

Transcript

[Brandy Steffen, facilitator | JLA] 16:56:22
So I'm going to start the webinar.

[Brandy Steffen, facilitator | JLA] 16:56:28
And start reporting.

[Brandy Steffen, facilitator | JLA] 16:56:37
So welcome to all you early people

[Brandy Steffen, facilitator | JLA] 16:56:39
Thanks for joining us. We still have a few minutes before we're going to start the meeting.

[Brandy Steffen, facilitator | JLA] 16:56:45
But if you want to raise your hand and test anything or if you

[Brandy Steffen, facilitator | JLA] 16:56:50
should have been in the um

[Brandy Steffen, facilitator | JLA] 16:56:56
participant and the panelists, if you're a PAC member and you accidentally got in the attendee list.

[Brandy Steffen, facilitator | JLA] 16:57:01
let us know and we will

[Brandy Steffen, facilitator | JLA] 16:57:03
get you into the right location.

[Brandy Steffen, facilitator | JLA] 16:57:12
And hopefully all of you can rename yourself as well.

[Brandy Steffen, facilitator | JLA] 16:57:18
If your affiliation isn't showing for some reason.

[Brandy Steffen, facilitator | JLA] 16:57:23
So I'm going to

[Brandy Steffen, facilitator | JLA] 16:58:15
Okay, so I'm just going to be taking a look at all of our attendees and making sure that you're all in the right spot.

[Brandy Steffen, facilitator | JLA] 16:58:21
So feel free to rename yourself in the meantime, if you're a PAC member and you'd like to list your affiliation, feel free to hover over your name.

[Brandy Steffen, facilitator | JLA] 16:58:32
There's three little dots over your name and then you can add your affiliation.

[Brandy Steffen, facilitator | JLA] 16:59:24

So welcome, everyone. We're just a few minutes out from starting the meeting. So please feel free to rename yourself. You should be able to do that.

[Brandy Steffen, facilitator | JLA] 16:59:33

If you are in the attendee area and you are a PAC member, please raise your hand and we will get you in the right area.

[Brandy Steffen, facilitator | JLA] 16:59:44

We will have public comment period at the end.

[Brandy Steffen, facilitator | JLA] 16:59:53

And Wendy, I see you have your hand raised. I think you're

[Brandy Steffen, facilitator | JLA] 16:59:58

You can submit a question or comment into the Q&A section.

[Brandy Steffen, facilitator | JLA] 17:00:04

And then we'll have the public questions at the end.

[Brandy Steffen, facilitator | JLA] 17:00:22

Please just type your question into the Q&A and hopefully I can answer it for you.

[Brandy Steffen, facilitator | JLA] 17:00:48

Okay, well, I keep hearing the little doorbell, which means that people are still joining us.

[Brandy Steffen, facilitator | JLA] 17:00:58

So thank you so much.

[Brandy Steffen, facilitator | JLA] 17:01:01

We will get started here in just a minute. I think a few more people are

[Brandy Steffen, facilitator | JLA] 17:01:07

joining it in.

[Brandy Steffen, facilitator | JLA] 17:01:51

Okay, we'll get started here.

[Brandy Steffen, facilitator | JLA] 17:01:55

So welcome, everyone. This is the seventh PAC meeting.

[Brandy Steffen, facilitator | JLA] 17:02:00

For the Aurora State Airport Master Plan Project.

[Brandy Steffen, facilitator | JLA] 17:02:05

um and

[Brandy Steffen, facilitator | JLA] 17:02:06

It's October 15th already. So thank you for joining us.

[Brandy Steffen, facilitator | JLA] 17:02:10
here tonight. Again, if continue to um

[Brandy Steffen, facilitator | JLA] 17:02:16
Let us know if you're in the wrong spot or if and we'll try to get you sorted out here.

[Brandy Steffen, facilitator | JLA] 17:02:24
So thanks for bearing with us during some of our technical

[Brandy Steffen, facilitator | JLA] 17:02:29
startup. So just a reminder, I'm Brandi Steffen. I'm going to be facilitating the conversation today.

[Brandy Steffen, facilitator | JLA] 17:02:35
We are recording this meeting and it will be posted on the project website.

[Brandy Steffen, facilitator | JLA] 17:02:40
Again, you can adjust your name by clicking on the three little dots when you hover over your photo or where your name is if you're off camera.

[Brandy Steffen, facilitator | JLA] 17:02:49
um and

[Brandy Steffen, facilitator | JLA] 17:02:51
you know when you're speaking, we'd love to be able to see your face, but feel free to keep your cameras off during the presentation.

[Brandy Steffen, facilitator | JLA] 17:02:59
As a reminder, we'll keep everyone muted until key points of the meeting. We have lots of time for

[Brandy Steffen, facilitator | JLA] 17:03:05
Questions, answers, and conversation.

[Brandy Steffen, facilitator | JLA] 17:03:09
So for those of you who are attending from the community, we'll have a chance to speak at the end of the meeting.

[Brandy Steffen, facilitator | JLA] 17:03:15
And you can always submit any questions or comments in the FAQ section.

[Brandy Steffen, facilitator | JLA] 17:03:22
Just as a reminder, also, we need to know who's here at the meeting. So please name yourself correctly. If we do have duplicates, we will need to, we'll try to reach out to you, but then eventually if we can't get you named correctly, we'll need to remove you from the meeting. This was something that was discussed in previous meetings.

[Brandy Steffen, facilitator | JLA] 17:03:44
And we will just have the primary PAC member who is in the panelist area and alternates will be in the attendee area.

[Brandy Steffen, facilitator | JLA] 17:03:55
So David, if you could go to the next slide.

[Brandy Steffen, facilitator | JLA] 17:03:58
We'll just briefly run through the agenda.

[Brandy Steffen, facilitator | JLA] 17:04:02
So our goal tonight is to

[Brandy Steffen, facilitator | JLA] 17:04:06
Continued discussions about the Aurora Airport Master Plan alternatives.

[Brandy Steffen, facilitator | JLA] 17:04:12
And David, I'm not seeing that advance.

[David Miller - Century West] 17:04:15
Yeah, I'm trying to advance it. Let me see.

[Brandy Steffen, facilitator | JLA] 17:04:17
Okay.

[David Miller - Century West] 17:04:18
Hold on, it might have frozen on me.

[Brandy Steffen, facilitator | JLA] 17:04:22
Okay, no worries.

[Brandy Steffen, facilitator | JLA] 17:04:32
So I'll just continue to go through and David, hopefully you'll get that sorted.

[Brandy Steffen, facilitator | JLA] 17:04:40
But I wanted to just remind you that the PAC is a sounding board and we'll review information and provide feedback.

[Brandy Steffen, facilitator | JLA] 17:04:49
but does not make a formal recommendation.

[Brandy Steffen, facilitator | JLA] 17:04:52
All viewpoints. Oh, great. There we go, David.

[David Miller - Century West] 17:04:53
Here we go. Sorry, I got it. Sorry.

[Brandy Steffen, facilitator | JLA] 17:04:55
No worries.

[Brandy Steffen, facilitator | JLA] 17:04:57

All viewpoints will be gathered and will be included in the meeting summary as we have in the past.

[David Miller - Century West] 17:05:05

Okay.

[Brandy Steffen, facilitator | JLA] 17:05:05

So here's our agenda.

[Brandy Steffen, facilitator | JLA] 17:05:07

We'll do some quick housekeeping and go through that information. Then we will go through the alternative process and review the refined preliminary alternatives.

[Brandy Steffen, facilitator | JLA] 17:05:19

We'll have time for questions.

[Brandy Steffen, facilitator | JLA] 17:05:22

Then we'll review the PAC feedback and comment themes that we've heard over the last several months.

[Brandy Steffen, facilitator | JLA] 17:05:28

Again, we'll have some time for some clarifying questions.

[Brandy Steffen, facilitator | JLA] 17:05:31

And then we'll review the preferred alternative. And there we have lots of time for questions and comments, about an hour.

[Brandy Steffen, facilitator | JLA] 17:05:40

before we have 15 minutes for public comments, and then we'll go into our next steps.

[Brandy Steffen, facilitator | JLA] 17:05:47

So if you can go to the next slide, David.

[Brandy Steffen, facilitator | JLA] 17:05:55

Oh, okay. Yeah, great. So I'm going to hand it over to Tony just to say hello to you all tonight.

[Brandy Steffen, facilitator | JLA] 17:06:08

Maybe. Tony, you're muted.

[Brandy Steffen, facilitator | JLA] 17:06:19

Uh-oh, what is, let's see.

[Brandy Steffen, facilitator | JLA] 17:06:26

I'm so sorry, Tony. You...

[Tony Beach, Oregon Department of Aviation] 17:06:29

Okay. All right. There we are. Can you hear me now?

[Brandy Steffen, facilitator | JLA] 17:06:30
Somehow.

[Brandy Steffen, facilitator | JLA] 17:06:31
Yeah, sorry about that.

[Tony Beach, Oregon Department of Aviation] 17:06:33
Okay. All right. Well, thank you. And thank you, Brandy, for the overview of the agenda and

[Tony Beach, Oregon Department of Aviation] 17:06:38
My name is Tony Beach. I'm the state airports Manager with the Oregon Department of Aviation.

[Tony Beach, Oregon Department of Aviation] 17:06:43
Our director is Kenji Sugahara

[Tony Beach, Oregon Department of Aviation] 17:06:45
And Alex Thomas is our policy planning and program manager. And Brandon Pike is our aviation planner.

[Tony Beach, Oregon Department of Aviation] 17:06:52
And we just want to say thank you all for all of your engagement and participation in

[Tony Beach, Oregon Department of Aviation] 17:06:59
the PAC process so far and not just the PAC, but for the public as well in our open houses and

[Tony Beach, Oregon Department of Aviation] 17:07:06
And you can see all the comments and responses to the PAC and public comments that we received, as Brendan mentioned.

[Tony Beach, Oregon Department of Aviation] 17:07:12
And so thanks again. We look forward to going over your comments, questions, and

[Tony Beach, Oregon Department of Aviation] 17:07:16
The agenda items for this meeting and

[Tony Beach, Oregon Department of Aviation] 17:07:21
That's all I've got. Thank you. Brandy, back to you.

[Brandy Steffen, facilitator | JLA] 17:07:24
Wonderful. Thanks, Tommy.

[Brandy Steffen, facilitator | JLA] 17:07:28
Okay, so this slide shows the project team

[Brandy Steffen, facilitator | JLA] 17:07:34
And all the people who are working on this project

[Brandy Steffen, facilitator | JLA] 17:07:37
The next slide shows

[Brandy Steffen, facilitator | JLA] 17:07:40
the website. And I also included the link in the chat

[Brandy Steffen, facilitator | JLA] 17:07:45
With a reminder that we are recording this meeting.

[Brandy Steffen, facilitator | JLA] 17:07:49
You can also submit comments through the website at any time.

[Brandy Steffen, facilitator | JLA] 17:07:54
The next slide shows

[Brandy Steffen, facilitator | JLA] 17:07:57
who you all are as PAC members. So we have lots of different viewpoints listed here.

[Brandy Steffen, facilitator | JLA] 17:08:03
represented on the pack and including airport users and businesses and organizations, airport neighbors, local municipalities, tribal organizations, state agencies, local and regional nonprofit groups, and environmental and land use groups.

[Brandy Steffen, facilitator | JLA] 17:08:20
So the next slide is just a reminder of our meeting guidelines.

[Brandy Steffen, facilitator | JLA] 17:08:25
Again, we want all viewpoints represented so that Oregon Department of Aviation can hear from you all. And so we'll collect all of those and include them into the meeting summary.

[Brandy Steffen, facilitator | JLA] 17:08:37
The chats are included into the meeting summary as well as the frequently asked questions. So please go ahead and put those in as we're going through. If you have questions, whether you're here as a public attendee in the FAQ part, or if you are a PAC member in the chat.

[Brandy Steffen, facilitator | JLA] 17:08:57
We do ask that most of this time is set aside for committee members. And we have lots of time for dialogue in this meeting.

[Brandy Steffen, facilitator | JLA] 17:09:09
Anything on non-agendum items, we'd love to have in writing. We can include those in the summary as long as you get those to us in the next two weeks.

[Brandy Steffen, facilitator | JLA] 17:09:19

And...

[Brandy Steffen, facilitator | JLA] 17:09:21
If you go to the next slide, please, David.

[Brandy Steffen, facilitator | JLA] 17:09:24
you'll see that our guidelines also include how we work together with honesty, openness, and willingness to work together, including assuming good intentions in others.

[Brandy Steffen, facilitator | JLA] 17:09:36
We ask that you please be respectful of each other and direct all comments to the FAA or ODAV.

[Brandy Steffen, facilitator | JLA] 17:09:43
And again, it is okay to have different feelings and we want those to be represented.

[Brandy Steffen, facilitator | JLA] 17:09:50
Again, if you'd like to rename yourself.

[Brandy Steffen, facilitator | JLA] 17:09:53
to show your affiliation, please feel free to do that.

[Brandy Steffen, facilitator | JLA] 17:09:57
Now for the next slide, David, thank you. No, you're totally fine. So this is our schedule. It's also been updated on the website.

[Brandy Steffen, facilitator | JLA] 17:10:05
You can see here.

[Brandy Steffen, facilitator | JLA] 17:10:07
that we are there, pack number seven, kind of in the middle of those green lines.

[Brandy Steffen, facilitator | JLA] 17:10:14
They're in October. And then we'll have our final meeting in December on December 10th.

[Brandy Steffen, facilitator | JLA] 17:10:21
And that will be our time to hear about

[Brandy Steffen, facilitator | JLA] 17:10:27
the next phase of the project.

[Brandy Steffen, facilitator | JLA] 17:10:29
So I am going to hand it off to David to start taking us through the

[Brandy Steffen, facilitator | JLA] 17:10:37
refined preliminary alternatives. Again, we'll have some question time and clarification time before we get into the PAC feedback and common themes that we

heard.

[Brandy Steffen, facilitator | JLA] 17:10:46
And then the refined alternative.

[Brandy Steffen, facilitator | JLA] 17:10:50
preferred alternative for the master plan. And again, we'll have about an hour to go through comments and questions at that time.

[Brandy Steffen, facilitator | JLA] 17:10:57
All right, David, all yours.

[David Miller - Century West] 17:11:00
Okay. Well, thank you, Brandy, and sorry for all those technical glitches on the way in. So thanks, everyone. David Miller, the lead aviation planner for Century West Engineering.

[David Miller - Century West] 17:11:09
So as Brandy mentioned, we've got a full agenda tonight. We thought we'd go back through and just do a review of the alternatives process to begin just to refresh everyone's memory of how we got to where we are today.

[David Miller - Century West] 17:11:24
And then we'll work through some more, as Randy outlined, some of the feedback on the preliminary alternatives and ultimately get into more of a detailed discussion on the

[David Miller - Century West] 17:11:35
preferred alternatives.

[David Miller - Century West] 17:11:38
So I won't go into a lot of detail on this, but just the way we break this process out, and we're specifically talking about the alternatives process within the master plan, is that we began with internally as a team and

[David Miller - Century West] 17:11:51
consultation with ODAV and the FAA, we discussed a wide range of options.

[David Miller - Century West] 17:11:58
that were capable of meeting FAA standards. And if you recall, the emphasis of the facility requirements assessment was

[David Miller - Century West] 17:12:06
identifying those facilities on the airport that meet standards, the current airport reference code or runway design group category.

[David Miller - Century West] 17:12:14
C2, which corresponds to the critical aircraft

[David Miller - Century West] 17:12:18

design aircraft and then also identifying those

[David Miller - Century West] 17:12:21
facilities that don't meet standards. So the real focus of the

[David Miller - Century West] 17:12:25
alternatives process as we outlined in the preliminary alternatives was to work
through, identify options for

[David Miller - Century West] 17:12:32
meeting those criteria.

[David Miller - Century West] 17:12:35
So a lot of options were rolled around internally. We looked a lot of different
things and

[David Miller - Century West] 17:12:41
We'll cover some of these as we go through here. But when we came to you in the next
phase, which is the preliminary alternatives that we presented in our June meeting.

