring that our behavior supports a successful process.
- We will work with each other and staff to **address issues as they arise, utilize tools to ensure clear communication and robust participation, and meet the communication needs of members.**
- PAC members represent their organization, please keep your constituents informed of public meetings and project information.
- **We need all PAC members to name/identify themselves.** Duplicates will be removed from the meeting.

Project Schedule – Where are we?

Updated September 2024

Aurora State Airport - Airport Master Plan Project Schedule (all future dates tentative)



█ Develop Understanding
 █ Explore Solutions
 █ Implementation
 █ FAA Review and Approval

⬡ PAC Meetings
 ● Public Open House
 ▲ PAC Working Session Meeting

- ⬡ 4 Forecast Approval Overview
- ⬡ 5 Facility Goals and Requirements
- ⬡ 6 ● Review of Comments and Responses from Facility Requirements & Preliminary Alternatives
- ▲ Review of Comments and Responses from Preliminary Alternatives & Refined Alternatives
- ⬡ 7 Alternatives Review
- ⬡ 8 CIP, ALP, and Draft Final for FAA Review

The Alternatives Process

Preliminary Alternatives Process

- **Concept Planning**
 - At this phase, the Planning Team discussed a wide range of options to meet FAA standards, with potential impacts, and viability of the alternative to move forward. Many of these concepts were considered not viable early in the planning process, including a No Action Alternative.
- **Prepared Preliminary Alternatives (7 Airside, 3 Landside)**
 - Submitted to FAA for review and input
 - Presented at PAC Meeting 6 – 6/11/24
 - Presented at Public Open House – 6/13/24
 - Reviewed all feedback and comments received
- **Refinements of Preliminary Alternatives (1A, 1B, 2)**
 - The feedback informed the decisions on the refinements
 - Presented at PAC Working Session 3 – 7/30/24
 - Presented to the Oregon Aviation Board – 9/5/24

How the Preliminary Alternatives were Refined

- 7 Preliminary Airside Alternatives were created and presented to the FAA, PAC, and Public.
- 3 of the 7 Preliminary Airside Alternatives (*Airside Alt. 5, 6, & 7*) were discarded prior to PAC Meeting #6, based on FAA input that Airside Alternatives designed to B-II standards were not viable based on the existing C-II design aircraft and current air traffic.
- The No Action Alternative was discarded based on the impacts to future federal funding needed to support ongoing airfield facility improvements. The No Action also does not implement safety related improvements.
- 2 of the Preliminary Airside Alternatives (*Airside Alt. 2 & 4*) were discarded based on ODAV's ability to accommodate the future runway extension on-airport property. This was supported by PAC/public concerns for EFU lands and additional property acquisition.
- Preliminary Airside Alternatives 1 and 3 were carried forward into the Refined Preliminary Alternatives (*Now depicted as Refined Preliminary Alternatives 1A, 1B, & 2*)
- Preliminary Landside Alternatives 1 & 2 were presented at PAC Meeting #6. Preliminary Landside Alternatives were refined and merged into the Refined Preliminary Alternatives 1A, 1B, and 2.

Review:

Refined Preliminary Alternatives

Review:

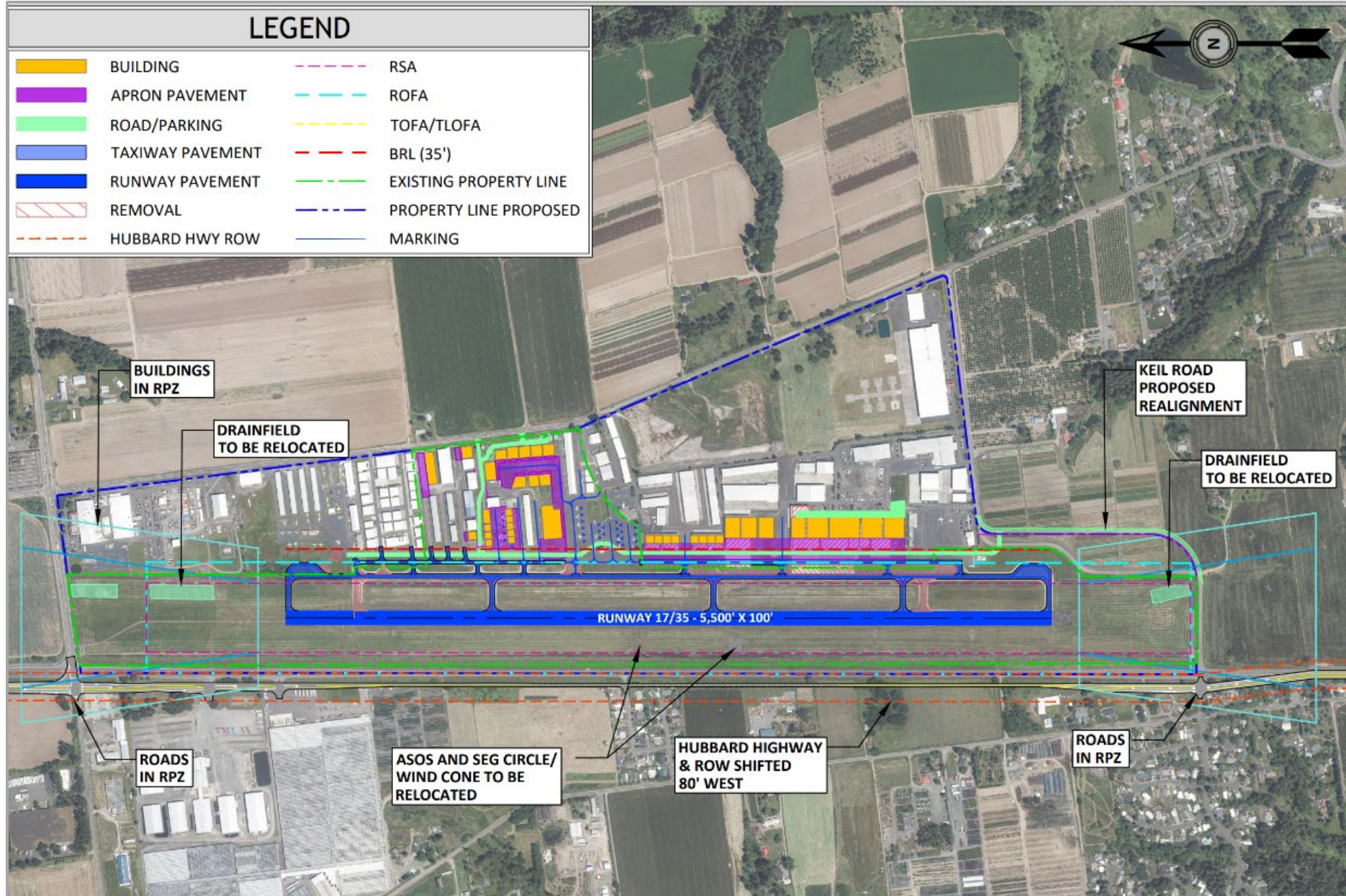
**Refined Alternative 1A – Shift Hubbard Highway
West and Extend Runway North to 5,500 feet**

SUMMARY

Refined Alternative 1A –Shift Hubbard Highway West and Extend Runway North to 5,500 feet

- **Refined Option for Preliminary Alternative 1** - Impacts to both aeronautical use facilities and non-aeronautical properties
 - Extends existing runway 497 feet north (5,500 feet)
 - Shifts Hubbard Highway and ODOT right-of way (ROW) approximately 80 feet west to clear ROFA; assumes new highway is centered in existing 200' ODOT ROW and with the same roadway configuration. The ultimate location of the highway and ROW width will be determined during a separate planning and design process with ODOT.
- **Land Requirements**
 - Approx. 43 acres of property acquisition to construct a parallel taxiway and vehicle service road east of Taxiway
 - Property acquisition reserve included for all properties currently in aeronautical use, so ODAV may acquire those properties with federal funds from willing sellers to keep them in aeronautical use.
- **Aeronautical Development/Redevelopment**
 - Includes a full-length parallel taxiway and vehicle service road (VSR) east of Taxiway A to address direct runway access and VPD issues
 - Requires removal of some existing hangars to accommodate landside improvements
 - ASOS, segmented circle/windsock in the ROFA, and drain fields in the RSA to be relocated
 - Reroutes Keil Road to clear ROFA and TOFA
 - Accommodates existing ATCT location and runway location

REFINED ALTERNATIVE 1A - Shift Hubbard Highway West and Extend Runway North to 5,500 feet Overview



Review:

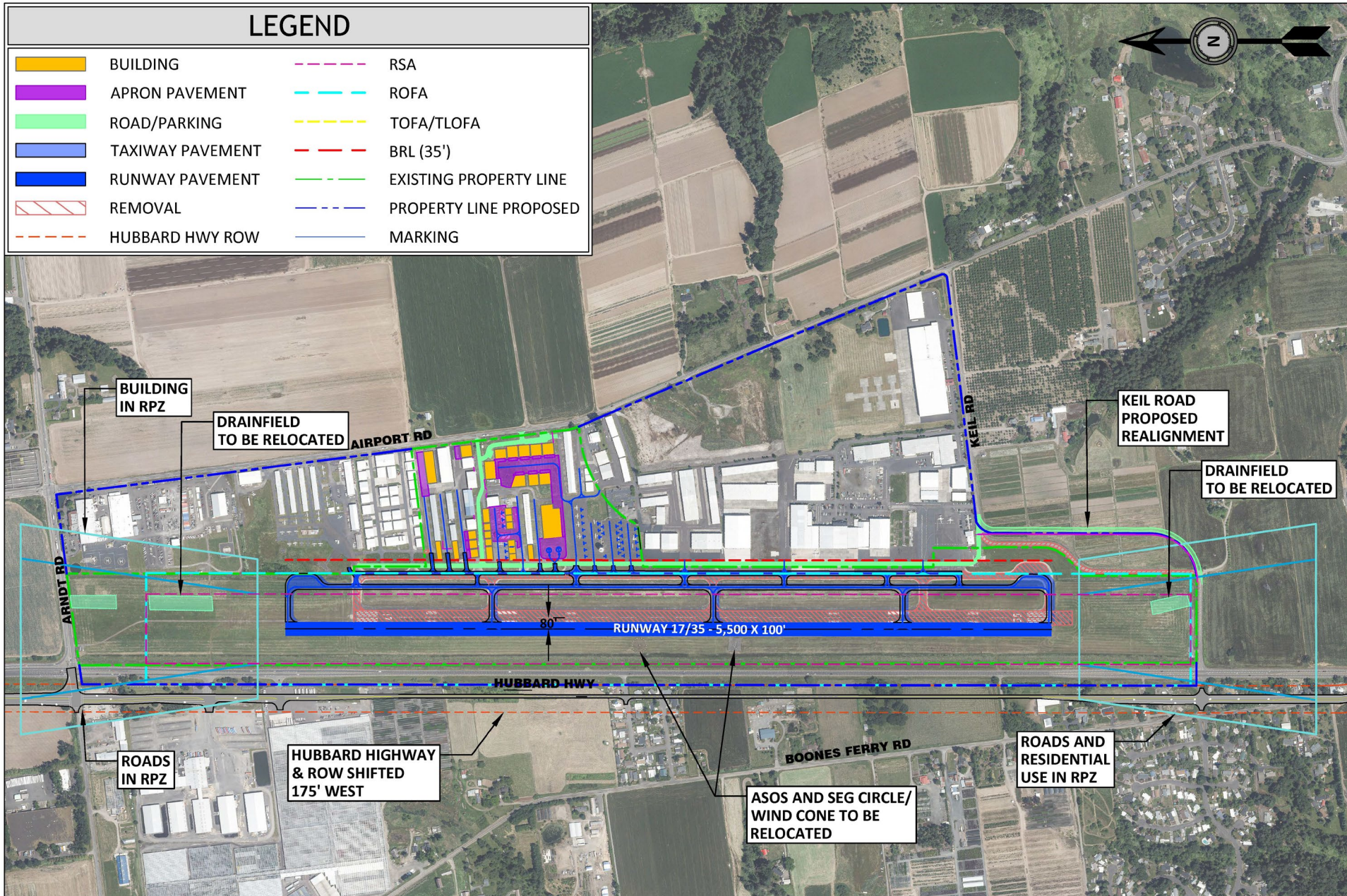
Refined Alternative 1B –Shift Runway and Hubbard Highway West and Extend Runway North to 5,500 feet

SUMMARY

Refined Alternative 1B – Shift Runway and Hubbard Highway West and Extend Runway North to 5,500 feet

- **Refined Option for Preliminary Alternative 1** - Minimizes impacts to aeronautical facilities with greater impacts to non-aeronautical properties
 - Extends Runway 497 feet north (5,500 feet)
 - Shifts Runway approximately 80 feet west to accommodate parallel taxilane and vehicle service road on east side
 - Maintains existing 200' wide Hubbard Highway ROW and shifts ROW approximately 175 feet west to clear ROFA. The ultimate location of the highway and ROW width will be determined during a separate planning and design process with ODOT.
 - Includes a full length parallel taxilane and vehicle service road east of Taxiway A to address direct runway access and VPD issues
 - Reduced impacts to existing east hangars
- **Land Requirements**
 - Approx. 39 acres of property acquisition required to shift Hubbard Highway and ROW west and to construct a parallel taxilane and vehicle service road east of Taxiway A
- **Aeronautical Development/Redevelopment**
 - North landside area redesigned to accommodate parallel taxilane and vehicle service road
 - Reroutes Keil Road to clear ROFA and TOFA
 - ASOS, segmented circle/windsock in the ROFA, and drain fields in the RSA to be relocated

REFINED ALTERNATIVE 1B - Shift Runway and Hubbard Highway West and Extend Runway North to 5,500 feet Overview



Review:

**Refined Alternative 2 - Shift Runway East and Extend
Runway North to 5,500 feet**

SUMMARY

Refined Alternative 2 - Shift Runway East and Extend Runway North to 5,500 feet

- **Refined Option for Preliminary Alternative 2**

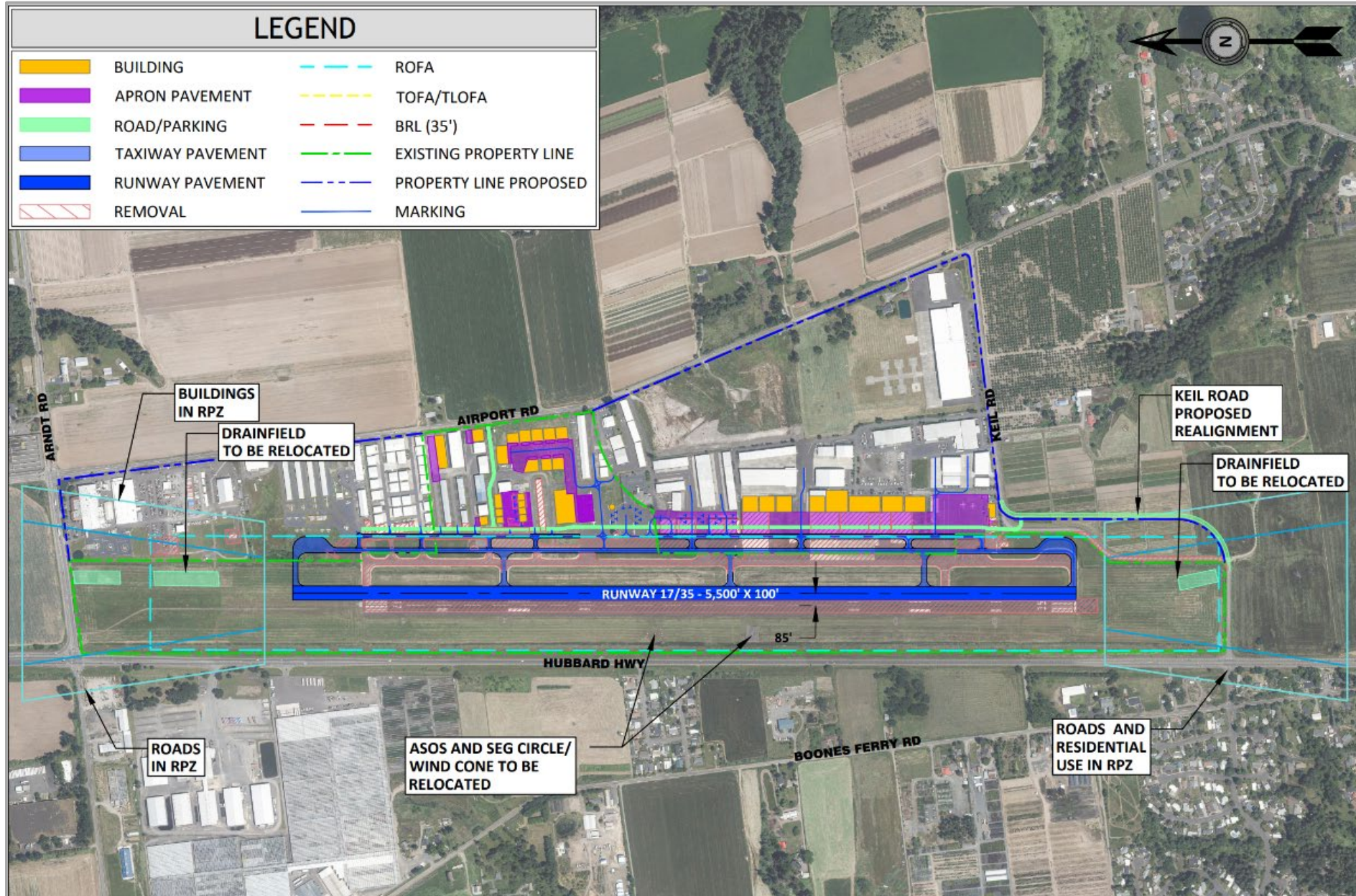
- Extends Runway 497 feet north (5,500 feet)
- Runway & parallel taxiway are shifted 85 feet east to clear Hubbard Highway
- No change to Hubbard Highway required
- Maintains existing ODOT ROW and west airport property boundary
- Reroutes Keil Road to clear ROFA and TOFA
- Requires removal of some existing hangars to accommodate landside improvements
- Includes a full-length parallel taxilane and vehicle service road west of Taxiway A to address direct runway access and VPD issues
- ASOS, segmented circle/windsock in the ROFA, and drain fields in the RSA to be relocated
- ATCT to be relocated pending a future siting study

- **Land Requirements**

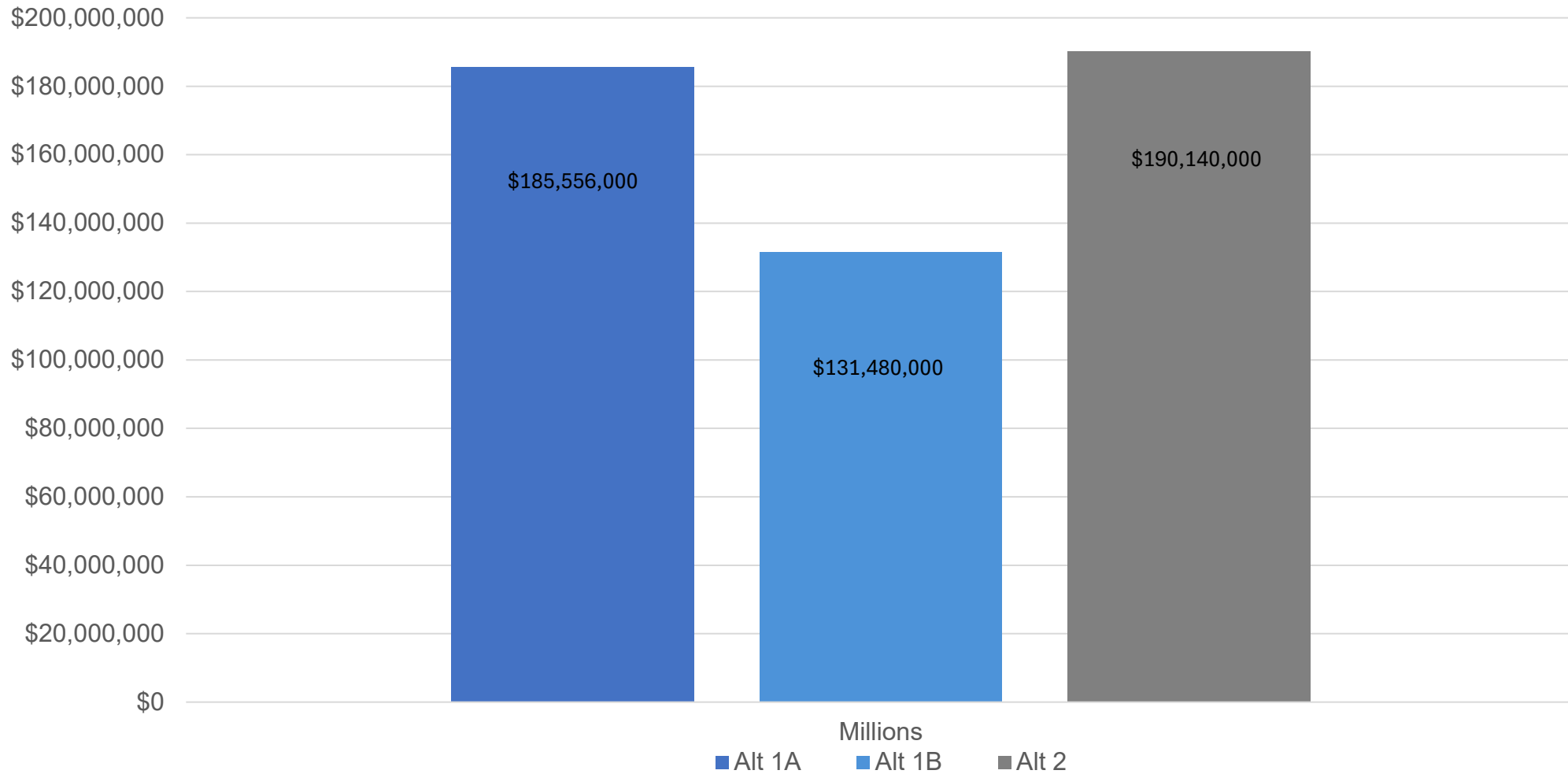
- Approx. 37 acres of property acquisition required to shift the runway/parallel taxiway and to construct parallel taxilane and vehicle service road
- Approx. 105 acres of property acquisition reserve included for all properties currently in aeronautical use, so ODAV may acquire those properties with federal funds from willing sellers to keep them in aeronautical use.

REFINED ALTERNATIVE 2 - Shift Runway East and Extend Runway North to 5,500 feet

Overview



Comparison of Cost Estimates Refined Preliminary Alternatives



Note: Draft project cost estimates will be available for informational purposes and will be discussed further at the Dec 12th PAC meeting where we review the Capital Improvement Plan (CIP).