[David Miller - Century West] 17:12:53
We had narrowed down the field, so to speak. We came in with seven

[David Miller - Century West] 17:12:58
preliminary alternatives for airside facilities and three for landside facilities.

[David Miller - Century West] 17:13:02
And as you can see, those were presented back at PAC meeting number six in the open
house that followed a day later, a couple days later.

[David Miller - Century West] 17:13:09
Important part about that is that that

[David Miller - Century West] 17:13:13
presentation generate a lot of input from the PAC and the public as well. And as
Brandy mentioned, all of the comments that were received, all the feedback that was
received.

[David Miller - Century West] 17:13:26
was documented, cataloged and documented and then that

[David Miller - Century West] 17:13:30
feedback helped inform the decisions that were being made by ODAV on the
refinements. So the process of working through concepts to preliminary to refined
alternatives

[David Miller - Century West] 17:13:41
is really what's involved here.

[David Miller - Century West] 17:13:44

We presented the refined alternatives package, which we had narrowed down to really three options.

[David Miller - Century West] 17:13:51
which are really two options with a sub option. And then we presented that at the work session in July.

[David Miller - Century West] 17:13:59
We're also um

[David Miller - Century West] 17:14:00
made a presentation to the Oregon Aviation Department Board in September.

[David Miller - Century West] 17:14:09
So how we refine the alternatives, as I said, we started out with seven airside alternatives as we presented to the FAA.

[David Miller - Century West] 17:14:17
act and the public.

[David Miller - Century West] 17:14:19
as I mentioned, the process of refinement resulted in several options being discarded.

[David Miller - Century West] 17:14:26
Just prior to the PAC meeting number six, the FAA had an opportunity to review the preliminary alternatives.

[David Miller - Century West] 17:14:33
And indicated that they were not able to support the options that we identified that related to

[David Miller - Century West] 17:14:40
assigning design group 2, B2 standards to the airport, and that was based on the current design aircraft and the existing forecaster traffic that was

[David Miller - Century West] 17:14:50
clearly in the C2 category. So that reduced the field a bit. The no action alternative, or sometimes called the do nothing alternative, was discarded also.

[David Miller - Century West] 17:15:01
Mostly because it failed to implement FAA mandated safety requirements.

[David Miller - Century West] 17:15:07
And it also in process, being out of conformance with no path to conformance.

[David Miller - Century West] 17:15:14
would potentially jeopardize their state's ability to access FAA funds, which is critical to the

[David Miller - Century West] 17:15:22
both the maintenance and the improvement of the airport.

[David Miller - Century West] 17:15:25
So through that process, we

[David Miller - Century West] 17:15:30
We also, again, this was driven largely by feedback generated by the public and the PAC.

[David Miller - Century West] 17:15:36
We also narrowed the field a bit by eliminating the south runway extension options. The reasons were varied, but they came down largely the fact that

[David Miller - Century West] 17:15:45
The north extension options can be accommodated on airport property, existing airport property. So that was better in that sense.

[David Miller - Century West] 17:15:53
It also reduced the impact on adjacent EFU land.

[David Miller - Century West] 17:15:57
So those are two factors. There were some other grading issues and other factors involved, but that was really

[David Miller - Century West] 17:16:05
I think the information that was considered

[David Miller - Century West] 17:16:09
And ultimately, it was determined that the south options would would

[David Miller - Century West] 17:16:13
be discarded.

[David Miller - Century West] 17:16:14
So when we met with you last, we brought in the refined preliminary alternatives, which were captured as Alternative 1A, 1B, and 2. And remember, these alternatives one and two really came down to

[David Miller - Century West] 17:16:31
Alternative one focused on shifting the Hubbard Highway West.

[David Miller - Century West] 17:16:35
alternative two focused on shifting the runway east and that was

[David Miller - Century West] 17:16:40
Again, the primary purpose or focus of that was to

[David Miller - Century West] 17:16:46
allow the runway object-free area or ROFA, to meet FAA standards. The highway, the

Hubbard Highway, chief among several features that conflict with that standard.

[David Miller - Century West] 17:16:56
And then the...

[David Miller - Century West] 17:16:59
Yeah, so we presented those and that was when we had additional feedback from that point.

[David Miller - Century West] 17:17:05
So I'm sorry, backwards.

[David Miller - Century West] 17:17:08
So that brings us to our, just I wanted to briefly summarize the refined preliminary alternatives. We're going to go back over information we covered in the prior work session, but just to

[David Miller - Century West] 17:17:19
everyone to get kind of up to speed with this.

[David Miller - Century West] 17:17:22
So as I said, 1A option, alternative 1A was to shift to Hubbard Highway West, extend the runway north.

[David Miller - Century West] 17:17:28
to 5,500 feet.

[David Miller - Century West] 17:17:33
So the main features of this

[David Miller - Century West] 17:17:37
from the airfield standpoint, this option allows the existing runway to be maintained. In other words, the center line of the runway

[David Miller - Century West] 17:17:45
in the existing surface could be

[David Miller - Century West] 17:17:48
the extension could be added to it.

[David Miller - Century West] 17:17:50
The other two options

[David Miller - Century West] 17:17:53
involves shifting the runway, effectively requiring an entirely new runway.

[David Miller - Century West] 17:17:58
So all of these options, as I mentioned, 1A, 1B, and two have a 497 foot extension to the north.

[David Miller - Century West] 17:18:05

This option has, as we recall, has impact on the adjacent properties west of the Hubbard Highway.

[David Miller - Century West] 17:18:14

the basic action with this is to shift the existing ODOT right-of-way

[David Miller - Century West] 17:18:19

Approximately 80 feet west of the object-free area, which is what allowed the road to be reconstructed outside the Hubbard Highway.

[David Miller - Century West] 17:18:27

So we maintain the 200-foot ODOT right-of-way width

[David Miller - Century West] 17:18:31

And it's...

[David Miller - Century West] 17:18:34

it will affect properties adjacent to the highway.

[David Miller - Century West] 17:18:40

And then the alternative also on the east side

[David Miller - Century West] 17:18:45

provides for a future

[David Miller - Century West] 17:18:49

vehicle service road and a parallel taxi lane.

[David Miller - Century West] 17:18:53

These are items the vehicle service road improvement was identified as a recommendation from the runway safety action team and other efforts to improve safety. The taxi lane is a

[David Miller - Century West] 17:19:04

is an improvement that could also facilitate

[David Miller - Century West] 17:19:08

better movement of aircraft within the apron area.

[David Miller - Century West] 17:19:11

So these options have, as we talked about before, have impacts on both the highway side and the airfield side.

[David Miller - Century West] 17:19:20

We also have the realignment of Powell Road and

[David Miller - Century West] 17:19:25

the relocation of facilities within the OFA, including the ASOS and Sigmund Circle.

[David Miller - Century West] 17:19:32

This involves property acquisition, approximately 43 acres of property.

[David Miller - Century West] 17:19:39

And that includes

[David Miller - Century West] 17:19:40

the properties needed to accommodate the aeronautical

[David Miller - Century West] 17:19:44

We design standard compliance, but also the areas that are

[David Miller - Century West] 17:19:49

adjacent to the right of ways, the highways.

[David Miller - Century West] 17:19:56

And this, for recollection, is what alternative 1A looks like. So again, the highway along the west side of

[David Miller - Century West] 17:20:07

one way gets shifted the right of where you could see where the future road alignment may be difficult to see on the screen but the

[David Miller - Century West] 17:20:14

Future road alignment is depicted and these are the parcels that will be affected by that adjacent.

[David Miller - Century West] 17:20:21

On the runway stays in place, the north extension is accommodated here, the parallel taxiway stays in place.

[David Miller - Century West] 17:20:28

And then everything to the east is a combination of the vehicle service road and the parallel taxi lane. It has

[David Miller - Century West] 17:20:38

clear impacts on the southeast portion of the airport, the hangars, the large hangars that are shown in

[David Miller - Century West] 17:20:43

kind of orange represent new buildings the area just

[David Miller - Century West] 17:20:47

Underneath those are hard to see kind of within the pink area

[David Miller - Century West] 17:20:51

our existing hangars that would need to be removed and then replaced further back from the development area.

[David Miller - Century West] 17:20:58

the landslide area.

[David Miller - Century West] 17:21:01
just north of the control tower is developed out in line with one of the land site alternatives that we presented earlier.

[David Miller - Century West] 17:21:10
I mentioned earlier

[David Miller - Century West] 17:21:12
the conformance to standards on the OFA, one of the specific conformance items also

[David Miller - Century West] 17:21:18
with this alternative will be to remove the drain fields that are in the runway safety area. Right now the

[David Miller - Century West] 17:21:24
South Drainfield is in the existing RSA runway safety area for the runway.

[David Miller - Century West] 17:21:31
And once the runway extension is factored in, one of the north green fields would be in that runway safety area. There's also a third smaller greenfield adjacent to the north end of the taxiway that would need to be relocated.

[David Miller - Century West] 17:21:46
And we'll talk about those a little bit later.

[David Miller - Century West] 17:21:50
So alternative 1B is a similar option, but it involves a greater shift of the highway, a larger shift of the highway than a 1A. It has the same north extension.

[David Miller - Century West] 17:22:01
This one may uh

[David Miller - Century West] 17:22:04
basic difference is that the right of way for option 1b

[David Miller - Century West] 17:22:09
shifts approximately 175 feet west.

[David Miller - Century West] 17:22:14
to clear the RFA, the ROFA.

[David Miller - Century West] 17:22:17
And then that um

[David Miller - Century West] 17:22:20
that development also involves shifting the runway center line west and that the purpose of that is to reduce the impact

[David Miller - Century West] 17:22:30

that option would be to reduce the impact on existing airport hangars and other development.

[David Miller - Century West] 17:22:35

show you a graphic of that here.

[David Miller - Century West] 17:22:37

This one also, 1B also includes the other features talked about, all of the other features, the parallel taxi landing vehicle service road east of taxiway.

[David Miller - Century West] 17:22:47

There's about 39 acres of property acquisition required in this, and that's heavily

[David Miller - Century West] 17:22:53

heavily on the

[David Miller - Century West] 17:22:56

west side of the long runway.

[David Miller - Century West] 17:22:58

adjacent to the hangar. There are some impacts to existing hangars, but they're less than alternative 1A.

[David Miller - Century West] 17:23:07

I think we covered all those.

[David Miller - Century West] 17:23:12

There's the 1B graphic. So as I said, you can

[David Miller - Century West] 17:23:17

You can visualize the shift. Essentially, here's the in red. You can make out the existing runway. So the future runway in this configuration would be shifted

[David Miller - Century West] 17:23:27

to the west slightly and then the object-free area will move with that

[David Miller - Century West] 17:23:33

And then you can see that the boundaries are

[David Miller - Century West] 17:23:37

pushed a little further west.

[David Miller - Century West] 17:23:41

And then the airfield side, the parallel taxiway.

[David Miller - Century West] 17:23:45

would come with the shift of runway

[David Miller - Century West] 17:23:49

And the current separation would be maintained. And then the vehicle service road and the

[David Miller - Century West] 17:23:54
parallel taxi lane could be accommodated.

[David Miller - Century West] 17:23:57
in the landside area in the north section above the tower is very similar.

[David Miller - Century West] 17:24:03
same basic issues with the drain fields and the runway safety area.

[David Miller - Century West] 17:24:11
So alternative two alternative

[David Miller - Century West] 17:24:15
The other approach to solving the object-free area problem, and that was to shift the runway away from the highway.

[David Miller - Century West] 17:24:21
So the same North Extension, same 5,500 feet

[David Miller - Century West] 17:24:27
But we move everything on the airfield east. So no changes to the Hubbard Highway in this alternative, no impact on the adjacent property owners.

[David Miller - Century West] 17:24:35
west of the highway.

[David Miller - Century West] 17:24:38
Same issue, basically the same improvements addressing Kyle Road, the drain fields, clearing the object-free area of the ASOS and other facilities.

[David Miller - Century West] 17:24:52
One thing that's unique about alternative two.

[David Miller - Century West] 17:24:56
different than the other two alternatives.

[David Miller - Century West] 17:24:58
is that this alternative would require the relocation of the air traffic control tower.

[David Miller - Century West] 17:25:03
an alternative 1A and 1B, we're able to avoid that.

[David Miller - Century West] 17:25:08
So this alternative has approximately 37 acres of property acquisition. It's needed to shift the runway to the east. Of course, I'll show you the graphic on that.

[David Miller - Century West] 17:25:20
I've seen these before. Basically has presented.

[David Miller - Century West] 17:25:24
So the impacts are similar a little bit

[David Miller - Century West] 17:25:27
on the southeast section of the airport.

[David Miller - Century West] 17:25:32
So essentially the existing hangars in the southeast apron area would need to be removed.

[David Miller - Century West] 17:25:39
And reconstruction could occur further east. Additional apron area could be incorporating the purple area down in the southeast is included in it.

[David Miller - Century West] 17:25:51
Okay, so those are the kind of, if you recall, those are the options that were presented. And in terms of continuing our evaluation.

[David Miller - Century West] 17:26:01
We prepared engineering cost estimates to sort of illuminate the differences between these options, these alternatives.

[David Miller - Century West] 17:26:09
And I'd say that a couple of things to remember. First, we're going to just kind of give you the high level cost of

[David Miller - Century West] 17:26:17
total price, if you will, and not get into a lot of detail on what went into those. There's a planning level cost estimates.

[David Miller - Century West] 17:26:25
They include contingencies for unknown factors and project complexities in the range of 20 to 30%.

[David Miller - Century West] 17:26:33
The costs include property acquisition costs, and for that, we use Marion County's

[David Miller - Century West] 17:26:38
assessor's office, real market value dollars, which is consistent with, or instead of 308, 25.

[David Miller - Century West] 17:26:47
So without further ado, I will

[David Miller - Century West] 17:26:50
to the chase.

[David Miller - Century West] 17:26:52
So alternative 1a which as you recall, is the shift of the

[David Miller - Century West] 17:26:59
highway, the first shift

[David Miller - Century West] 17:27:02
The estimate on that is approximately \$185 million.

[David Miller - Century West] 17:27:08
And the second option, which is the larger highway shift, actually is lower. It's around \$131 million.

[David Miller - Century West] 17:27:17
The main difference for this is the lack of acquisition of the hangers and the areas on the southeast side of the airport. There's a significant valuation associated with that.

[David Miller - Century West] 17:27:29
And then the option two is estimated at \$190 million.

[David Miller - Century West] 17:27:36
So it is.

[David Miller - Century West] 17:27:39
although it avoids impacting

[David Miller - Century West] 17:27:42
the Hubbard Highway and the properties west of the Hubbard Highway is the third option or option alternative two

[David Miller - Century West] 17:27:50
clearly has the most significant impact on current facilities on the airport and adjacent to the airport east.

[David Miller - Century West] 17:28:02
And a note about this, these are the, as I said, these are the summary costs of the estimates.

[David Miller - Century West] 17:28:09
the draft project cost estimates will be discussed further at our December 12th meeting, and there will be detailed worksheets

[David Miller - Century West] 17:28:19
the detailed engineering cost breakouts will be provided.

[David Miller - Century West] 17:28:22
On the project website after this meeting.

[David Miller - Century West] 17:28:26

So you will be able to look at them and sort of detail out or get some idea of how we came up with the numbers.

[David Miller - Century West] 17:28:32

The other thing I would say about these sets of costs is to keep in mind that these costs represent

[David Miller - Century West] 17:28:38

the projects that are needed for the airfield to meet FAA standards. These are not the total

[David Miller - Century West] 17:28:44

costs of improvements of the airfield over the next 20 years. It would be a host of other improvement projects.

[David Miller - Century West] 17:28:50

But this is what we've tried to do is focus this on

[David Miller - Century West] 17:28:54

what work would be needed in these various options to meet the standards that have been stated.

[David Miller - Century West] 17:29:01

And then, as I said, on the December 12th meeting, we'll have a more robust CIP for the airport, which will include these costs, but will also include other maintenance related costs and other life cycle costs.

[David Miller - Century West] 17:29:14

Okay, Brandy, I think it's time for some clarifying questions.

[Brandy Steffen, facilitator | JLA] 17:29:19

Okay, great. So there have been a couple of clarifying questions that have come in through the chat. I'm going to get to those and then I see Councillor Linville's hand is raised.