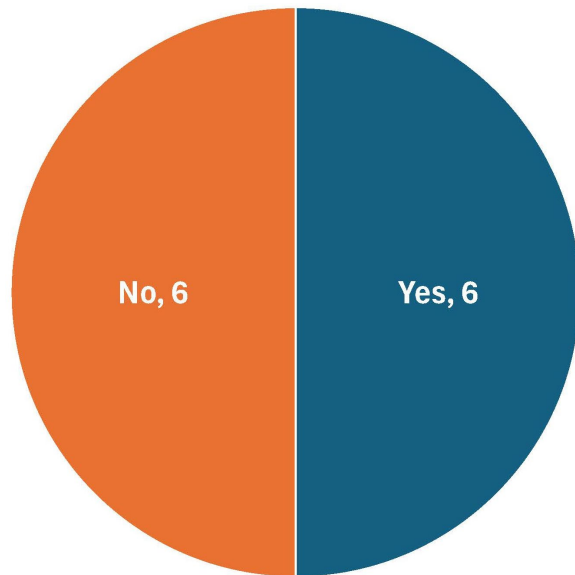
Clarifying Questions

PAC Feedback

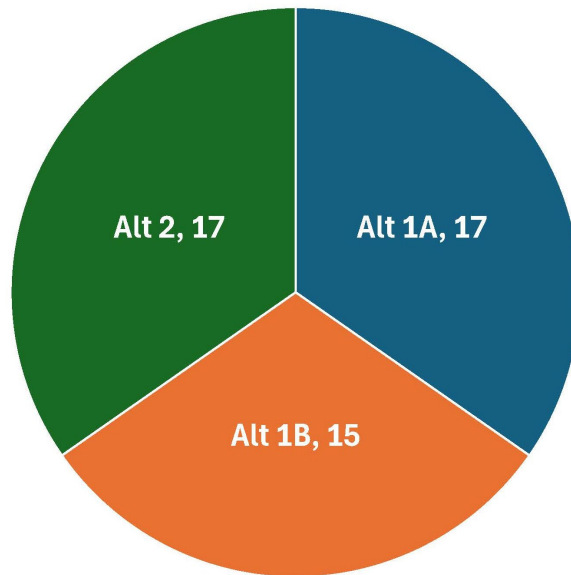
Comment Themes

PAC Feedback Form Results

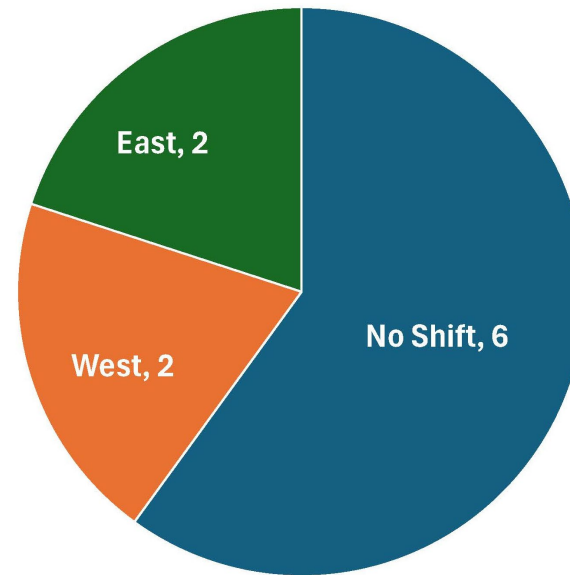
Do you currently use the airport?



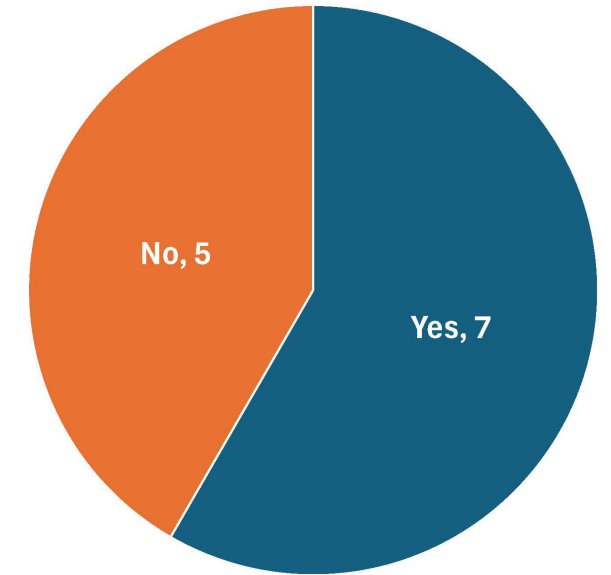
Please rank the alternatives based on your preference for the Aurora Airport from most to least preferred.
(Ranked-Weighted Score)



Airside: To meet C-II design standards which direction should ODAV shift the runway?



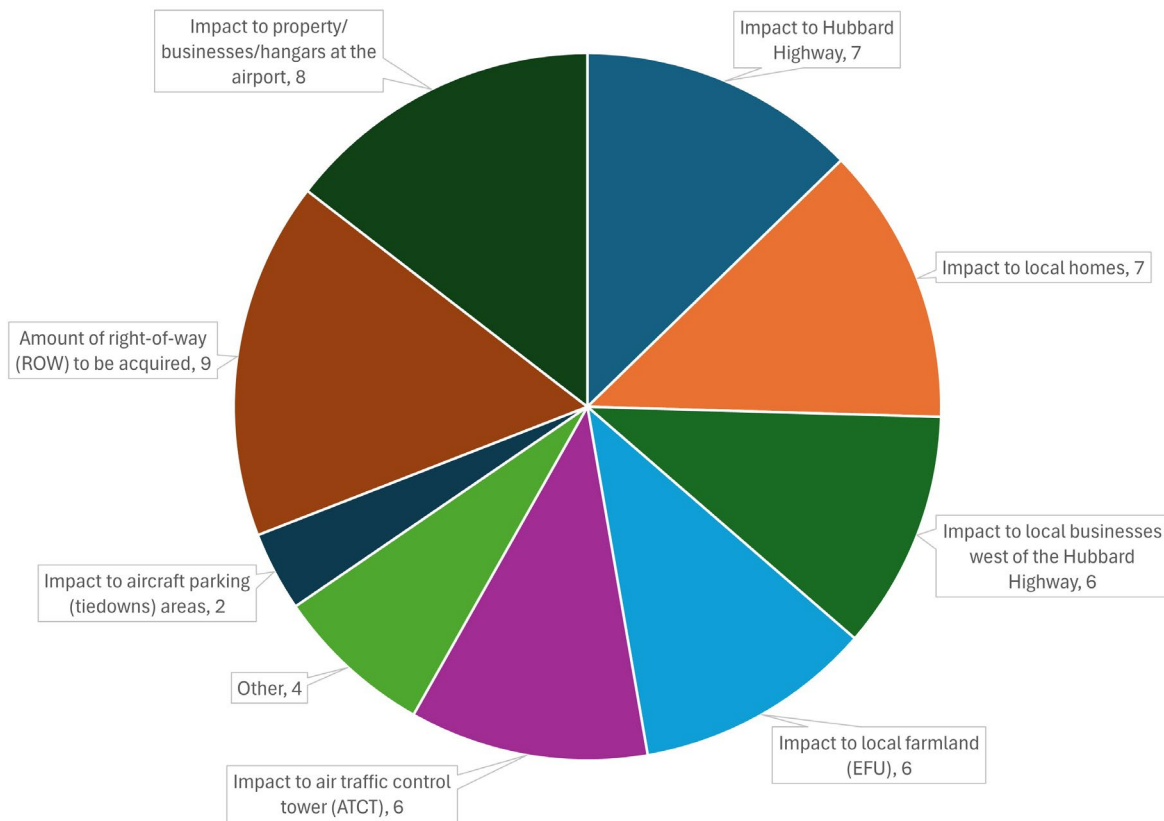
Landside: Should ODAV consider property acquisition, beyond what is required to meet runway safety standards to accommodate hangars or aircraft parking once existing airport property is at capacity?