[Brandy Steffen, facilitator | JLA] 17:29:28

So we are Tony Hebling asked, did I miss the part of the agenda where David was going to review feedback form results?

[Brandy Steffen, facilitator | JLA] 17:29:38

There were significant feedback. And yes, you're right, Tony, that is our next agenda item where we'll review the feedback form results from PAC members.

[Brandy Steffen, facilitator | JLA] 17:29:49

So I think that was the only other clarifying question.

[Brandy Steffen, facilitator | JLA] 17:29:54

So Councillor Linville, do you have clarifying questions from what David has presented?

[Councilor Dr. Joann Linville, City of Wilsonville] 17:30:00
I do.

[Brandy Steffen, facilitator | JLA] 17:30:02
Great.

[Brandy Steffen, facilitator | JLA] 17:30:04
Go ahead.

[Councilor Dr. Joann Linville, City of Wilsonville] 17:30:05
Thank you. Thank you, David. I have a question first about the pricing.

[Councilor Dr. Joann Linville, City of Wilsonville] 17:30:14
As you went through all of those alternatives.

[Councilor Dr. Joann Linville, City of Wilsonville] 17:30:18
does the cost

[Councilor Dr. Joann Linville, City of Wilsonville] 17:30:22
that o dot

[Councilor Dr. Joann Linville, City of Wilsonville] 17:30:24
Well, I guess...

[Councilor Dr. Joann Linville, City of Wilsonville] 17:30:27
Would ODOT be responsible for a portion of those costs or

[Councilor Dr. Joann Linville, City of Wilsonville] 17:30:32
Or is what ODOT's portion

[Councilor Dr. Joann Linville, City of Wilsonville] 17:30:36
not included in the total

[Councilor Dr. Joann Linville, City of Wilsonville] 17:30:40
cost estimates for

[Councilor Dr. Joann Linville, City of Wilsonville] 17:30:43
those alternatives, especially 1A and 1B.

[David Miller - Century West] 17:30:47
Okay, sure. And I see by ODOT you mean the highway side of the department, not

[Councilor Dr. Joann Linville, City of Wilsonville] 17:30:50
Yeah, the movement of the Hubbard Highway.

[David Miller - Century West] 17:30:53
Right. The answer is no, we have not allocated shares, if you will, of the cost at this point.

[Councilor Dr. Joann Linville, City of Wilsonville] 17:30:54

Mm-hmm.

[David Miller - Century West] 17:31:03

The other part of the answer is that this is the total cost of the project at a planning level estimate.

[David Miller - Century West] 17:31:11

the determination of eligibility is done on a project by project basis, if you will, within that.

[David Miller - Century West] 17:31:18

So in our capital improvement program, when we developed that.

[David Miller - Century West] 17:31:23

Each individual project will be identified. The majority of the airfield related things and likely a majority of the highway related costs would be

[David Miller - Century West] 17:31:32

eligible for FAA funding. The percentages may vary depending on the authorization bills that are in place at the time of the project.

[David Miller - Century West] 17:31:39

ODAB is a sponsor. It would be responsible for a local match.

[David Miller - Century West] 17:31:43

Discussions between all the parties, including ODOT, for cost of highways, I think would

[David Miller - Century West] 17:31:49

would be...

[David Miller - Century West] 17:31:51

Worked out through the implementation program. So that's but

[David Miller - Century West] 17:31:56

to your point, the costs are all inclusive not

[David Miller - Century West] 17:32:00

broken out just FA or just ODF.

[Councilor Dr. Joann Linville, City of Wilsonville] 17:32:02

But you're saying that those alternatives do include

[Councilor Dr. Joann Linville, City of Wilsonville] 17:32:09

what it would cost to move that highway.

[David Miller - Century West] 17:32:12

Correct. Yes.

[Councilor Dr. Joann Linville, City of Wilsonville] 17:32:13

Okay. And in alternative two.

[Councilor Dr. Joann Linville, City of Wilsonville] 17:32:18
then I assume since you said it likely would require

[Councilor Dr. Joann Linville, City of Wilsonville] 17:32:24
a replacement of the runway, in essence. Is that included in that

[Councilor Dr. Joann Linville, City of Wilsonville] 17:32:31
price of 190 million.

[David Miller - Century West] 17:32:32
Yes, it is. And yes, just to clarify

[Councilor Dr. Joann Linville, City of Wilsonville] 17:32:34
It is.

[David Miller - Century West] 17:32:37
in among the three alternatives.

[David Miller - Century West] 17:32:39
1A, 1B, and 2.

[David Miller - Century West] 17:32:41
Only alternative one

[David Miller - Century West] 17:32:44
utilizes the existing runway.

[David Miller - Century West] 17:32:47
Alternative 1B and 2 require a brand new runway that's shifted laterally

[David Miller - Century West] 17:32:53
a relatively small amount, but it ends up being a

[David Miller - Century West] 17:32:56
an entirely new runway and parallel taxiway so

[David Miller - Century West] 17:33:00
Yes.

[Councilor Dr. Joann Linville, City of Wilsonville] 17:33:02
Thank you.

[Brandy Steffen, facilitator | JLA] 17:33:05
Great. And then Tony Helbling has a question.

[Brandy Steffen, facilitator | JLA] 17:33:11
And then we have a few more that have come through chat.

[Brandy Steffen, facilitator | JLA] 17:33:13

So Tony, let me find your name. I had to find you and then unmute you. Let me see where you are.

[David Miller - Century West] 17:33:14

Okay.

[David Miller - Century West] 17:33:21

Okay.

[Brandy Steffen, facilitator | JLA] 17:33:22

Oh, there you are. Okay.

[Brandy Steffen, facilitator | JLA] 17:33:25

you should be able to unmute now.

[Tony Helbling, Aurora Airport Improvement Association] 17:33:29

Okay, am I here?

[Brandy Steffen, facilitator | JLA] 17:33:30

Great. Yes.

[David Miller - Century West] 17:33:31

Yep.

[Tony Helbling, Aurora Airport Improvement Association] 17:33:31

Sorry, I don't know how to raise my hand on this thing.

[Brandy Steffen, facilitator | JLA] 17:33:33

No worries, no worries. Anyone can just send me a message. Yeah.

[Tony Helbling, Aurora Airport Improvement Association] 17:33:34

Okay, hey.

[Tony Helbling, Aurora Airport Improvement Association] 17:33:36

Well, first off.

[Tony Helbling, Aurora Airport Improvement Association] 17:33:38

the first time as a PAC member, we were allowed to see these were the night they were presented and there was a question at the time

[Tony Helbling, Aurora Airport Improvement Association] 17:33:46

for us to ask. And I'm not going to speak for the other PAC members. I'm going to speak for myself.

[Tony Helbling, Aurora Airport Improvement Association] 17:33:52

I was so floored and shocked.

[Tony Helbling, Aurora Airport Improvement Association] 17:33:55

with these alternatives

[Tony Helbling, Aurora Airport Improvement Association] 17:33:57

And the way that they weren't shared with us prior to that meeting, we only found out about them and then asked and then got a very, very, very short time to respond

[Tony Helbling, Aurora Airport Improvement Association] 17:34:08

essentially the taking of private property

[Tony Helbling, Aurora Airport Improvement Association] 17:34:11

it.

[Tony Helbling, Aurora Airport Improvement Association] 17:34:13

an evaluated market cost, which is always going to be worth less than what it is. It doesn't include the costs of moving our businesses, et cetera.

[Tony Helbling, Aurora Airport Improvement Association] 17:34:19

I mean, we're floored. And then we were told that it wouldn't be delayed. We got a one week extension.

[Tony Helbling, Aurora Airport Improvement Association] 17:34:26

But I guess one of the questions I have for David and or whoever else wants to answer this

[Tony Helbling, Aurora Airport Improvement Association] 17:34:32

The basis for these alternatives

[Tony Helbling, Aurora Airport Improvement Association] 17:34:35

is that the FAA is not going to allow modifications to standard, nor are they going to fund

[Tony Helbling, Aurora Airport Improvement Association] 17:34:43

airport improvements

[Tony Helbling, Aurora Airport Improvement Association] 17:34:45

on an airport that is not in compliance

[Tony Helbling, Aurora Airport Improvement Association] 17:34:48

with FAA design standards.

[Tony Helbling, Aurora Airport Improvement Association] 17:34:52

who at the FAA is saying that? We can't find that person.

[Tony Helbling, Aurora Airport Improvement Association] 17:34:57

And the thing is.

[Tony Helbling, Aurora Airport Improvement Association] 17:35:00

This is so damaging.

[Tony Helbling, Aurora Airport Improvement Association] 17:35:02

to private property on both sides of the highway

[Tony Helbling, Aurora Airport Improvement Association] 17:35:06
for a state agency to even explore things like this

[Tony Helbling, Aurora Airport Improvement Association] 17:35:11
that probably will never happen

[Tony Helbling, Aurora Airport Improvement Association] 17:35:14
But it damages so many people on both sides of the highway. This is just

[Tony Helbling, Aurora Airport Improvement Association] 17:35:19
It's just crazy. So who at the FAA is telling you that who is

[Tony Helbling, Aurora Airport Improvement Association] 17:35:24
what is the source that no modifications to standards will be allowed?

[David Miller - Century West] 17:35:30
Well, I can start with that. And I think Tim House from the FAA Seattle Airport District Office is on the call and he will probably jump in and give you the official

[David Miller - Century West] 17:35:40
The information that we've provided, been provided by the FAA throughout this process is that the expectation is that

[David Miller - Century West] 17:35:48
The master plan will identify a path to conformance with standards and that

[David Miller - Century West] 17:35:54
that was throughout the FAA agency contacts that we had, but clarification was

[David Miller - Century West] 17:36:02
requested from the FAA back in March, and Tim provided an email to that effect which said that the FA would not consider modification standards.

[David Miller - Century West] 17:36:11
for a runway extension and i think that that

[Tony Helbling, Aurora Airport Improvement Association] 17:36:13
Is that a legal opinion?

[David Miller - Century West] 17:36:16
I'm not going to offer a comment on that. I'd let Tim perhaps clarify if he would like to.

[Brandy Steffen, facilitator | JLA] 17:36:22
Yeah, Tim, are you there?

[Tim House - FAA] 17:36:27
Yeah, I'm working with a slightly different computer setup tonight, so pardon my

timing on coming on there.

[Brandy Steffen, facilitator | JLA] 17:36:30
Okay.

[David Miller - Century West] 17:36:30
Thank you.

[Tim House - FAA] 17:36:34
So the question

[Tim House - FAA] 17:36:36
was, is that a legal opinion?

[Tony Helbling, Aurora Airport Improvement Association] 17:36:39
Yeah. And Tim, you and I have spoken on the phone, but

[Tim House - FAA] 17:36:40
Okay.

[Tony Helbling, Aurora Airport Improvement Association] 17:36:42
Is it a legal opinion or a legal position that the FAA is taking that there will be
no

[Tony Helbling, Aurora Airport Improvement Association] 17:36:48
modifications to standard?

[Tim House - FAA] 17:36:50
I am not an attorney, and there is a

[Tim House - FAA] 17:36:55
you know, legal department at the faa

[Tim House - FAA] 17:36:58
But no, to think that that's a legal opinion, I mean, I think that usually comes
down through a court ruling or something like that would be my assumption on that.

[Tony Helbling, Aurora Airport Improvement Association] 17:37:08
Is there, I mean, some basis, I mean, if you're sharing with the state of oregon

[Tony Helbling, Aurora Airport Improvement Association] 17:37:14
that modifications to standard won't be allowed and therefore

[Tony Helbling, Aurora Airport Improvement Association] 17:37:18
the state needs to put together a plan that could end up damaging private property

[Tony Helbling, Aurora Airport Improvement Association] 17:37:23
I mean, there's got to be some basis in fact

[Tony Helbling, Aurora Airport Improvement Association] 17:37:28

of that direction from the FAA.

[Tim House - FAA] 17:37:31
So they are following advisory circulars.

[Tim House - FAA] 17:37:35
And FAA orders.

[Tim House - FAA] 17:37:37
to prepare the master plan.

[Tony Helbling, Aurora Airport Improvement Association] 17:37:40
I got you. But there's also FAA directives and guidance that explains that modifications to standard can be issued if a risk analysis is conducted and those are properly applied for.

[Tony Helbling, Aurora Airport Improvement Association] 17:37:53
So I guess then the question then is rather than go down

[Tim House - FAA] 17:37:55
That is not a part of the master plan.

[Tony Helbling, Aurora Airport Improvement Association] 17:37:59
Well, and see the challenge that the state of Oregon faces

[Tony Helbling, Aurora Airport Improvement Association] 17:38:03
is there's an Oregon state statute that says the Oregon Department of Aviation is supposed to protect the investment made and good by faith in good faith.

[Tony Helbling, Aurora Airport Improvement Association] 17:38:13
by...

[Tony Helbling, Aurora Airport Improvement Association] 17:38:14
private property owners through the fence property owners

[Tony Helbling, Aurora Airport Improvement Association] 17:38:18
And that creates a situation where ODAV is now advocating for the destruction, or they're not advocating for the protection of that property.

[Tony Helbling, Aurora Airport Improvement Association] 17:38:26
They're advocating for the destruction of that property.

[Tim House - FAA] 17:38:30
I knew it.

[Tim House - FAA] 17:38:32
That's your opinion, I understand.

[Tony Helbling, Aurora Airport Improvement Association] 17:38:33
Well, I mean, I can send you the statute.

[Tim House - FAA] 17:38:36

I don't need the statute. I'm following my FAA advisory circulars.

[Tim House - FAA] 17:38:42

And the FAA orders.

[Tim House - FAA] 17:38:43

to make sure that they're following those

[Tim House - FAA] 17:38:45

to prepare the master plan.

[Brandy Steffen, facilitator | JLA] 17:38:48

And...

[Tony Helbling, Aurora Airport Improvement Association] 17:38:48

Well, I think we can agree to disagree on that one.

[Brandy Steffen, facilitator | JLA] 17:38:50

Sorry, just to chime in really quickly, there was a question about who they is. And so, Tim, are you saying that

[Tony Beach, Oregon Department of Aviation] 17:38:51

The...

[Brandy Steffen, facilitator | JLA] 17:38:58

ODAB is using the circulars.

[Tim House - FAA] 17:39:01

ODAV and their consultant, Century West.

[Brandy Steffen, facilitator | JLA] 17:39:03

Okay, great.

[Tony Beach, Oregon Department of Aviation] 17:39:04

If I can clarify too um

[Tony Beach, Oregon Department of Aviation] 17:39:07

The ORS on ODAVs

[Tony Beach, Oregon Department of Aviation] 17:39:09

pilot through the fence program.

[Tony Beach, Oregon Department of Aviation] 17:39:11

is separate from the federal requirements for FAA master plans for our federally obligated airports.

[Tony Beach, Oregon Department of Aviation] 17:39:18

So they are two separate things and we're following the federal requirements and and

as

[Tony Beach, Oregon Department of Aviation] 17:39:22
Tim mentioned the standards and and

[Tony Beach, Oregon Department of Aviation] 17:39:25
advisory circular for master plans.

[Tony Helbling, Aurora Airport Improvement Association] 17:39:29
Well, I guess what I'm saying is there needs to be an effort on the state of Oregon's part to protect the private investment

[Tony Helbling, Aurora Airport Improvement Association] 17:39:35
But at the same time, I wanted in the record that I believe there is also FAA guidance

[Tony Helbling, Aurora Airport Improvement Association] 17:39:42
four master plans that the master plan proposals or alternatives that presented

[Tony Helbling, Aurora Airport Improvement Association] 17:39:46
need to be realistic and achievable.

[Tony Helbling, Aurora Airport Improvement Association] 17:39:50
And these alternatives are not really realistic, nor are they achievable.

[Tony Helbling, Aurora Airport Improvement Association] 17:39:55
But what they do is set up a situation where the state of Oregon

[Tony Helbling, Aurora Airport Improvement Association] 17:40:00
who doesn't have the money, the FAA doesn't have money.

[Tony Helbling, Aurora Airport Improvement Association] 17:40:03
but it it

[Tony Helbling, Aurora Airport Improvement Association] 17:40:05
basically paints the airport into a box.

[Tony Helbling, Aurora Airport Improvement Association] 17:40:07
Additionally, I have an additional question, if that's okay, Brandy, since I've got the floor. Is that okay

[Brandy Steffen, facilitator | JLA] 17:40:13
Sure. And then we have several other questions that have come in through the chat. And I know we want to get through.

[Tony Helbling, Aurora Airport Improvement Association] 17:40:17
Sure.

[Tony Helbling, Aurora Airport Improvement Association] 17:40:18
Okay, I'll wait if you want me to and come back to it.

[Brandy Steffen, facilitator | JLA] 17:40:21
Okay, is that all right, Tony? And then we can...

[Tony Helbling, Aurora Airport Improvement Association] 17:40:22
That's fine with me. I still got my hand up so

[Brandy Steffen, facilitator | JLA] 17:40:24
Okay. Okay. Yeah.

[Tony Beach, Oregon Department of Aviation] 17:40:24
We are going to address some of the um

[Tony Helbling, Aurora Airport Improvement Association] 17:40:26
Thanks.

[Tony Beach, Oregon Department of Aviation] 17:40:30
Some of the concerns that Tony just raised in the later part of the presentation as well.

[Brandy Steffen, facilitator | JLA] 17:40:34
Okay, great. Yeah, thanks for clarifying so hopefully

[Brandy Steffen, facilitator | JLA] 17:40:38
the presentation will help answer a few of these things. And then Tony, I'll just flag it that you have a follow-up question. And if you don't by that time, then you can say that.

[Tony Helbling, Aurora Airport Improvement Association] 17:40:50
Well, I'd like to get this question before we move out of this segment, please.

[Brandy Steffen, facilitator | JLA] 17:40:54
Sure. Sounds good.

[Brandy Steffen, facilitator | JLA] 17:40:56
Okay, so I see a question from Bill Graup saying, are the 2025 cost estimates

[Brandy Steffen, facilitator | JLA] 17:41:04
Oh, sorry, are these 2025 cost estimates or is there some

[Brandy Steffen, facilitator | JLA] 17:41:10
CPI index cost based on a 10-year outlook.

[David Miller - Century West] 17:41:15
Great question. These cost estimates are based on 2024 dollars because we have just prepared them in the last 30 to 45 days.

[David Miller - Century West] 17:41:26
Since our prior meeting. So the way that works

[David Miller - Century West] 17:41:30
from an airport management standpoint is

[David Miller - Century West] 17:41:34
When the capital improvement program is put together, there's a CPI index, which

[David Miller - Century West] 17:41:39
ties to the base here, the cost year and then

[David Miller - Century West] 17:41:43
as well.

[David Miller - Century West] 17:41:45
implementation goes forward in future years, the CPI at that time can be applied

[David Miller - Century West] 17:41:49
And there's a formula to make adjustments. So that's how that

[David Miller - Century West] 17:41:53
So to answer your question, the costs are current year costs.

[David Miller - Century West] 17:41:57
And at the point of implementation, they will need to be adjusted at the time of design.

[Brandy Steffen, facilitator | JLA] 17:42:04
Okay, great. And then it looks like I think David Malk with Charbonneau asks, what's average cost for Oregon State airports for their most recent plans and what is highest cost for an ODAV project and FAA project in Oregon or Washington?

[Brandy Steffen, facilitator | JLA] 17:42:24
I'm not sure if you have that, David. Maybe that's something that we can follow up on.

[David Miller - Century West] 17:42:27
i i

[David Miller - Century West] 17:42:29
I do not. That would be a Tony question, I think, and maybe need some research. It's an interesting question.

[Brandy Steffen, facilitator | JLA] 17:42:32
Okay.

[Brandy Steffen, facilitator | JLA] 17:42:38
So Tony, unless you go off mute, I'm going to assume that you probably need some more time to find an answer for that.

[Brandy Steffen, facilitator | JLA] 17:42:48
And then I see a question.

[Brandy Steffen, facilitator | JLA] 17:42:51
hear from Councillor Linville, have the cost estimates been presented to the ODAV board, and if so what

[Brandy Steffen, facilitator | JLA] 17:42:59
has been their concerns.

[David Miller - Century West] 17:43:05
I'll let Tony answer that, but my understanding is they have not been presented to the board formally this is the

[David Miller - Century West] 17:43:13
presentation for the benefit of the PAC.

[David Miller - Century West] 17:43:15
They were developed by our staff, coordinated with Tony and his staff at the Department of Aviation.

[David Miller - Century West] 17:43:23
So this is really the earliest

[David Miller - Century West] 17:43:25
earliest looks at these numbers and

[David Miller - Century West] 17:43:28
We expect comments from all quarters.

[Brandy Steffen, facilitator | JLA] 17:43:32
Okay, great. Thank you.

[Brandy Steffen, facilitator | JLA] 17:43:35
And then I see Dave Tibbetts has a question let me

[Brandy Steffen, facilitator | JLA] 17:43:42
Let me get to you, Dave, and then um

[Brandy Steffen, facilitator | JLA] 17:43:46
And then I see Ben Williams, you have your hand raised as well. So we'll come back to you and then we'll circle back with Tony Hubbley.

[Dave Tibbetts, Columbia Helicopters] 17:43:53
Yeah, Brandy, thank you. Dave Sivets here from Columbia Helicopters.

[Dave Tibbetts, Columbia Helicopters] 17:43:57
I'm interested in understanding what this uh

[Dave Tibbetts, Columbia Helicopters] 17:44:01
zone that goes right through Columbia's property is this RPZ zone.

[Dave Tibbetts, Columbia Helicopters] 17:44:05
Does that mean we have to clear out?

[David Miller - Century West] 17:44:06
Sure.

[Dave Tibbetts, Columbia Helicopters] 17:44:07
What is that?

[David Miller - Century West] 17:44:08
Runway protection zone is an FA designed surface, if you will, that, as you know.

[David Miller - Century West] 17:44:16
is located off typically off the ends of a runway

[David Miller - Century West] 17:44:20
sort of aligns with an approach surface, which is a similar shape, but they have different purposes.

[David Miller - Century West] 17:44:26
The FAA's interest in runway protection zones is that number one, airports should control them.

[David Miller - Century West] 17:44:31
And that can either be accommodated through or accomplished through ownership or easement.

[David Miller - Century West] 17:44:37
The main concern is that from the FAA perspective is to

[David Miller - Century West] 17:44:42
eliminate or reduce incompatible land uses in one-way protection zones.

[David Miller - Century West] 17:44:46
So I think the short answer is that would be something that wouldn't necessarily require acquisition. If an easement could be acquired to secure that and the criteria for compatible land use was met, I think that's

[David Miller - Century West] 17:45:03
That would be an item that would be discussed between the principals, the property owner and the airport FAA.

[Dave Tibbetts, Columbia Helicopters] 17:45:11
So that goes right through our main building.

[Dave Tibbetts, Columbia Helicopters] 17:45:14
And I guess I'd like to understand that, you know, this is a company that's been here for

[David Miller - Century West] 17:45:19

No.

[Dave Tibbetts, Columbia Helicopters] 17:45:19
50 years on this airport. In fact, the airport's named after our founder.

[Dave Tibbetts, Columbia Helicopters] 17:45:22
We employ hundreds of people.

[Dave Tibbetts, Columbia Helicopters] 17:45:25
with good paying jobs.

[Dave Tibbetts, Columbia Helicopters] 17:45:27
And it's a little shocking to see that go right through the middle of our building
and say that's the best plan.

[David Miller - Century West] 17:45:32
Well, I think there are a couple of factors. The runway approach surface, which, as
I said, is different than the RPZ, but it is essentially the same footprint, has
always gone over your building.

[David Miller - Century West] 17:45:43
To that extent. And I know that shifting north will bring

[David Miller - Century West] 17:45:47
that closer, but at this stage the um

[David Miller - Century West] 17:45:54
the uh

[David Miller - Century West] 17:45:56
costs of conforming, let me put it this way, the costs of these prices these
alternatives

[David Miller - Century West] 17:46:03
does not include property acquisition within the runway protection zone.

[David Miller - Century West] 17:46:08
And that is because there are other options typically available to airports to
satisfy the FAA's concerns.

[David Miller - Century West] 17:46:15
So, um.

[David Miller - Century West] 17:46:17
Unless I am mistaken, the wider runway protection zone coverage over your property
does not

[David Miller - Century West] 17:46:25
necessarily translate into the need for ODAF to acquire your property.

[David Miller - Century West] 17:46:28

Now, I would point out we had conversations about this throughout the early stages of the master plan, and it related the width of the runway protection zone itself.

[David Miller - Century West] 17:46:37

is driven by the approach visibility minimums for the runway.

[David Miller - Century West] 17:46:42

And with visibility below the one mile level, that's where the larger RPC comes into play.

[David Miller - Century West] 17:46:50

with either the old three quarters of a mile or seven eighths of a mile minimums, the wider RPZ is required.

[David Miller - Century West] 17:46:57

So it is a conversation that has been circulating over the last year or two that

[David Miller - Century West] 17:47:04

You know, there are options available to reduce the visibility minimums on the approaches by that one eighth of a mile.

[David Miller - Century West] 17:47:11

That's kind of an off-topic conversation, but that is one of the considerations in terms of size of RPCs.

[Dave Tibbetts, Columbia Helicopters] 17:47:19

Yeah, it's just curious that this

[Dave Tibbetts, Columbia Helicopters] 17:47:22

isn't at the south end where there's no buildings.

[David Miller - Century West] 17:47:25

Thank you.

[David Miller - Century West] 17:47:26

Right, I understand.

[Dave Tibbetts, Columbia Helicopters] 17:47:30

Thank you. Appreciate it.

[Brandy Steffen, facilitator | JLA] 17:47:32

Thanks, Steve. So Ben, I see you're next.

[David Miller - Century West] 17:47:33

Okay.

[Ben Williams, Friends of French Prairie] 17:47:39

Great, thank you, Brandy. So I put this in the chat, but I think I, for one, would really like Tim House to answer the question.

[Ben Williams, Friends of French Prairie] 17:47:51
It started when Tony Helpling put the proposition to him about

[Ben Williams, Friends of French Prairie] 17:47:57
a legal opinion.

[Ben Williams, Friends of French Prairie] 17:47:59
And his response was, I'm not an attorney, blah, blah, blah.

[Ben Williams, Friends of French Prairie] 17:48:04
um but

[Ben Williams, Friends of French Prairie] 17:48:05
Then he said they are following advisory circulars in the context of statements about the FAA.

[Ben Williams, Friends of French Prairie] 17:48:14
Then he qualified it to make it sound like, no, it wasn't the FAA. They was me with ODAF and Century West.

[Ben Williams, Friends of French Prairie] 17:48:22
So I want to be clear, given the scope and scale of these three alternatives, financial and otherwise.

[Ben Williams, Friends of French Prairie] 17:48:30
Whether the decisions were made at the regional level, that is locally.

[Ben Williams, Friends of French Prairie] 17:48:36
Tim House, O'Dav, and Century West with nobody else in the FAA involved because

[Ben Williams, Friends of French Prairie] 17:48:43
As the last PAC meeting ended i mean

[Ben Williams, Friends of French Prairie] 17:48:47
The aviation board members that were on the call were like in shock about the scope

[Ben Williams, Friends of French Prairie] 17:48:52
and the potential impact on the regional aviation system.

[Ben Williams, Friends of French Prairie] 17:48:56
I mean, are these just being made locally? Who is the they in that statement?

[David Miller - Century West] 17:49:04
I'll let Tim, yeah.

[Brandy Steffen, facilitator | JLA] 17:49:04
Yeah, so sorry, just let me jump in really quickly. Thank you for your comment and question, Ben. Accidentally, you just sent your comment to me and so no one else saw that. So I just added it in the chat so that everyone can see your previous message.

[David Miller - Century West] 17:49:06

Oh, sorry.

[Ben Williams, Friends of French Prairie] 17:49:21

Thank you.

[Brandy Steffen, facilitator | JLA] 17:49:21

So yeah, yeah, definitely. So, okay, David, I'll let you take that.

[David Miller - Century West] 17:49:26

Yeah, I'll let Tim respond to Ben's comment specifically, but I can go back to, and I think this

[David Miller - Century West] 17:49:33

Copy of Tim's email is in our, I believe it's in our project um

[David Miller - Century West] 17:49:39

public information piece of the

[Ben Williams, Friends of French Prairie] 17:49:40

Yeah, and I think we've all seen Tim's email, which was delivered before the open house at North Marion, right? The result of which was pulling the B2 revision alternatives.

[David Miller - Century West] 17:49:42

Awesome.

[David Miller - Century West] 17:49:47

Yeah.

[David Miller - Century West] 17:49:52

Now, I'm actually speaking of a different email. I apologize. This is an email Tim sent. There were questions raised in March, this goes back to March, about

[Ben Williams, Friends of French Prairie] 17:49:55

Okay.

[David Miller - Century West] 17:50:01

the ability, the FA gets some clarification from the FAA on the ability to entertain a modification standards.

[David Miller - Century West] 17:50:10

And in his email, which will be in the record here, he made it clear that the question, once it was presented to FA, was asked at both

[David Miller - Century West] 17:50:20

The regional level management and the Seattle Airport District Office

[David Miller - Century West] 17:50:26

off a management level. So I think that answers your question partly. It isn't just Tim House. It's his

[David Miller - Century West] 17:50:32
administration in the Seattle Airport District Office.

[David Miller - Century West] 17:50:34
And beyond that, it's the administration in the regional office. So Tim, if I got off

[David Miller - Century West] 17:50:39
If you've got any of that wrong, just go ahead and correct me.

[David Miller - Century West] 17:50:42
But that was our understanding. So just to clarify the they on our side of the house, Century West working, we're the consultant working for the Department of Aviation.

[David Miller - Century West] 17:50:52
And our task in this mixture is to apply the design standards

[David Miller - Century West] 17:50:58
as they're written and as they're applied by FAA, the expectation of FAA is that when an airport layout plan is presented for approval, it will meet their expectations or requirements.

[David Miller - Century West] 17:51:12
If Tim's available, you could straighten me out.

[Tim House - FAA] 17:51:17
No, I think you said it very clearly.

[Tim House - FAA] 17:51:21
The FAA is not preparing this master plan. This master plan is being prepared by the sponsor.

[Tim House - FAA] 17:51:29
Which is the state in this case, which is the owner of the airport.

[Tim House - FAA] 17:51:34
They have hired a consultant.

[Tim House - FAA] 17:51:36
That is Century West.

[Tim House - FAA] 17:51:39
they are following.

[Tim House - FAA] 17:51:41
the advisory circulars on the preparation of this master plan.

[David Miller - Century West] 17:51:42

Thank you.

[Tim House - FAA] 17:51:46

Is that what you were asking?

[Ben Williams, Friends of French Prairie] 17:51:50

Well, that was part of what I'm asking, but the other part of it was in Dave's response, which was

[Ben Williams, Friends of French Prairie] 17:51:55

that the input that led to these three alternatives and the jettisoning of all the other alternatives

[Ben Williams, Friends of French Prairie] 17:52:03

came from managerial or administrative input from the Seattle office level and the regional level, which is

[Ben Williams, Friends of French Prairie] 17:52:10

I think that's Western US or the major part of the Western US.

[Ben Williams, Friends of French Prairie] 17:52:15

It's considerably higher level than just what I would call local Oregon.

[Ben Williams, Friends of French Prairie] 17:52:22

Right?

[Tim House - FAA] 17:52:27

So...

[Tim House - FAA] 17:52:29

We are not. We are not. The FAA. Nobody at the FAA is putting together this plan.

[Ben Williams, Friends of French Prairie] 17:52:37

But the FAA is deciding what may or may not stay in the plan.

[Ben Williams, Friends of French Prairie] 17:52:41

So I fully understand the FAA is not doing the plan.

[Tim House - FAA] 17:52:42

Oh, no, we're not.

[Ben Williams, Friends of French Prairie] 17:52:44

But Tim, if you're saying these two revisions are not acceptable, the FAA has got a hand in shaping the plan. That's just...