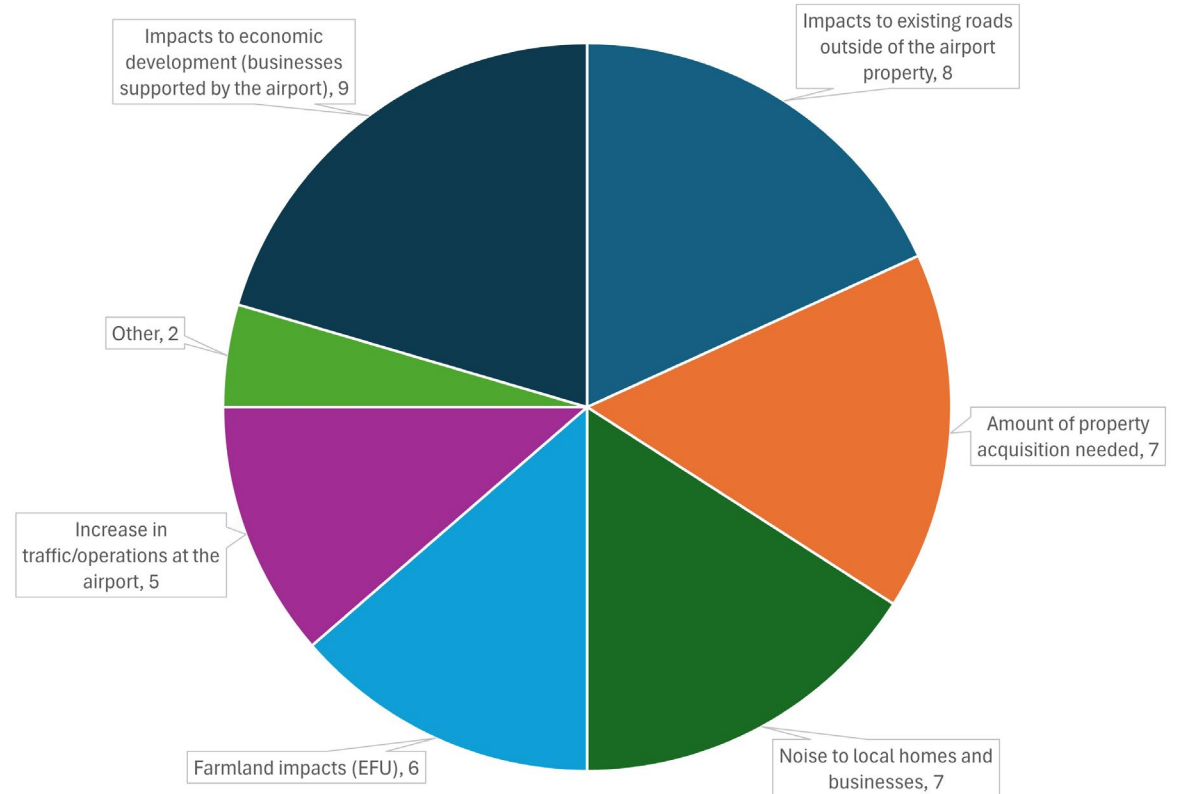
*Note: Alternative preferences were scored using the following ranked-weighted scoring: Most preferred – 3 points, Second preferred – 2 points, Least preferred – 1 point, No response – 0 points
The original PAC feedback forms will be available in the PAC meeting summary.*

PAC Feedback Form Results

What influenced your choice for your highest ranked alternative?



What concerns would you like ODAV to consider as they make a recommendation on a preferred alternative?



Note: The original PAC feedback forms will be available in the PAC meeting summary.

Comment Themes - MOS

- Can we request a modification of standards (MOS)?
 - Under current FAA guidance, MOS are temporary and not a permanent solution for non-standard conditions. FAA has indicated they are not providing a MOS for this project.
- Does the 2012 ALP include an approved MOS?
 - No, the ALP noted that a MOS would be requested. Request for MOS is a specific process separate from the ALP approval process and does not guarantee an approval of a MOS.
- Can we move toward conformance by relocating the property fence closer to Hubbard Highway?
 - The fence and a portion of Highway 551 is within the ROFA. Both the highway and fence require relocation outside of the ROFA.

Comment Theme – Drain Fields

- Why are there no proposed locations for relocating the drain fields?
 - Privately-owned drain fields, located on leased ODAV property do not meet C-II runway safety area (RSA) standards and will be removed. Replacement of drain fields will be the responsibility of the owners.
- Were the drain fields approved by FAA in their current locations at the time of construction?
 - We have no record of the depth of FAA involvement in the permitting of these facilities when they were constructed. However, at the time the runway was classified as ARC B-II, which had a smaller RSA that did not conflict with the drain field placement.
- Is it possible to modify the drain fields in place to conform with RSA standards?
 - Structural enhancements have been evaluated by ODAV and FAA and have been found to not meet RSA grading standards and could impede the function of the drain field.

Comment Themes - Additional

- Why is the vehicle service road (VSR) parallel to the taxiway?
 - Many of the recent Vehicle or Pedestrian Deviations (VPD) reported by ATC involved vehicles entering movement areas as they go around parked aircraft on the apron. The VSR, as depicted, provides a safe and clear path free of parked aircraft for ground vehicles to operate while also providing a visual cue to drivers to remain in the non-movement area.
- We object to the depicted acquisition of privately-owned property for aeronautical reserve.
 - It is ODAV's intention to acquire the properties identified for aeronautical reserve from willing sellers if, and when they become available. By depicting the parcels on the ALP, it allows ODAV to pursue FAA funding for property acquisition.
- Can Hubbard Highway be rerouted along Boones Ferry Road?
 - That concept was evaluated and discarded due to necessary ROW acquisition, costs of construction, and greater impacts to residential.

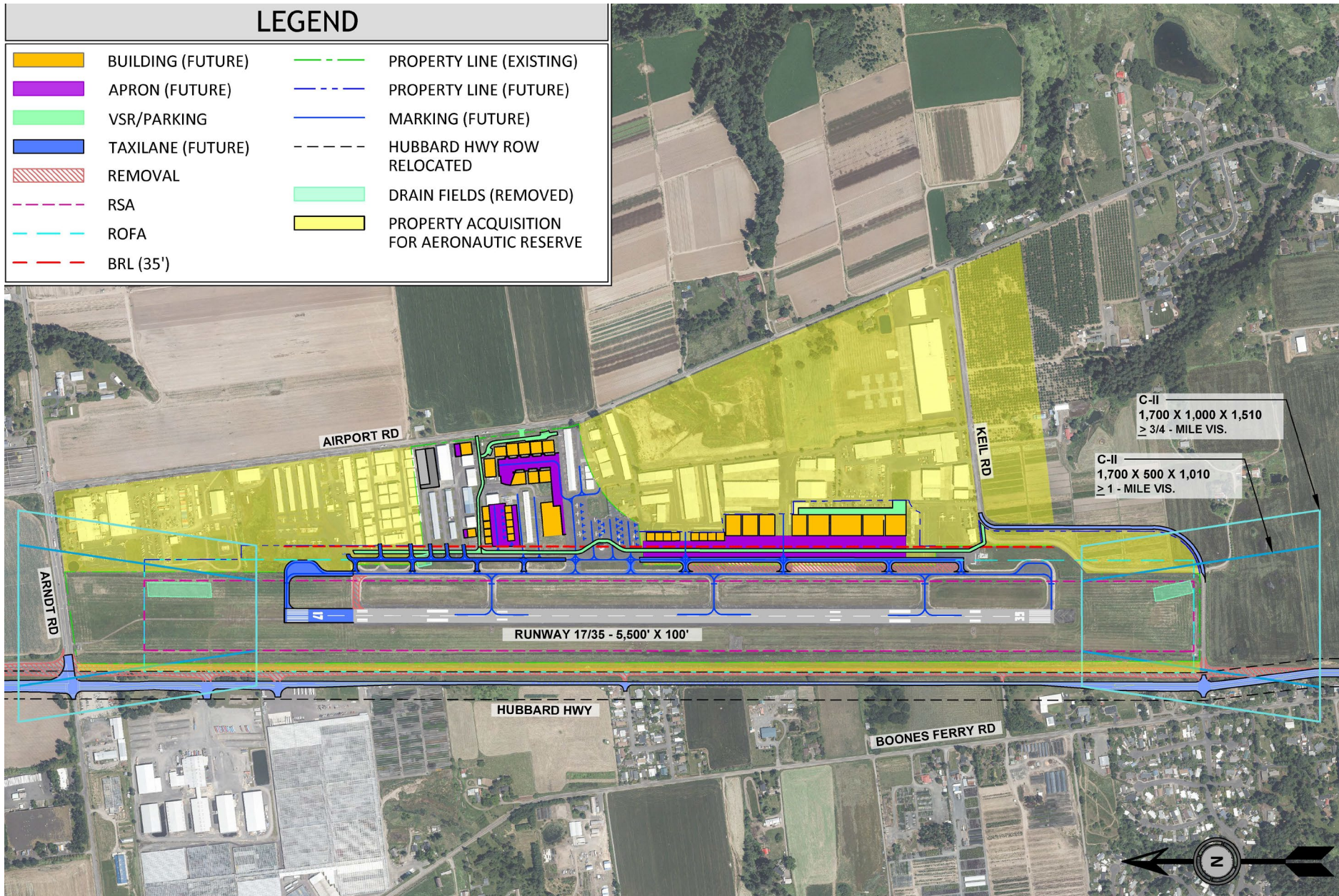
Clarifying Questions

Preferred Alternative

**Refined Alternative 1A – Shift Hubbard Highway
West and Extend Runway North to 5,500 feet**

PREFERRED ALTERNATIVE - OVERVIEW

Refined Preliminary Alternative 1A - Shift Hubbard Highway West and Extend Runway North to 5,500 feet