[Tim House - FAA] 17:52:46

We go back to the email, go back to the email.

[Ben Williams, Friends of French Prairie] 17:52:53
Common sense.

[Tim House - FAA] 17:52:54
Nope. No, we don't.

[Tim House - FAA] 17:52:57
Go back to what the email says.

[Ben Williams, Friends of French Prairie] 17:52:57
Okay. Tony, here's another one we can all disagree on.

[Brandy Steffen, facilitator | JLA] 17:53:03
Okay, so...

[Brandy Steffen, facilitator | JLA] 17:53:05
So I think maybe we can make sure that that email is shared and that there's clarity on

[Brandy Steffen, facilitator | JLA] 17:53:13
on this issue, I think I'm hearing that Ben is wondering who is involved and what the process is with FAA. And so I'm wondering if this is also going to be

[Brandy Steffen, facilitator | JLA] 17:53:27
I think we'll continue to have this

[Brandy Steffen, facilitator | JLA] 17:53:30
question um and so

[Brandy Steffen, facilitator | JLA] 17:53:31
I think we need to make sure that we have

[Brandy Steffen, facilitator | JLA] 17:53:34
a response that answers your question, Ben.

[Ben Williams, Friends of French Prairie] 17:53:38
Well, thank you for saying that and documenting it, because for those that weren't here.

[Ben Williams, Friends of French Prairie] 17:53:44
in the opposition to the 2012 master plan.

[Ben Williams, Friends of French Prairie] 17:53:48
They wouldn't have experienced the, what I at the time called ping pong, which is when Odev got confronted with something that was a challenger they didn't like, they said it was the FAA. And conversely.

[Ben Williams, Friends of French Prairie] 17:54:01
So, you know, using the phrase the faa

[Ben Williams, Friends of French Prairie] 17:54:06
is not only vague.

[Ben Williams, Friends of French Prairie] 17:54:08
institutionally vaguely

[Ben Williams, Friends of French Prairie] 17:54:11
organizationally vague, but it ends up being double talk because it can mean any
number of things.

[Ben Williams, Friends of French Prairie] 17:54:17
So Brandy, thanks for that.

[Brandy Steffen, facilitator | JLA] 17:54:19
Yeah, I think let's make sure that I believe, and I think Samantha just pointed out
that I believe this email is all posted on the website. And I just want to make sure
that we get you the right information. And Tony, I see you went, your camera went
on. So I'm wondering if you can share a little bit.

[Tony Beach, Oregon Department of Aviation] 17:54:40
Yeah, I do want to remind everyone that a lot of the information

[Tony Beach, Oregon Department of Aviation] 17:54:45
Especially a lot of these questions about roles, responsibilities, and master
planning is in the introduction of

[Tony Beach, Oregon Department of Aviation] 17:54:52
of the draft working paper, number one that we've gone over in previous PAC
meetings. So you can reference prior material

[Tony Beach, Oregon Department of Aviation] 17:54:59
to get answers to those questions and also the frequently asked questions in

[Tony Beach, Oregon Department of Aviation] 17:55:04
on the project website and um

[David Miller - Century West] 17:55:07
Okay.

[Tony Beach, Oregon Department of Aviation] 17:55:08
And if we can keep the questions focused to the content of this

[Tony Beach, Oregon Department of Aviation] 17:55:13
the material that we're covering here in this meeting.

[Brandy Steffen, facilitator | JLA] 17:55:16
Great. So I think let me i um

[Brandy Steffen, facilitator | JLA] 17:55:22
um i think

[Brandy Steffen, facilitator | JLA] 17:55:24
we can try to find the link to the fa

[Brandy Steffen, facilitator | JLA] 17:55:28
Hughes on the website to get you that information, Ben. And then we can, if it still doesn't feel like we have the answer, let's follow up on that because we want you to feel like you have the correct information.

[Ben Williams, Friends of French Prairie] 17:55:41
Okay, we've said enough on this point for tonight.

[Brandy Steffen, facilitator | JLA] 17:55:44
Okay, great. So let's briefly check in with you, Tony Helbling, and then we can move to the

[Brandy Steffen, facilitator | JLA] 17:55:54
PAC responses that have come through and we will again continue to have some questions and conversation around these topics.

[Tony Helbling, Aurora Airport Improvement Association] 17:56:02
Okay, real quick, before I get to the second question, I did look up real quick advisory circular 155, 5070-6.

[Tony Helbling, Aurora Airport Improvement Association] 17:56:11
One of the things it talks about here is

[Tony Helbling, Aurora Airport Improvement Association] 17:56:14
a plan should be achievable

[Tony Helbling, Aurora Airport Improvement Association] 17:56:16
by incorporating realistic

[Tony Helbling, Aurora Airport Improvement Association] 17:56:20
forecast phase development strategies and prioritizing

[Tony Helbling, Aurora Airport Improvement Association] 17:56:24
prioritizing projects based on their feasibility and funding availability.

[Tony Helbling, Aurora Airport Improvement Association] 17:56:28
what is being proposed is not feasible. It's not realistic. And I'm pushing back on tim

[Tony Helbling, Aurora Airport Improvement Association] 17:56:35
This is not what the FAA wants. And to tell us that we have to do it in accordance with the FAA and

[Tony Helbling, Aurora Airport Improvement Association] 17:56:42
you know that and and pushing back

[Tony Helbling, Aurora Airport Improvement Association] 17:56:46
Also, we've tried to have meetings with ODAV since the last PAC meeting to discuss some of this stuff, and we were told, no, we can't.

[Tony Helbling, Aurora Airport Improvement Association] 17:56:53
this is the place that we have to discuss it.

[Tony Helbling, Aurora Airport Improvement Association] 17:56:56
So what I want to do is make sure that Ben Williams gets his time to express his stuff

[Tony Helbling, Aurora Airport Improvement Association] 17:57:02
And I do and other PAC members without being told by somebody that's been covered previously.

[Tony Helbling, Aurora Airport Improvement Association] 17:57:07
Kenji told us this is where this has to be discussed.

[Tony Helbling, Aurora Airport Improvement Association] 17:57:11
So we need to be able to freely discuss it. And that takes me to my

[Tony Helbling, Aurora Airport Improvement Association] 17:57:15
My other question.

[Tony Helbling, Aurora Airport Improvement Association] 17:57:17
hold tight. I got a road it out. Now I got to find it

[Brandy Steffen, facilitator | JLA] 17:57:21
Okay.

[Tony Helbling, Aurora Airport Improvement Association] 17:57:23
Okay, in previous

[Tony Helbling, Aurora Airport Improvement Association] 17:57:25
chapters, we talked about, I'm going to talk about the two drain fields, the one on the north end and the one on the south end.

[Tony Helbling, Aurora Airport Improvement Association] 17:57:31
In previous chapters, it was mentioned that these were to be studied.

[Tony Helbling, Aurora Airport Improvement Association] 17:57:37
Now in this, in the proposed alternatives.

[Tony Helbling, Aurora Airport Improvement Association] 17:57:40
In the same master plan.

[Tony Helbling, Aurora Airport Improvement Association] 17:57:43
We're saying they have to go.

[Tony Helbling, Aurora Airport Improvement Association] 17:57:45

A, what happened to the study and b

[Tony Helbling, Aurora Airport Improvement Association] 17:57:48
If it can be shown and we can prove

[Tony Helbling, Aurora Airport Improvement Association] 17:57:51
that they can be brought to within standards that the FAA requires to support
emergency vehicles

[Tony Helbling, Aurora Airport Improvement Association] 17:57:57
and aircraft in the case of an overrun

[Tony Helbling, Aurora Airport Improvement Association] 17:58:01
Why are we having

[Tony Helbling, Aurora Airport Improvement Association] 17:58:03
what is the source that is forcing them to be removed or are calling for them to be
removed?

[Tony Helbling, Aurora Airport Improvement Association] 17:58:09
when it can be clearly shown, then it can be made to comply with the standards.

[Brandy Steffen, facilitator | JLA] 17:58:15
So Tony, I think you are prepping us for our next, not our next agenda item, but the
one following that where we talk through

[Brandy Steffen, facilitator | JLA] 17:58:24
the preferred, the preliminary preferred alternative.

[Brandy Steffen, facilitator | JLA] 17:58:28
So I know you just said like, don't push you to off, but I do know that David has
some information to present and then we'll come to you first, okay? So.

[Tony Helbling, Aurora Airport Improvement Association] 17:58:36
Right.

[Tony Helbling, Aurora Airport Improvement Association] 17:58:41
Okay.

[Brandy Steffen, facilitator | JLA] 17:58:42
So I have the question about the drain fields and the study and that removal and
then

[Brandy Steffen, facilitator | JLA] 17:58:49
And then your previous question so um

[Brandy Steffen, facilitator | JLA] 17:58:51
I'm going to move us to the next part that David can review other comments that came
in through PAC members.

[Brandy Steffen, facilitator | JLA] 17:58:58

And then we will get to your questions to make sure that they're answered. And Tony, I'll check back in with you to make sure that we get those answered for you today, okay?

[Brandy Steffen, facilitator | JLA] 17:59:07

Okay, thank you.

[Tony Helbling, Aurora Airport Improvement Association] 17:59:08

Good.

[David Miller - Century West] 17:59:08

Well, thank you. Thank you, Brandy. And thanks, Tony. We did in our comment themes, we do have an entire slide dedicated in the drain field. So hopefully that'll help.

[David Miller - Century West] 17:59:18

the discussion. So as Brandy mentioned, we have we wanted to provide some information on the PAC feedback

[David Miller - Century West] 17:59:28

So this is pretty general. I mean, let me preface it by saying that

[David Miller - Century West] 17:59:35

these

[David Miller - Century West] 17:59:37

feedback loops, if you will

[David Miller - Century West] 17:59:39

constituted 12 people, 12 of the PAC members provided feedback. So it's not a full pack representation, but this was the group that provided input.

[David Miller - Century West] 17:59:50

And I won't go through them in detail, but just across the board from left to right, I mean, about half the people use the airport, half don't.

[David Miller - Century West] 17:59:57

We asked the question about the alternatives, ranking the alternatives, that was the 1A, 1B, and the 2, and they ended up basically evenly split.

[David Miller - Century West] 18:00:08

And we did down the bottom, we highlighted the sort of the very simplified scoring system we used from a, you know, no response to most preferred. And like I said, we ended up with a pretty even split between the applicants or the respondents rather.

[David Miller - Century West] 18:00:27

On the air side piece, the question was.

[David Miller - Century West] 18:00:30

The question was phrased, which direction should the runway shift in order to meet

C2 standards?

[David Miller - Century West] 18:00:39

So understanding that not everyone believes the airport needs to meet C2 standards, that is the question.

[David Miller - Century West] 18:00:45

More than half of the people that responded

[David Miller - Century West] 18:00:48

on that question, said don't shift at all.

[David Miller - Century West] 18:00:51

Which actually is contained in alternative 1A, the preferred alternative that doesn't shift the runway.

[David Miller - Century West] 18:00:57

And then the remaining four individuals were divided between an east shift and a west shift.

[David Miller - Century West] 18:01:03

On the land side, the general question was if the airport runs out of developable land for landside facilities, once at that capacity, should ODOT consider acquiring additional property?

[David Miller - Century West] 18:01:13

The PAC weighed in on this. It was split, but more people said yes than no.

[David Miller - Century West] 18:01:17

So those were just general bits of feedback.

[David Miller - Century West] 18:01:21

Let's see, sorry.

[David Miller - Century West] 18:01:23

Then we ask questions about, we're trying to get some handle on how the choices were influenced in the alternatives, the ranked alternatives or what concerns ODEV

[David Miller - Century West] 18:01:35

I should consider as they make a recommendation. As you can see, it's very much varied i mean much

[David Miller - Century West] 18:01:42

a wide range of

[David Miller - Century West] 18:01:45

concerns and interests. And I won't go through them all, but when you have a chance to look at the PowerPoint presentation on the website, the project site, you can kind of

[David Miller - Century West] 18:01:54

clean this. And I think the actual pack feedback forms are also incorporated into the response.

[David Miller - Century West] 18:02:01

So that was just a little bit of an overview of the flavor of the input that we received.

[David Miller - Century West] 18:02:08

As far as themes, modification of standards was at the top of a lot of people's list.

[David Miller - Century West] 18:02:15

And as Tim said, I think.

[David Miller - Century West] 18:02:18

we know no differently from our perspective.

[David Miller - Century West] 18:02:21

The FAA's position on modification standards in general

[David Miller - Century West] 18:02:25

has changed over the last number of years. And I'd say certainly since the last master plan was completed.

[David Miller - Century West] 18:02:32

And I don't want to get sidetracked, but the short answer to that is.

[David Miller - Century West] 18:02:36

Even when the FA considers a modification of standards, it's considered to be temporary.

[David Miller - Century West] 18:02:41

And there must be a path to conformance to standards associated with that.

[David Miller - Century West] 18:02:46

The FAA has also moved away from linking modification of standards to ALP approvals.

[David Miller - Century West] 18:02:53

Which is the next point below. Right now, the current direction from FAA, current guidance in their advisory circulars and their orders and technical bulletins.

[David Miller - Century West] 18:03:03

is that modification of the standards are considered the project level. In other words, when you're designing, constructing a project.

[David Miller - Century West] 18:03:11

But there again, they still, even if they consider Ahmad in those situations, they are temporary or interim and they expect that there is a future path to conformance.

[David Miller - Century West] 18:03:25

The next bullet, there was a lot of, I think there was a natural misunderstanding that there was a modification of standards issued in

[David Miller - Century West] 18:03:35

connection with the approval of the 2012 airport layout plan. And in researching it, we find, no, there wasn't. The ALP made a note that Ahmad would be requested.

[David Miller - Century West] 18:03:45

But even in 2012, the modification of standards process was separate from the airport layout plan approval.

[David Miller - Century West] 18:03:52

And approving ALP, even if it suggests the mod would be appropriate, doesn't guarantee that a mod would be issued.

[David Miller - Century West] 18:04:00

There was a question about moving toward conformance by shifting the fence away from the or closer to the highway. And while it could be argued that that could improve safety by adding some separation between the runway and the fence.

[David Miller - Century West] 18:04:16

It still would be in the object-free area for the runway, as is the highway.

[David Miller - Century West] 18:04:21

So relocating both the highway and the fence is really needed to

[David Miller - Century West] 18:04:26

to accomplish that.

[David Miller - Century West] 18:04:31

Then there to the drain field theme, they're

[David Miller - Century West] 18:04:34

There are a lot of questions about that, understandably. So the one question is, why are there no proposed locations for relocating?

[David Miller - Century West] 18:04:41

the drain fields and drain fields, as everyone understands, I think, are privately owned and they're on leased ground on the airport.

[David Miller - Century West] 18:04:51

And they don't meet the C2 standards for runway safety area.

[David Miller - Century West] 18:04:55

compaction and and um

[David Miller - Century West] 18:04:59

design. So the, uh.

[David Miller - Century West] 18:05:02
recommendation is that they would be removed.

[David Miller - Century West] 18:05:04
And the replacement would be the responsibility of the owners of the drain fields.

[David Miller - Century West] 18:05:10
There's a question whether the drain fields were actually approved by the FAA in their current locations at the time of construction.

[David Miller - Century West] 18:05:17
He could not find no record of FAA involvement in a review or an approval, but even if there had been an approval, it appears that at the time of construction.

[David Miller - Century West] 18:05:30
design standards B2 are associated with the runway, not C2.

[David Miller - Century West] 18:05:35
So the grain fields in their locations originally did not conflict with the runway safety area for B2 standards.

[David Miller - Century West] 18:05:45
But they clearly do today.

[David Miller - Century West] 18:05:48
at the south end and they will in the future with the runway extension from North End.

[David Miller - Century West] 18:05:53
Question, and this was, I think, Tony's comment about modifying the drain fields and study to be done. And I think the references in the earlier chapters just indicated that it required additional evaluation and

[David Miller - Century West] 18:06:08
What we have since learned is that structural enhancements have been evaluated. Understanding is ODEP, and if they have looked at that and they found that there are some technical issues that don't meet grade net standards and there's some question about the ability of the drain field to function.

[David Miller - Century West] 18:06:24
So I'm not going to argue engineering on that point, but the point is that it was addressed

[David Miller - Century West] 18:06:31
evaluated, and I'm sure we can obtain additional information on what went into that but also

[David Miller - Century West] 18:06:37
or the direction that

[David Miller - Century West] 18:06:39
Our team has received is the relocation is the best option.

[David Miller - Century West] 18:06:50
then there are questions about the vehicle service road and why is it parallel to the taxiway. And I think this is part coming out of the safety action team's evaluations. But essentially.

[David Miller - Century West] 18:07:02
The simple answer is that a clear line of sight, clear path for vehicles

[David Miller - Century West] 18:07:07
provides a safer operating environment, aircraft and vehicles are going to interact at every option and every every

[David Miller - Century West] 18:07:14
crossing on a taxi lane and the less meandering the road is to say for the operation will be.

[David Miller - Century West] 18:07:25
Then there's the comment, we've covered this in the last two or three meetings about the concern about

[David Miller - Century West] 18:07:32
showing the areas for long-term aeronautic reserve, and it's understood, we understand that. I think ODAB does as well.

[David Miller - Century West] 18:07:40
Simply stated, as we mentioned in the other meetings, the intent here, Biodev is to identify the properties that would be acquired

[David Miller - Century West] 18:07:50
from willing sellers.

[David Miller - Century West] 18:07:52
If and when they become available. And that's simply a way to allow those parcels potentially to be eligible for FAA funding.

[David Miller - Century West] 18:08:01
If they're depicted on the airport layout plan.

[David Miller - Century West] 18:08:04
As I said, that's a situation where that would be initiated and a willing seller situation that would be initiated by the property owner.

[David Miller - Century West] 18:08:12
when it comes to the reserve.

[David Miller - Century West] 18:08:15
Then the other comment about there's a question, could the Hubbard Highway be

rerouted along Boone's Ferry Road? And that's a great question because it's actually, when I mentioned the concept planning.

[David Miller - Century West] 18:08:25
one of the concept ideas that we were kicking around for a while was a fairly dramatic realignment of Highway 551.

[David Miller - Century West] 18:08:34
It was evaluated, but well, it's discarded for a lot of reasons, including the impact on the adjacent properties, which would be much more significant than what we consider a

[David Miller - Century West] 18:08:47
the less

[David Miller - Century West] 18:08:49
dramatic realignment. I know we heard comments in the preliminary alternative stage about concerns about the feasibility of even realigning a small amount of the highway. And I think that a major realignment on Boone's Ferry Road would be even more significant.

[David Miller - Century West] 18:09:04
So that's kind of a wrap on the comment themes and we can probably go on to clarifying questions again.

[Brandy Steffen, facilitator | JLA] 18:09:12
Yeah, and David, I'm wondering if um

[Brandy Steffen, facilitator | JLA] 18:09:15
you could stop sharing your screen and then um

[Brandy Steffen, facilitator | JLA] 18:09:19
And then we'll take some questions, clarifying questions about

[Brandy Steffen, facilitator | JLA] 18:09:26
about what David just presented. And then I think we'll probably all need just like a little break

[Brandy Steffen, facilitator | JLA] 18:09:32
I know this is a lot of information to get through and we've been sitting here for an hour straight. So we'll take a little break after clarifying questions before we get into the next agenda item.

[David Miller - Century West] 18:09:40
Yeah.

[David Miller - Century West] 18:09:45
Okay. Thanks, Brandy. Did that work? I pushed the button.

[Brandy Steffen, facilitator | JLA] 18:09:48

No, I still see it, but that's okay.

[David Miller - Century West] 18:09:50
Okay. Oh, wait.

[David Miller - Century West] 18:09:54
I'm just...

[Brandy Steffen, facilitator | JLA] 18:09:54
So I see Councillor Linville and then Bruce Bennett so

[Brandy Steffen, facilitator | JLA] 18:09:59
I'm going to go to you, Councillor Linbell.

[Councilor Dr. Joann Linville, City of Wilsonville] 18:10:05
Thank you, Brandy. I put my question in the chat and I think it was overlooked.

[Councilor Dr. Joann Linville, City of Wilsonville] 18:10:13
And it's just to help a reminder again about

[Brandy Steffen, facilitator | JLA] 18:10:14
Okay.

[Councilor Dr. Joann Linville, City of Wilsonville] 18:10:19
And I think David has made this comment a couple of times.

[Councilor Dr. Joann Linville, City of Wilsonville] 18:10:23
So my question was.

[Councilor Dr. Joann Linville, City of Wilsonville] 18:10:26
Would all of these modifications be required?

[Councilor Dr. Joann Linville, City of Wilsonville] 18:10:31
If the airport remained as a b2

[Councilor Dr. Joann Linville, City of Wilsonville] 18:10:35
Rather than moving to a C2.

[Councilor Dr. Joann Linville, City of Wilsonville] 18:10:38
Would all of these things still be required? And it's just to help refresh my memory. Thank you.

[Brandy Steffen, facilitator | JLA] 18:10:43
Great. Yeah. Sorry about missing that one earlier.

[David Miller - Century West] 18:10:50
So the simple answer is if the airport was a B2 airport.

[David Miller - Century West] 18:10:55
the requirements would not be the same.

[David Miller - Century West] 18:10:57

But as the FAA indicated prior to our June meeting, the airport is currently a C2 airport. The activity currently supports the C2 and the future activity also supports C2.

[David Miller - Century West] 18:11:10

Those are the standards that we're required to apply.

[Brandy Steffen, facilitator | JLA] 18:11:15

Tim, did you want to add anything there?

[Tim House - FAA] 18:11:23

Sorry, again, my...

[Tim House - FAA] 18:11:25

computer setup is strange for me today, so it took me a minute.

[Brandy Steffen, facilitator | JLA] 18:11:28

No worries.

[Tim House - FAA] 18:11:30

Okay, you're still showing, so I don't know if I've got my camera on right or not but

[Tim House - FAA] 18:11:36

No, I mean, David said that.

[Tim House - FAA] 18:11:38

Exactly right.

[Tim House - FAA] 18:11:40

So it's

[Tim House - FAA] 18:11:43

the number of operations that have occurred

[Tim House - FAA] 18:11:46

indicate that it is currently a C2 airport. So there is no move to a C2. It is currently a C2.

[Tim House - FAA] 18:11:55

And if we were B2, like David said.

[Tim House - FAA] 18:11:59

the standards that are required would be different.

[Brandy Steffen, facilitator | JLA] 18:12:06

Okay, great.

[Brandy Steffen, facilitator | JLA] 18:12:09
Okay, Bruce Bennett.

[Bruce Bennett, Airport business & property owner since 1968] 18:12:15
Thank you. I just wanted to say how this is extremely important to me.

[Bruce Bennett, Airport business & property owner since 1968] 18:12:21
You know, my family has owned property out there for 56 years

[Bruce Bennett, Airport business & property owner since 1968] 18:12:25
I've been flying at an airport for 52 years.

[Bruce Bennett, Airport business & property owner since 1968] 18:12:28
And I finally like my life depends on it.

[Bruce Bennett, Airport business & property owner since 1968] 18:12:32
I don't.

[Bruce Bennett, Airport business & property owner since 1968] 18:12:34
a question slash request.

[Bruce Bennett, Airport business & property owner since 1968] 18:12:36
Following up on what Tony said.

[Bruce Bennett, Airport business & property owner since 1968] 18:12:40
is the

[Bruce Bennett, Airport business & property owner since 1968] 18:12:42
the reasonability, the likelihood.

[Bruce Bennett, Airport business & property owner since 1968] 18:12:45
we're talking about \$200 million.

[Bruce Bennett, Airport business & property owner since 1968] 18:12:49
And I'm sure it would run significantly more than that knowing that

[Bruce Bennett, Airport business & property owner since 1968] 18:12:55
the value, I don't know if you're aware that there's currently a significant hangar

[Bruce Bennett, Airport business & property owner since 1968] 18:13:00
just beginning construction right now

[Bruce Bennett, Airport business & property owner since 1968] 18:13:03
in that line along with the line of the rest of the hangers.

[Bruce Bennett, Airport business & property owner since 1968] 18:13:07
But my point is.

[Bruce Bennett, Airport business & property owner since 1968] 18:13:08
that uh not

[Bruce Bennett, Airport business & property owner since 1968] 18:13:10
I'm really impressed with ODAL.

[Bruce Bennett, Airport business & property owner since 1968] 18:13:14
with the planner and mostly with everyone that's taking their time

[Bruce Bennett, Airport business & property owner since 1968] 18:13:19
But I think it's the reality check is really important

[Bruce Bennett, Airport business & property owner since 1968] 18:13:25
we've been working on uh

[Bruce Bennett, Airport business & property owner since 1968] 18:13:28
important and safety important safety

[Bruce Bennett, Airport business & property owner since 1968] 18:13:30
correction, but the obstacle clearance for years

[Bruce Bennett, Airport business & property owner since 1968] 18:13:36
and and uh

[Bruce Bennett, Airport business & property owner since 1968] 18:13:38
It's nowhere near what we're talking about now. So I think an impossible plan is
really not a plan.

[Bruce Bennett, Airport business & property owner since 1968] 18:13:46
So I'd really ask that we limit

[Bruce Bennett, Airport business & property owner since 1968] 18:13:51
the options, things that are within the realm of possibility

[David Miller - Century West] 18:13:53
Okay.

[Bruce Bennett, Airport business & property owner since 1968] 18:13:56
Not easy, certainly not maybe likely but not likely

[Bruce Bennett, Airport business & property owner since 1968] 18:14:01
But just looking at where we are and what we've done in the past.

[Bruce Bennett, Airport business & property owner since 1968] 18:14:06
the likelihood of ever getting done is

[Bruce Bennett, Airport business & property owner since 1968] 18:14:11
Just like the FA quotes, it has to be something that can happen.

[Bruce Bennett, Airport business & property owner since 1968] 18:14:15
And so that's my strong concern.

[Bruce Bennett, Airport business & property owner since 1968] 18:14:20
And a tiny piece of that kind of big picture

[Bruce Bennett, Airport business & property owner since 1968] 18:14:23
is the the

[Bruce Bennett, Airport business & property owner since 1968] 18:14:26
the vehicle service road

[Bruce Bennett, Airport business & property owner since 1968] 18:14:28
I think it's a terrible idea to put it. I think it's critical that that get added

[Bruce Bennett, Airport business & property owner since 1968] 18:14:34
But I would never put it right next to the runway, right next to the taxiway.

[Bruce Bennett, Airport business & property owner since 1968] 18:14:39
I believe you'll find...

[Bruce Bennett, Airport business & property owner since 1968] 18:14:42
studies will show that the

[Bruce Bennett, Airport business & property owner since 1968] 18:14:45
the VDPs we've had have been vehicles near the

[Bruce Bennett, Airport business & property owner since 1968] 18:14:48
most of them, all of them vehicles, like you said, walking around an airplane,
driving around an airplane

[Bruce Bennett, Airport business & property owner since 1968] 18:14:55
And just commuting up and down the airport. And if we could get that as far away
from the runway as possible.

[Bruce Bennett, Airport business & property owner since 1968] 18:15:03
on the on the eastern property line along the fence line

[Bruce Bennett, Airport business & property owner since 1968] 18:15:07
that and and the it's already begun.

[Bruce Bennett, Airport business & property owner since 1968] 18:15:10
by private property on the south end with the yellow gate

[Bruce Bennett, Airport business & property owner since 1968] 18:15:15
nicely accessing

[Bruce Bennett, Airport business & property owner since 1968] 18:15:16
every one of the South End businesses.

[Bruce Bennett, Airport business & property owner since 1968] 18:15:19
Continue that north and you've

[Bruce Bennett, Airport business & property owner since 1968] 18:15:22
You're a quarter of the way done with the project.

[Bruce Bennett, Airport business & property owner since 1968] 18:15:25
Thank you very much.

[David Miller - Century West] 18:15:27
Thanks, Bruce.

[Brandy Steffen, facilitator | JLA] 18:15:29
Thanks, Bruce. So there are several comments that have come in through the chat as well. And I'm wondering if those

[Brandy Steffen, facilitator | JLA] 18:15:37
One from Tony, and then one from David Malk and so

[Brandy Steffen, facilitator | JLA] 18:15:46
I think those

[Brandy Steffen, facilitator | JLA] 18:15:49
might be addressed in the next

[Brandy Steffen, facilitator | JLA] 18:15:53
section.

[Brandy Steffen, facilitator | JLA] 18:15:55
I'm not sure about David's, who is the organization

[Brandy Steffen, facilitator | JLA] 18:16:00
that kicked the other alternative plans to the curb.

[Brandy Steffen, facilitator | JLA] 18:16:04
I'm not sure about that. David, we might need to get back to you on that.

[Brandy Steffen, facilitator | JLA] 18:16:12
um so

[Brandy Steffen, facilitator | JLA] 18:16:16
Any other clarifying questions for what David presented?

[Brandy Steffen, facilitator | JLA] 18:16:20
I think that Tony's questions will be answered in the next part.

[Brandy Steffen, facilitator | JLA] 18:16:28
Okay, so...

[Brandy Steffen, facilitator | JLA] 18:16:32
I'm going to put us all on a little break, you know, stand up, get some blood flowing and we'll come back.

[Brandy Steffen, facilitator | JLA] 18:16:42
at 626, it looks like, by my clock in about 10 minutes.

[Brandy Steffen, facilitator | JLA] 18:16:48
and um

[Brandy Steffen, facilitator | JLA] 18:16:50
And then we will get started with reviewing the preferred alternatives for the master plan.

[Brandy Steffen, facilitator | JLA] 18:16:55
So again, I'll let you all know. Feel free to go off

[Brandy Steffen, facilitator | JLA] 18:17:00
off camera and then we will resume in about 10 minutes.

[Brandy Steffen, facilitator | JLA] 18:17:06
Thank you all.

[David Miller - Century West] 18:17:09
Okay.

[Brandy Steffen, facilitator | JLA] 18:26:48
All right, everyone, we'll get started here in just a minute.

[Brandy Steffen, facilitator | JLA] 18:26:53
So grab your last bite of dinner if you're grabbing something to eat.

[Brandy Steffen, facilitator | JLA] 18:26:59
or fill up that coffee cup.

[Brandy Steffen, facilitator | JLA] 18:27:02
If you're one of those late night coffee drinkers.

[Brandy Steffen, facilitator | JLA] 18:27:07
I am going to resume our recording here.

[David Miller - Century West] 18:27:18
So Brandy, did my screen reappear

[Brandy Steffen, facilitator | JLA] 18:27:21
It does. Yes, we see clarifying questions.

[David Miller - Century West] 18:27:24
Okay, I think that's where we left off, so...

[Brandy Steffen, facilitator | JLA] 18:27:27
Thanks.

[David Miller - Century West] 18:27:27

We can resume when you are ready.

[Brandy Steffen, facilitator | JLA] 18:27:29

Okay. Okay. We'll just give it one more minute, make sure everyone comes back from wherever they were.

[Brandy Steffen, facilitator | JLA] 18:27:36

hopefully getting the blood to their toes and

[David Miller - Century West] 18:27:40

Okay.

[Brandy Steffen, facilitator | JLA] 18:27:40

I know sitting for a long time can be tiring so

[David Miller - Century West] 18:27:44

All right.

[Brandy Steffen, facilitator | JLA] 18:27:46

Okay.

[Brandy Steffen, facilitator | JLA] 18:27:48

Great. Well, hopefully you've all joined us. I know I can't see all of you. So I'm going with the assumption for those of you who have turned with cameras on.

[Brandy Steffen, facilitator | JLA] 18:27:59

Okay, so David, I think we are ready to go to our next section, our next agenda item, which is the

[Brandy Steffen, facilitator | JLA] 18:28:07

preliminary preferred

[Brandy Steffen, facilitator | JLA] 18:28:10

alternative.

[David Miller - Century West] 18:28:10

Okay, so I will spare all the intrigue here and just

[David Miller - Century West] 18:28:16

go cut to the chase.

[David Miller - Century West] 18:28:18

So ODAB, based on all of the input that's been provided by the PAC, the public, and the technical evaluations, also coordination with FAA,

[David Miller - Century West] 18:28:28

has selected alternative 1A as the preferred alternative for the airport master plan.