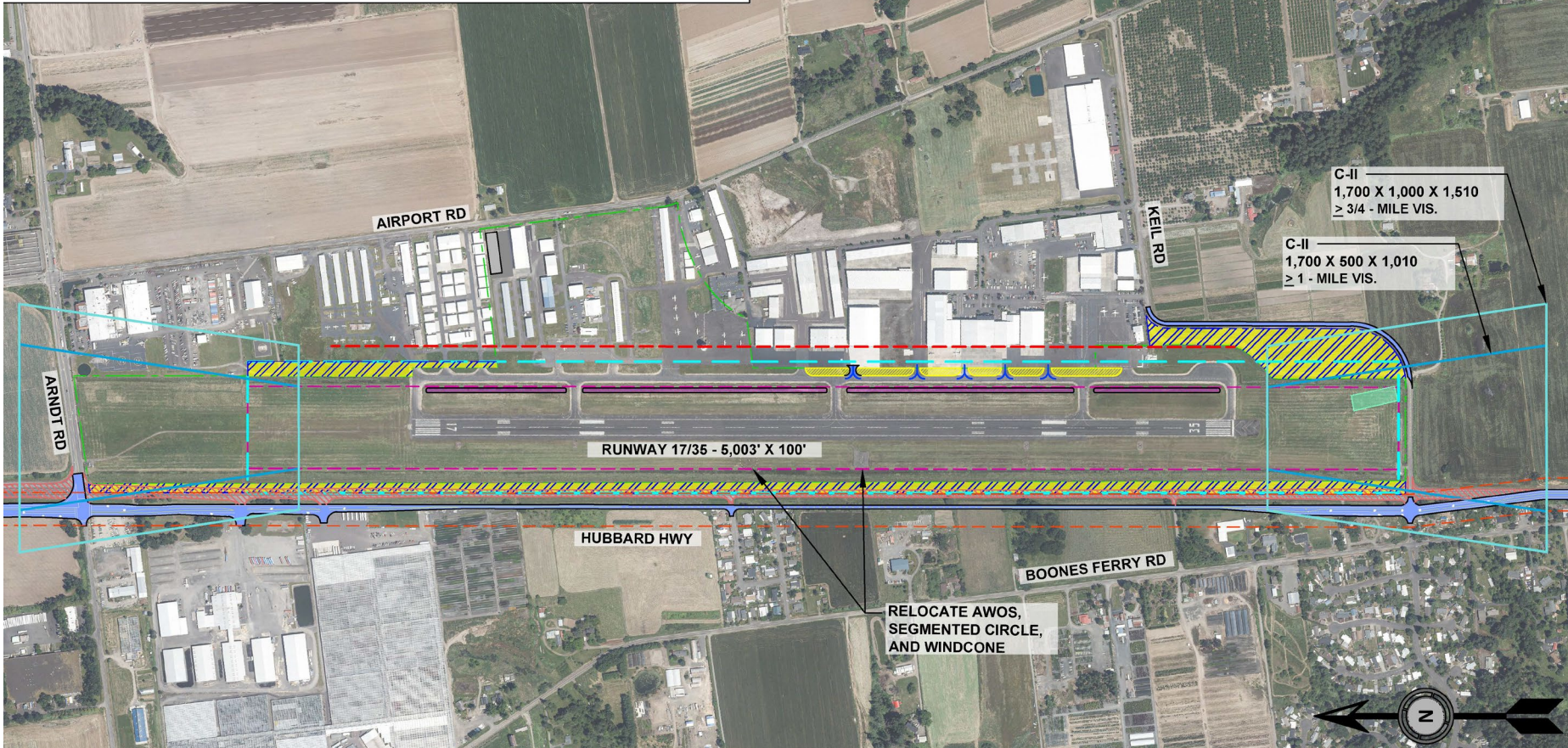


- ODAV considered feedback provided
 - ODAV has reviewed all PAC and public feedback submitted through the planning process and input provided during the preliminary and refined preliminary alternatives review.
- Does not require a runway shift
 - Based on PAC feedback, most responses do not support a runway shift
- Reduced impacts on west residential properties (compared to Alt 1B)
- Does not require relocation of the ATCT (compared to Alt 2)
- Phased opportunities to implement projects
 - Phase for projects needed to meet ROFA conformance standards
 - Phase for runway and parallel taxiway extension
 - Phase for addition of a vehicle service road (VSR)
 - Phase for the addition of a parallel taxiway
 - Runway reconstruction timing will be based on pavement condition and need

Preferred Alternative

Project Phasing

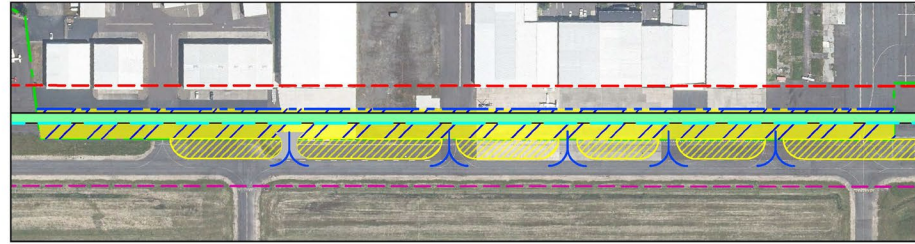
LEGEND			
	REMOVAL		HUBBARD HWY ROW RELOCATED
	ROAD REALIGNMENT		PROPERTY ACQUISITION PRIORITY
	RSA		DRAIN FIELD TO BE REMOVED
	ROFA		ISLANDS
	BRL (35')		DRAINAGE AND GRADING IMPROVEMENTS
	PROPERTY LINE (EXISTING)		
	PROPERTY LINE (FUTURE)		