[David Miller - Century West] 18:28:35

So I just want to mention a couple things before I dive into this. I don't want to get off track, but

[David Miller - Century West] 18:28:40

Just to close a little bit of a loop on the earlier comments about modification standards, I think it was accurately said

[David Miller - Century West] 18:28:47

that the consultant is sort of tasked with interpreting the FAA's advisory circulars and I think, and other technical documents. And that's accurate. Our job is to interpret them.

[David Miller - Century West] 18:28:59

and to apply them as we interpret them. And I think that the

[David Miller - Century West] 18:29:02

coordination aspect of this can't be understated and that um

[David Miller - Century West] 18:29:05

the coordination between our consultant group, ODAV and the FAA has addressed a lot of things.

[David Miller - Century West] 18:29:12

and go back as far, I mean, we could go back and look at the forecast that we're not just approved by the Seattle Airport District Office, but we were reviewed

[David Miller - Century West] 18:29:20

by the Regional Office of FAA and the headquarters of FAA. So the forecasts were thoroughly reviewed and approved on the basis of that level of

[David Miller - Century West] 18:29:28

of FAA involvement. I think

[David Miller - Century West] 18:29:31

My simple response on the interpretation of the modification to standards is that

[David Miller - Century West] 18:29:36

Based on what the faa

[David Miller - Century West] 18:29:39

Documents say and what our conversations with FA staff have been is that we know that a modification of standards in this case is not a solution to the problem.

[David Miller - Century West] 18:29:50

At very best, it could be a temporary

[David Miller - Century West] 18:29:55

interim step on the way to conformance.

[David Miller - Century West] 18:29:58

And people may disagree with that, and that's fine, but we have not been told otherwise by anyone at the FAA.

[David Miller - Century West] 18:30:05

So as Tim mentioned, our obligation, the master plan is to identify a preferred alternative for the department can support a preferred alternative that

[David Miller - Century West] 18:30:16

shows a path to conformance. So I will leave it at that and then move ahead and talk a little bit about alternative 1A. And I think some of the conversation has been really great about the feasibility

[David Miller - Century West] 18:30:28

or having a realistic option. And I think our takeaway on this, and I think ODAP's perspective and when they were making their decision is that option or alternative 1A among a

[David Miller - Century West] 18:30:40

a group of very challenging options is the most realistic to apply going forward.

[David Miller - Century West] 18:30:46

Not that it would be easy in any means or inexpensive.

[David Miller - Century West] 18:30:50

But as we'll see in a couple slides, there are some very distinct phasing opportunities for pieces of this preferred alternative.

[David Miller - Century West] 18:30:58

that can and likely would take

[David Miller - Century West] 18:31:00

many, many years and longer to implement. So this is not a

[David Miller - Century West] 18:31:07

a situation where the ultimate configuration would be occurring in one project in a short period of time.

[David Miller - Century West] 18:31:13

So with that, I'm going to just slide through and talk a little bit about this. So again, this is the 1A graphic.

[David Miller - Century West] 18:31:21

And all the features that we talked about earlier.

[David Miller - Century West] 18:31:24

are identified. The

[David Miller - Century West] 18:31:27

Highlighted improvements are the shift of the Hubbard Highway west slightly the existing runway stays in place.

[David Miller - Century West] 18:31:34
then focused improvements are related to the extension and then the east side features we talked about the

[David Miller - Century West] 18:31:41
parallel a taxi lane and the vehicle service road.

[David Miller - Century West] 18:31:47
So I just want to cover some of the high points.

[David Miller - Century West] 18:31:51
I already mentioned ODAB has reviewed.

[David Miller - Century West] 18:31:55
all pack and public feedback are

[David Miller - Century West] 18:31:57
I think our planning team, our JLA folks and everyone involved in our

[David Miller - Century West] 18:32:02
group have

[David Miller - Century West] 18:32:05
really thoroughly detailed every bit of public input that's been provided and it's documented through the project website.

[David Miller - Century West] 18:32:13
so that

[David Miller - Century West] 18:32:15
That was the basis for Odav's decision, and Tony can jump in and provide clarification as needed.

[David Miller - Century West] 18:32:21
The key takeaways with Alternative 1A, one of the main features is that it does not require a runway shift.

[David Miller - Century West] 18:32:27
And as I mentioned earlier, that was something that

[David Miller - Century West] 18:32:31
PAC members generally did not support a runway shift. So maybe for different reasons, but in essence, keeping the runway where it is simplifies some of the airfield enhancements that would come in the future.

[David Miller - Century West] 18:32:47
this option 1a compared to 1B reduces impact on the west side property owners. As Tony mentioned

[David Miller - Century West] 18:32:56

Tony Hedling doesn't eliminate them, certainly, but it's less of an impact than 1B.

[David Miller - Century West] 18:33:02

So when we're thinking in the context of

[David Miller - Century West] 18:33:05

choices, 1A versus 1B versus 2. This is the sort of thing that Modev weighed.

[David Miller - Century West] 18:33:11

in their deliberations. Also, as I mentioned earlier, this preferred alternative 1A does not require the relocation of the parallel taxiway, I'm sorry, the air traffic control tower.

[David Miller - Century West] 18:33:22

Compared to alternative two, which as an example would be.

[David Miller - Century West] 18:33:26

On the phasing, I think the important pieces of this, and I think we'll get into this a little bit more clear in the next few slides, is that we look at the overall concept, which is pretty enormous when it comes to

[David Miller - Century West] 18:33:41

degree of change. But the reality is that the implementation of a project like this will take

[David Miller - Century West] 18:33:47

Multiple projects over multiple years. And you might even say multiple decades but

[David Miller - Century West] 18:33:54

you know our core

[David Miller - Century West] 18:33:56

task is to get the runway object-free area

[David Miller - Century West] 18:34:00

and the runway safe area up to conformance standards. That's really the most pressing need.

[David Miller - Century West] 18:34:06

In terms of meeting standards.

[David Miller - Century West] 18:34:08

So that is, as you'll see in a moment here, we've got phases to focus on that task.

[David Miller - Century West] 18:34:14

separate phases, not necessarily in sequential order for some of these, but then we could look at the runway extension runway and the parallel taxiway extension as a separate standalone phase.

[David Miller - Century West] 18:34:27
There's also the ability to phase a vehicle service road.

[David Miller - Century West] 18:34:32
Similar with the future parallel taxi lane. And then ultimately reconstructing existing runway is just going to be a function of pavement condition and need, which would happen regardless of the alternative.

[David Miller - Century West] 18:34:44
It's more of a long-term maintenance need and implement

[David Miller - Century West] 18:34:48
incremental maintenance projects can be completed through like the next project, which is basically a mill and overlay

[David Miller - Century West] 18:34:56
to buy some time on that.

[David Miller - Century West] 18:34:59
So with that, I just want to run through very briefly a couple components of project phasing. So again, this is not driven in sort of a timeline sense. It's more driven by accomplishments.

[David Miller - Century West] 18:35:11
So this phase, we're not labeling them or numbering them, but this phase is what we're considering

[David Miller - Century West] 18:35:18
for meeting the runway object free area and the runway safety area standards.

[David Miller - Century West] 18:35:22
And on the right, you can see kind of what the projects would involve to mean the graphic kind of illustrates this.

[David Miller - Century West] 18:35:30
So we talked about the south drain field that's shown at the south end.

[David Miller - Century West] 18:35:34
In this phase, if all the goal is to conform to the standards, then the south drain field

[David Miller - Century West] 18:35:43
would need to be relocated as part of this phase because, as I mentioned, does not conform with the safety area standards.

[David Miller - Century West] 18:35:50
There's also an open ditch along taxiway A that would need to be mitigated.

[David Miller - Century West] 18:35:56
likely covered. The Hubbard Highway shift outside the object-free area

[David Miller - Century West] 18:36:02

And then the fence relocation

[David Miller - Century West] 18:36:04

Kyle Road relocation at the south end, again, to clear the object-free area and protect some of the other surfaces in the

[David Miller - Century West] 18:36:13

the runway protection zone and um

[David Miller - Century West] 18:36:15

go out for some drainage.

[David Miller - Century West] 18:36:18

And then islands, as we talked about in one of our early meetings, islands located, shown in yellow there.

[David Miller - Century West] 18:36:24

between taxiway A and the adjacent southeast apron, this is to um

[David Miller - Century West] 18:36:30

create more efficient flow of aircraft between the apron and the parallel taxiway.

[David Miller - Century West] 18:36:35

So these could be bundled into a phase, essentially. And this is the kind of thing as you'll notice.

[David Miller - Century West] 18:36:42

this particular phase on the property acquisition side, it does include property acquisition on the west side, along the highway right of way, and then of course the highway itself.

[David Miller - Century West] 18:36:53

the southeast corner and then the northeast there's a narrow area that runs along the upper

[David Miller - Century West] 18:37:02

northeast section of the runway object-free area that would need to be acquired

[David Miller - Century West] 18:37:06

for entrepreneurial.

[David Miller - Century West] 18:37:07

But it does not impact the

[David Miller - Century West] 18:37:11

hangars on the southeast section of the airport at this point.

[David Miller - Century West] 18:37:15

so that that's

[David Miller - Century West] 18:37:17
kind of the distinction between this phase.

[David Miller - Century West] 18:37:19
and the others. Another phase is to construct the vehicle service road. And the way this is depicted the road

[David Miller - Century West] 18:37:29
would actually be aligned offset from the parallel taxiway.

[David Miller - Century West] 18:37:34
You can see there's a property acquisition needed to accommodate the VSR.

[David Miller - Century West] 18:37:40
The road itself. And then the drain field between, there's a drain field, small drain field at the north end of taxiway A.

[David Miller - Century West] 18:37:48
that would need to be relocated off the airport as well.

[David Miller - Century West] 18:37:53
And then this

[David Miller - Century West] 18:37:54
component the landside area sort of north of the control tower would accommodate future hangar development based on demand.

[David Miller - Century West] 18:38:08
In the north, we call this phase the north runway extension phase. So as you can see, the 547 foot, or I'm sorry, 497 foot extension

[David Miller - Century West] 18:38:18
of the runway and the parallel attacks here with an aircraft hold area is located up at the

[David Miller - Century West] 18:38:24
existing end of the runway and taxiway. So again, both the parallel taxiway and the runway are maintained in their current locations here.

[David Miller - Century West] 18:38:33
Let's see, with this shift of the runway and at the north end, of course, the drain field that's at the very far north end would then be in the

[David Miller - Century West] 18:38:41
Same situation that occurs with the South Dreamfield. So once the runway safety area is extended.

[David Miller - Century West] 18:38:49

So the way to think about that is until the runway extension project is implemented at North Greenfield is

[David Miller - Century West] 18:38:56
not nonconforming.

[David Miller - Century West] 18:38:58
It would be only associated with the runway extension.

[David Miller - Century West] 18:39:02
And then I mentioned the object-free area earlier, and this gets up into the Columbia helicopter area I mentioned earlier. This is separate from the runway protection zone conversation that we had earlier, but it highlights the area that would need to be

[David Miller - Century West] 18:39:17
acquired and protected. Also, just to reiterate, I don't want to be a dead horse here, but the FAA, for project phasing, the FAA has made

[David Miller - Century West] 18:39:25
have indicated to us and through the team

[David Miller - Century West] 18:39:27
that the runway object-free area and runway safe gear standards would need to be met.

[David Miller - Century West] 18:39:32
prior to any extensions runway.

[David Miller - Century West] 18:39:35
So that's it. I mean, from our perspective, the FAA has given us that direction. So we note that.

[David Miller - Century West] 18:39:45
On this phase, this is the parallel taxi lane construction. And this sort of is a little bit complicated in the sense that you mentioned the vehicle service road initially and i think

[David Miller - Century West] 18:39:58
Depending on the sequencing, of course, we look at the vehicle service road as more of a requirement and the taxi lane is really a goal.

[David Miller - Century West] 18:40:08
And this option essentially

[David Miller - Century West] 18:40:11
replaces the original vehicle service road or what was identified in the other phase as a potential vehicle service road.

[David Miller - Century West] 18:40:18

alignment with the parallel taxi lane and then that requires the vehicle service road

[David Miller - Century West] 18:40:23
to be relocated further east. And that, of course, then begins to impact the apron and the hangars.

[David Miller - Century West] 18:40:32
in the area and kind of magenta there highlights the full impact of that.

[David Miller - Century West] 18:40:37
In terms of existing buildings and apron that would need to be repurposed for that.

[David Miller - Century West] 18:40:43
A lot of it would depend on the sequencing if the

[David Miller - Century West] 18:40:47
Vehicle service road was built first

[David Miller - Century West] 18:40:50
In this phase wouldn't need to be implemented until a later date. They were built at the same time

[David Miller - Century West] 18:40:56
Then, of course, then this would involvement.

[David Miller - Century West] 18:40:58
the property impacts would be

[David Miller - Century West] 18:41:01
related at that time.

[David Miller - Century West] 18:41:04
So that's kind of a quick run through on the phasing, but I just really wanted a lot of the comments had to do with how realistic was the option. And I think that

[David Miller - Century West] 18:41:13
Knowing that there are no easy options. I think realistic is relative. Cost is relative. And I think that

[David Miller - Century West] 18:41:22
working on a phased approach within that

[David Miller - Century West] 18:41:27
\$185 million price tag allows the projects to be broken into more bite-sized chunks or still big bites but

[David Miller - Century West] 18:41:36
does that.

[David Miller - Century West] 18:41:39

And then lastly, just to recap on the property acquisition. So again, this is kind of the full build out view

[David Miller - Century West] 18:41:47

of alternative, the peripheral alternative 1A, and essentially the hatched areas

[David Miller - Century West] 18:41:54

our property areas that are needed to be acquired

[David Miller - Century West] 18:41:58

to meet design standards, whether it's the

[David Miller - Century West] 18:42:01

Runway, object-free area, safety area or

[David Miller - Century West] 18:42:05

an adjacent facility like the

[David Miller - Century West] 18:42:08

Vehicle service road or parallel taxi lane.

[David Miller - Century West] 18:42:12

The yellow areas, as mentioned earlier, are the aeronautical reserves that are identified just for the purposes of, you know, if the individual property owners are interested in selling their land, whether developed or undeveloped at some point in the future.

[David Miller - Century West] 18:42:31

depicting these areas on the airport layout plan would allow them to

[David Miller - Century West] 18:42:36

potentially qualify for FDA funding.

[David Miller - Century West] 18:42:38

for purchase.

[David Miller - Century West] 18:42:41

Okay, so that's that.

[David Miller - Century West] 18:42:44

So thank you, buddy.

[Brandy Steffen, facilitator | JLA] 18:42:46

Okay, so that was a lot of information. I just want to make sure

[Brandy Steffen, facilitator | JLA] 18:42:51

that as a reminder that we will be posting these

[Brandy Steffen, facilitator | JLA] 18:42:55

slides on the website.

[Brandy Steffen, facilitator | JLA] 18:42:58

We would love for you all, I know this is a lot to absorb, and we wanted to make sure that David could walk you through this information. We will be collecting comments through October 29th.

[David Miller - Century West] 18:43:07

Thank you.

[Brandy Steffen, facilitator | JLA] 18:43:12

And because we know you all might need some time to digest and give us comments.

[Brandy Steffen, facilitator | JLA] 18:43:18

So feel free to email those to me.

[Brandy Steffen, facilitator | JLA] 18:43:21

And then I see, Tony, that your hand is up

[Brandy Steffen, facilitator | JLA] 18:43:25

And then I also believe that we need to get back to a few comments that came in through the chat.

[Brandy Steffen, facilitator | JLA] 18:43:32

So Tony, we'll go to you first.

[Tony Helbling, Aurora Airport Improvement Association] 18:43:37

Well, I've got quite a few questions in the chat already. I can tell you right now, this is a non-starter.

[David Miller - Century West] 18:43:38

Thank you.

[David Miller - Century West] 18:43:43

Okay.

[Tony Helbling, Aurora Airport Improvement Association] 18:43:49

Think about PDX, Portland International Airport.