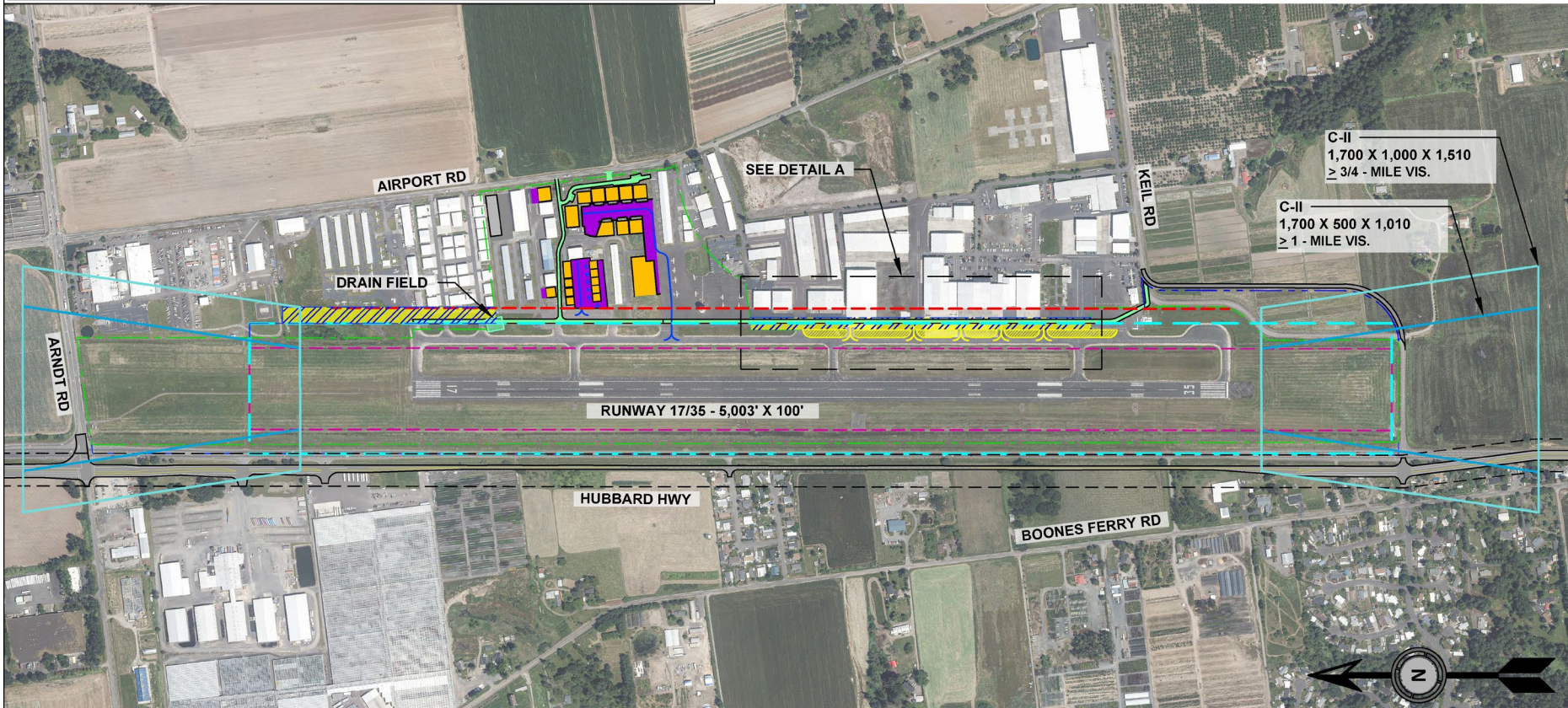
PROJECTS

- Remove Drain Field in South RSA
- Mitigate TWY A Drainage Ditch
- Hubbard Highway & ROW Shift (outside of ROFA)
- Fence Relocation (outside of ROFA)
- Keil Road Relocation (outside of ROFA)
- Add Islands (between TWY A and adjacent apron)

LEGEND			
	BUILDING (FUTURE)		MARKING (FUTURE)
	APRON (FUTURE)		HUBBARD HWY ROW RELOCATED
	VSR/PARKING		PROPERTY ACQUISITION PRIORITY
	RSA		DRAIN FIELD TO BE REMOVED
	ROFA		ISLANDS
	BRL (35')		
	PROPERTY LINE (EXISTING)		
	PROPERTY LINE (FUTURE)		

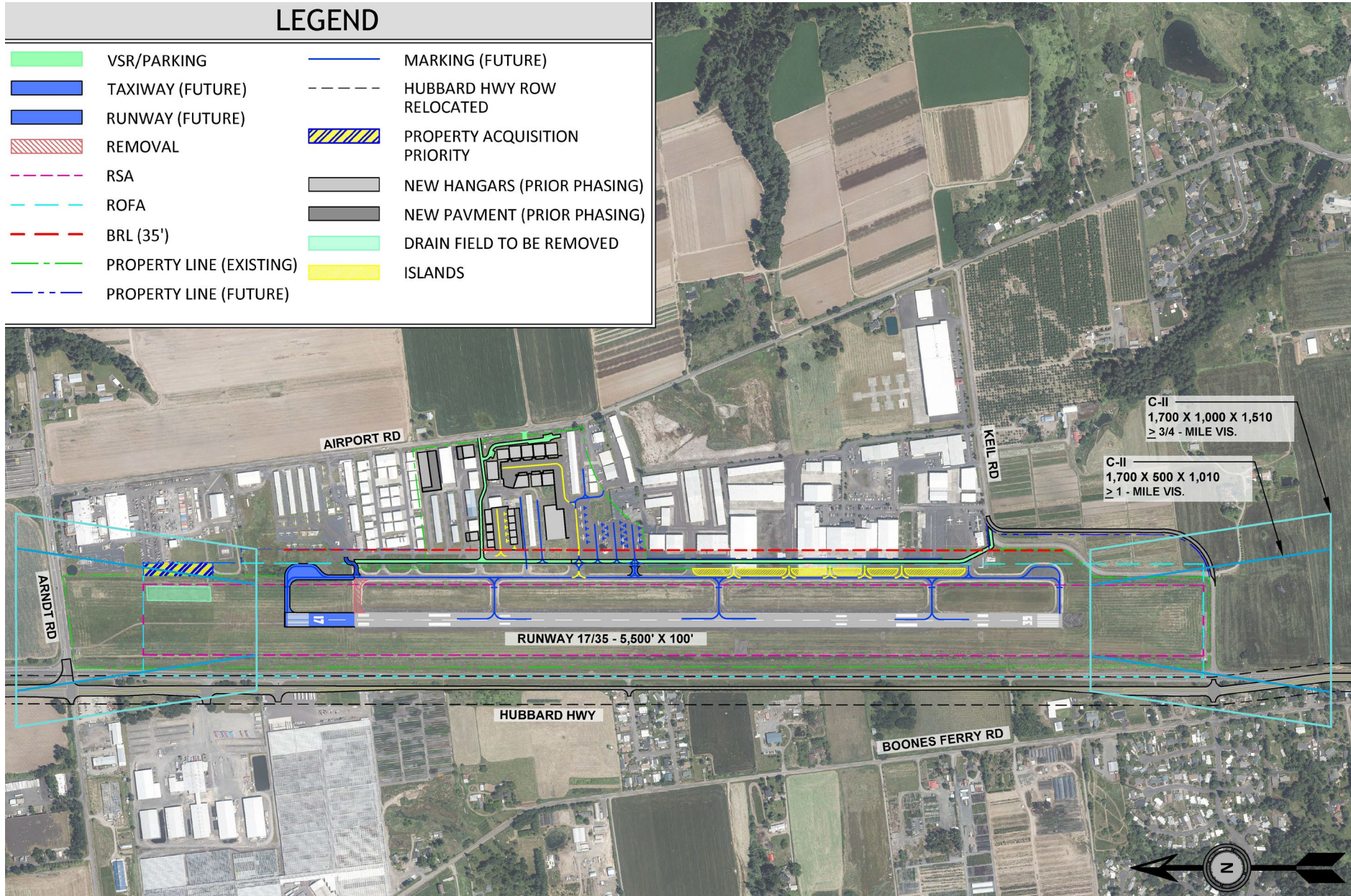


DETAIL A



PROJECTS

- Property Acquisition (area needed for VSR)
- Construct VSR
- Remove Drain Field (between TWY A and North Hangar Area)
- Hangar Development (based on demand)

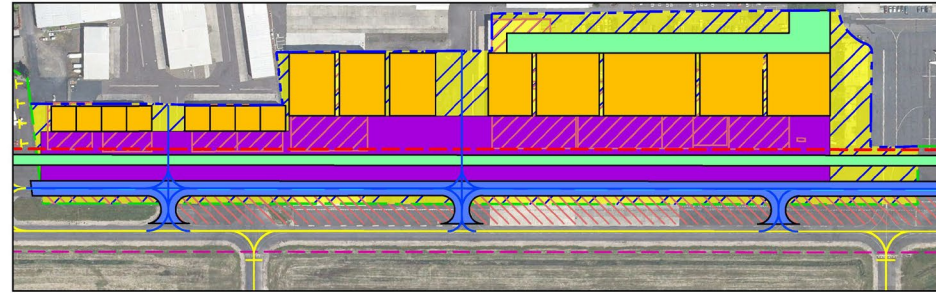


PROJECTS

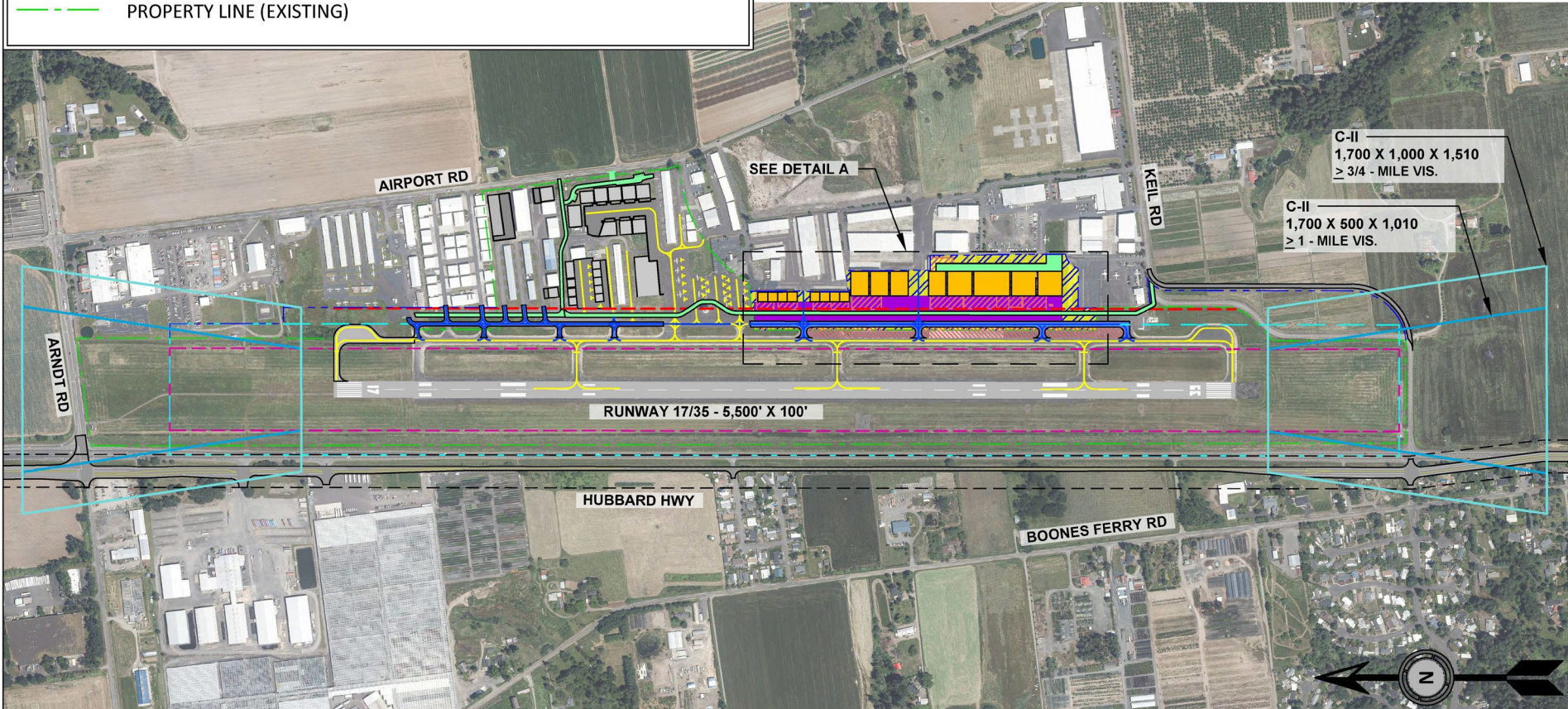
- Extend the Runway by 497'
- Extend Parallel Taxiway & Construct new Holding Bay
- Remove North Drain Field (in extended RSA)
- Property Acquisition (extended ROFA)

Note: For project phasing, FAA has indicated that the ROFA/RSA standards would need to be met, prior to an extension of the runway. See FAA email received 3.26.24 in the public record.

LEGEND			
	BUILDING (FUTURE)		PROPERTY LINE (FUTURE)
	APRON (FUTURE)		MARKING (FUTURE)
	VSR/PARKING		PAVEMENT MARKINGS
	TAXILANE (FUTURE)		HUBBARD HWY ROW RELOCATED
	REMOVAL		PROPERTY ACQUISITION PRIORITY
	RSA		NEW HANGARS (PRIOR PHASING)
	ROFA		NEW PAVMENT (PRIOR PHASING)
	BRL (35')		PROPERTY LINE (EXISTING)
	PROPERTY LINE (EXISTING)		



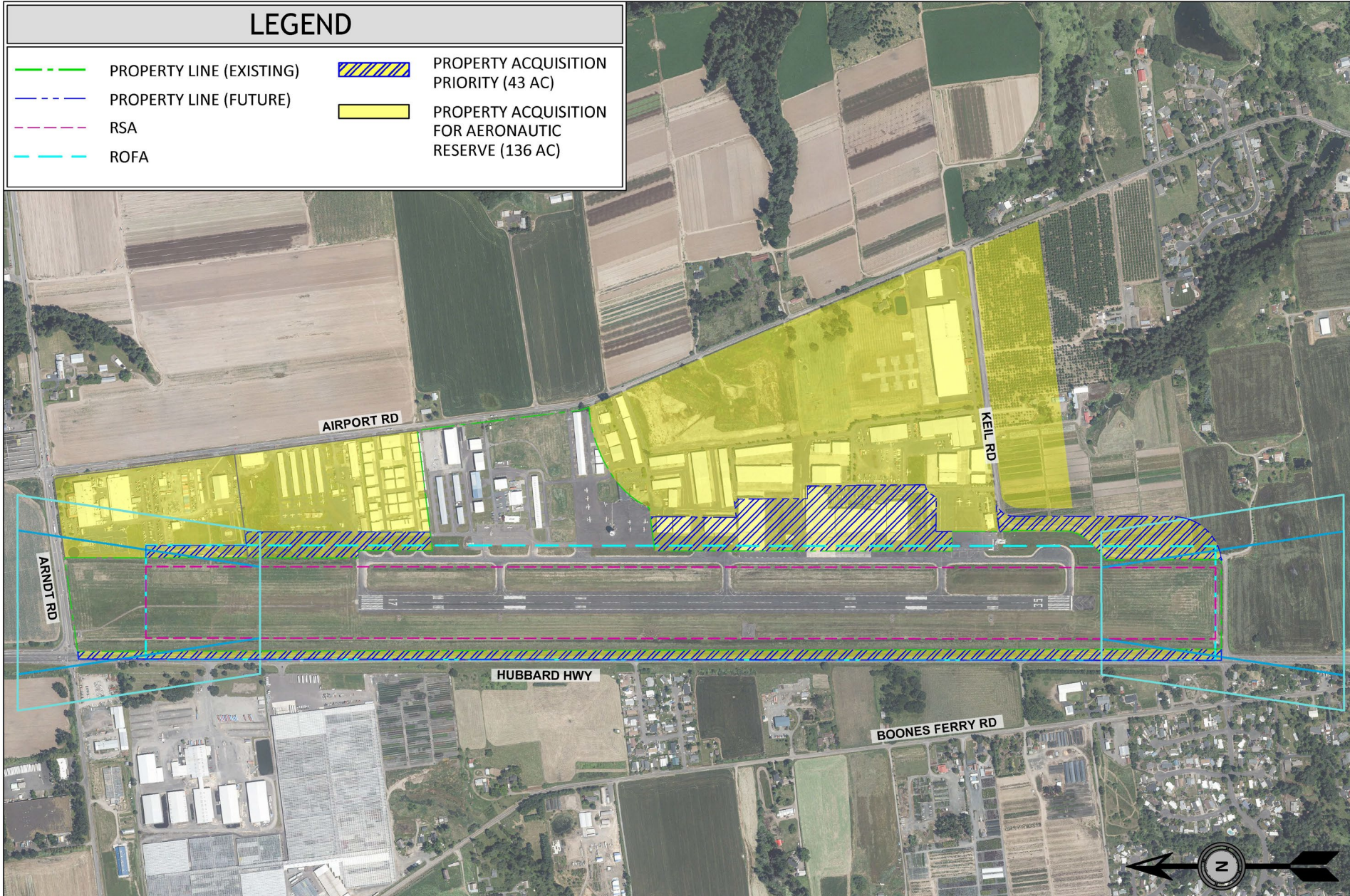
DETAIL A



PROJECTS

- Property Acquisition (South Hangar Area)
- Construct Parallel Taxilane
- South Apron Reconfiguration
- VSR Relocation

PREFERRED ALTERNATIVE – PROPERTY ACQUISITION OVERVIEW



PAC Comments?

Public Comments?

Next Steps

Next Steps

- Prepare the:
 - Noise Analysis
 - Capital Improvement Plan (CIP)
 - Airport Layout Plan (ALP)
 - Draft Final Report
- Next PAC Meeting – Planned for December 10th (UPDATED DATE)
 - To discuss the Noise Analysis, CIP and ALP

Thank You

Alex Thomas – ODAV

Tony Beach – ODAV

Brandy Steffen – JLA Public Involvement

David Miller – Century West Engineering



Project Website: <https://publicproject.net/AuroraAirport>