[Tony Helbling, Aurora Airport Improvement Association] 18:43:53

They have modifications as standard for their fence in the northeast corner of the airport.

[Tony Helbling, Aurora Airport Improvement Association] 18:43:58

That's a huge international airport. There's other airports around the nation that have modifications of standard.

[Tony Helbling, Aurora Airport Improvement Association] 18:44:05

The Northwest District just authorized a modification standard for an ILS house

[Tony Helbling, Aurora Airport Improvement Association] 18:44:11
a structure at Tacoma Narrows Airport.

[Tony Helbling, Aurora Airport Improvement Association] 18:44:13
They just issued that modification to standard.

[Tony Helbling, Aurora Airport Improvement Association] 18:44:17
So I can't buy that modification to standards are not going to be allowed.

[Tony Helbling, Aurora Airport Improvement Association] 18:44:24
And we can't plan on them. I mean, part of the FAA guidance says that the purpose of a modification to standard is to deal with pre-existing historical and economic impacting facilities that were in place.

[Tony Helbling, Aurora Airport Improvement Association] 18:44:39
And to destroy

[Tony Helbling, Aurora Airport Improvement Association] 18:44:41
I mean, we're talking now that I see what the 1A is the preferred alternative

[Tony Helbling, Aurora Airport Improvement Association] 18:44:47
there are major businesses that are contributing throughout the nation

[Tony Helbling, Aurora Airport Improvement Association] 18:44:52
doing business in the region and the nation that

[Tony Helbling, Aurora Airport Improvement Association] 18:44:55
the state's gonna plan to take their hangars, buy them at fair market value, which is going to be significantly diminished now that this document is moving forward. It's called pre-condemnation light.

[Tony Helbling, Aurora Airport Improvement Association] 18:45:08
nobody would be interested in purchasing any of these hangars if they knew that the state has published a document that states that they intend to purchase and tear them down.

[Tony Helbling, Aurora Airport Improvement Association] 18:45:17
So that's going to diminish the value of these properties. Furthermore, these companies are doing business throughout the nation and

[Tony Helbling, Aurora Airport Improvement Association] 18:45:27
for emergency response, Lifelight, I mean.

[Tony Helbling, Aurora Airport Improvement Association] 18:45:31
that's their hangar. It's Wilson Construction Harriers. We've got crews in Florida right now getting the power back on.

[Tony Helbling, Aurora Airport Improvement Association] 18:45:37
It's our hangar. It's this is

[Tony Helbling, Aurora Airport Improvement Association] 18:45:40
This is a horrible plan.

[Tony Helbling, Aurora Airport Improvement Association] 18:45:42
It's a misuse of the FAA funding, and I'm just not buying that the FAA is saying that we have to do this because Tim Howe specifically stated earlier that the FAA is not making this master plan. So that's one of my points. Either they are or they're not. And for the consultant, Dave, respected Dave Miller.

[Tony Helbling, Aurora Airport Improvement Association] 18:46:02
For Dave, for you to say that we have to do this because the FAA is telling us to.

[Tony Helbling, Aurora Airport Improvement Association] 18:46:07
But now we've got the FAA and the state pointing at each other and saying that I have to do this because they're saying I have to do it.

[Tony Helbling, Aurora Airport Improvement Association] 18:46:14
So which is it? And neither one of them is in compliance with the ORS statute that says the Oregon Department of Aviation is supposed to protect the investments by private companies, through the fence companies that invested. That statute says that the state of Oregon is supposed to protect those investments.

[Tony Helbling, Aurora Airport Improvement Association] 18:46:33
And I'm just not buying this. And I got to tell you, you know, telling us that there's only a little bit amount of time for us to discuss this tonight, three hours, this is the only time we're allowed to discuss it.

[Tony Helbling, Aurora Airport Improvement Association] 18:46:44
quite a few of our comments that have been submitted haven't even been addressed

[Tony Helbling, Aurora Airport Improvement Association] 18:46:49
We've provided an alternative that gets all this done without taking the private property. We also submitted a study by somebody who does this kind of work that shows that a modification standard is easily accessible by the FAA and that we meet their risk mitigation. And this is based on the FAA's requirement that they consider a modification to standard.

[Tony Helbling, Aurora Airport Improvement Association] 18:47:12
They have to consider it if the state of Oregon will apply for it.

[Tony Helbling, Aurora Airport Improvement Association] 18:47:16
And the state is refusing to apply for them.

[Tony Helbling, Aurora Airport Improvement Association] 18:47:18
And they're going to base planning on something that's not feasible

[Tony Helbling, Aurora Airport Improvement Association] 18:47:22
not achievable and not affordable.

[Tony Helbling, Aurora Airport Improvement Association] 18:47:24

So I'd love to hear

[Tony Helbling, Aurora Airport Improvement Association] 18:47:27
the answers to this, knowing that we're not going to take it.

[David Miller - Century West] 18:47:31
Well, I'll let Tim wade in on the FAA positions. Let me just reiterate a couple things.

[David Miller - Century West] 18:47:39
So the expectation of our consultant team is that we

[David Miller - Century West] 18:47:46
will, as Tim mentioned, we will develop an airport master plan that meets FAA requirements.

[David Miller - Century West] 18:47:52
and the um

[Tony Helbling, Aurora Airport Improvement Association] 18:47:54
The FAA telling you what you're going to do.

[David Miller - Century West] 18:47:55
the excuse me, let me finish, if you would. The endpoint to that is that when the project is at its final approval stage, the FAA

[David Miller - Century West] 18:48:06
Seattle Airport District Office.

[David Miller - Century West] 18:48:08
is expected to sign the airport layout plan.

[Tony Helbling, Aurora Airport Improvement Association] 18:48:12
Mm-hmm.

[David Miller - Century West] 18:48:13
So their direction along the way is that on the issue of modification of standards.

[David Miller - Century West] 18:48:19
is that they, as Tim mentioned, in this application, this situation.

[David Miller - Century West] 18:48:25
they will they're not willing to consider a modification standards

[David Miller - Century West] 18:48:30
in lieu of a solution. And I understand that and I've seen Aaron's work and I respect aaron and

[David Miller - Century West] 18:48:38
He touched on some important points, but the main takeaways

[David Miller - Century West] 18:48:43
from the FAA on modification standards

[David Miller - Century West] 18:48:46
Even if they are considered is they are temporary. They are not considered a permanent solution. And I would let Tim elaborate on that.

[David Miller - Century West] 18:48:55
But in terms of

[David Miller - Century West] 18:48:56
You know, as I said, we have coordinated with the FAA and ODA.

[David Miller - Century West] 18:49:02
Throughout the project, we're following published FAA guidelines

[David Miller - Century West] 18:49:08
And the information, everything, including Aaron's memo, is included in the

[David Miller - Century West] 18:49:14
PAC response comments that are also available for FA to review. So gives him an opportunity to weigh in on that at some point if he chooses. But the direction

[David Miller - Century West] 18:49:26
to our team from the FAA on this project really couldn't be any clearer in that there is an expectation

[David Miller - Century West] 18:49:32
that the master plan will find a path to conformance and a modification of standards does not do that.

[David Miller - Century West] 18:49:39
So Tim, before there's another question, maybe if you'd like to clean up anything I messed up, please.

[Tim House - FAA] 18:49:44
I don't think you messed anything up.

[Tim House - FAA] 18:49:47
I think you said it.

[Tim House - FAA] 18:49:50
Very good.

[Tony Helbling, Aurora Airport Improvement Association] 18:49:50
Okay, so I just want the record to show that the FAA is telling the state of Oregon that no modifications standard will be allowed.

[Tony Helbling, Aurora Airport Improvement Association] 18:49:59

But they're not directing what the state of Oregon is going to send to the FAA. They're not going to direct what the master plan will be.

[Tony Helbling, Aurora Airport Improvement Association] 18:50:06
And the state of Oregon is saying that we are going this route because the FAA is telling us

[Tony Helbling, Aurora Airport Improvement Association] 18:50:11
that we have to do it this way.

[Tony Helbling, Aurora Airport Improvement Association] 18:50:13
But then the FAA is saying is, no, we're not telling them they have to do it this way.

[Tony Helbling, Aurora Airport Improvement Association] 18:50:18
Is that what I'm hearing?

[Tim House - FAA] 18:50:23
you have your

[Tim House - FAA] 18:50:24
understanding of what you've heard.

[Brandy Steffen, facilitator | JLA] 18:50:30
Tony, it looks like you wanted to chime in.

[Brandy Steffen, facilitator | JLA] 18:50:33
Tony Beach?

[Tony Beach, Oregon Department of Aviation] 18:50:35
Yeah, if I can just clarify what Tony Hubland had just said.

[Tony Beach, Oregon Department of Aviation] 18:50:38
The FAA has made clear that the airport does need to meet standard

[Tony Beach, Oregon Department of Aviation] 18:50:43
And while the FAA does not dictate what the plan for the airport looks like, it does need to meet standard if the airport is going to be

[Tony Beach, Oregon Department of Aviation] 18:50:52
eligible for future funding.

[Tony Beach, Oregon Department of Aviation] 18:50:54
And so that is the plan that we have put together with the input here from the PAC and from the community.

[Tony Beach, Oregon Department of Aviation] 18:51:00
from the public and it is a plan again that

[Tony Beach, Oregon Department of Aviation] 18:51:05

that meets the FAA standards.

[Tony Beach, Oregon Department of Aviation] 18:51:08
to address the non-standard items and that is so the airport can continue to be improved and maintained.

[Tony Beach, Oregon Department of Aviation] 18:51:15
And not go into, as we discussed earlier, into maintenance mode

[Tony Beach, Oregon Department of Aviation] 18:51:19
And ineligible for any other

[Tony Beach, Oregon Department of Aviation] 18:51:22
federal improvements.

[Tony Helbling, Aurora Airport Improvement Association] 18:51:23
But what I would tell you, Tony, and you and I have had this discussion before, I just want it to be on the record so everybody hears us.

[Tony Helbling, Aurora Airport Improvement Association] 18:51:30
Tony Beach, Tim House.

[Tony Beach, Oregon Department of Aviation] 18:51:32
Correct.

[Tony Helbling, Aurora Airport Improvement Association] 18:51:33
Dave Miller, they have no skin in this game.

[Tony Helbling, Aurora Airport Improvement Association] 18:51:36
you got nothing to lose.

[Tony Helbling, Aurora Airport Improvement Association] 18:51:38
by pursuing this alternative.

[Tony Helbling, Aurora Airport Improvement Association] 18:51:41
you are personally not damaged. Your entity is not

[Tony Helbling, Aurora Airport Improvement Association] 18:51:46
damaged.

[Tony Helbling, Aurora Airport Improvement Association] 18:51:48
At the same time, the state of Oregon has a legislatively directed responsibility

[Tony Helbling, Aurora Airport Improvement Association] 18:51:54
to protect the private investors.

[Tony Helbling, Aurora Airport Improvement Association] 18:51:57
And you're not doing it.

[Tony Helbling, Aurora Airport Improvement Association] 18:51:59

that that's what just floors me.

[David Miller - Century West] 18:52:00
Thank you.

[Tony Helbling, Aurora Airport Improvement Association] 18:52:02
it.

[Tim House - FAA] 18:52:02
That's not what you're asking for.

[Tim House - FAA] 18:52:05
you're asking for the runway to be extended. You're asking for the airport to be improved.

[Tony Helbling, Aurora Airport Improvement Association] 18:52:10
You're 100% correct and that those can be done with modifications of standard.

[Tim House - FAA] 18:52:13
funding, you have to follow the standards

[Tony Helbling, Aurora Airport Improvement Association] 18:52:16
That's correct. And they can be done with modifications as standard. I understand what a standard is, Tim. I think you and I had this on the phone.

[Tim House - FAA] 18:52:22
You're asking for the benefit of multi-million dollars worth of improvement

[Tony Helbling, Aurora Airport Improvement Association] 18:52:24
In Denver, when they rebuilt Denver International Airport.

[Tony Helbling, Aurora Airport Improvement Association] 18:52:27
They built it out in the middle of nowhere and everything was perfect. It was in compliance, ROFAs, RSAs, everything was perfect. Setbacks, everything was perfect.

[Tony Beach, Oregon Department of Aviation] 18:52:28
Hold on.

[Tony Helbling, Aurora Airport Improvement Association] 18:52:38
This airport pre-exists.

[Tony Helbling, Aurora Airport Improvement Association] 18:52:40
And the purpose of the modification standard program

[Tony Helbling, Aurora Airport Improvement Association] 18:52:44
is to allow development that is achievable and by doing a very careful risk analysis.

[Tony Helbling, Aurora Airport Improvement Association] 18:52:49
to move things forward. And we believe that this can be done and this is a

misapplication of the understanding of the FAA's directives

[Tony Helbling, Aurora Airport Improvement Association] 18:53:00
And we're painting ourselves into a corner.

[Tony Helbling, Aurora Airport Improvement Association] 18:53:03
Which is going to, and even though it'll never happen, we know that

[Tony Helbling, Aurora Airport Improvement Association] 18:53:07
But it damages these owners. It damages them.

[Tony Helbling, Aurora Airport Improvement Association] 18:53:11
It hurts them in real time to include right now because other people know that this discussion is being had.

[Tony Beach, Oregon Department of Aviation] 18:53:20
Tony, we...

[Tony Beach, Oregon Department of Aviation] 18:53:22
We have...

[Tony Beach, Oregon Department of Aviation] 18:53:24
been painted in the corner for some time with this airport.

[Tony Beach, Oregon Department of Aviation] 18:53:28
to meet standards, something has to budge here.

[Tony Beach, Oregon Department of Aviation] 18:53:33
ODAV also has a responsibility overall to operate and maintain airports safely and that is

[Tony Beach, Oregon Department of Aviation] 18:53:41
our utmost priority to make sure that every aviator in Oregon is

[Tony Beach, Oregon Department of Aviation] 18:53:46
is flying in a safe airport.

[Tony Beach, Oregon Department of Aviation] 18:53:49
And we...

[David Miller - Century West] 18:53:52
Okay.

[Tony Beach, Oregon Department of Aviation] 18:53:53
We are interested in continuing that path with this project and based on the input we received here.

[Tony Beach, Oregon Department of Aviation] 18:54:00
This is the direction that we had to decide to go.

[Tony Beach, Oregon Department of Aviation] 18:54:04
We've stated before that none of the alternatives

[Tony Beach, Oregon Department of Aviation] 18:54:08
We're an easy

[Tony Beach, Oregon Department of Aviation] 18:54:10
path, the decision overall is a difficult one.

[Tony Beach, Oregon Department of Aviation] 18:54:13
But we do appreciate all of the PAC member input and we understand the concerns and the challenges ahead.

[Tony Beach, Oregon Department of Aviation] 18:54:20
We do believe that this alternative, as David mentioned, especially with the phasing.

[Tony Beach, Oregon Department of Aviation] 18:54:25
is feasible. It is realistic.

[Tony Beach, Oregon Department of Aviation] 18:54:28
And we can get there and have a better Aurora Airport, not just for all of the airport users, but for the surrounding communities as well.

[Tony Helbling, Aurora Airport Improvement Association] 18:54:37
We agree to disagree on that one.

[Brandy Steffen, facilitator | JLA] 18:54:42
Okay, thank you, Tony.

[Brandy Steffen, facilitator | JLA] 18:54:45
Tony Hubbling

[Brandy Steffen, facilitator | JLA] 18:54:47
Do you have additional questions or should we, I see Councillor Linville has her hand up

[Brandy Steffen, facilitator | JLA] 18:54:52
And then I think there were a couple of questions that came through the chat.

[Tony Helbling, Aurora Airport Improvement Association] 18:54:55
No, go ahead. It's just, like I said, I'm very, very concerned that

[Brandy Steffen, facilitator | JLA] 18:54:57
Okay.

[Tony Helbling, Aurora Airport Improvement Association] 18:55:00
we can't talk to ODAV about this stuff outside of these PAC meetings, but it seems like this is a huge, huge undertaking

[Tony Helbling, Aurora Airport Improvement Association] 18:55:08
And this decision to now we're going to go with alternative 1a

[Tony Helbling, Aurora Airport Improvement Association] 18:55:13
before we really had a chance to really discuss it it just

[Tony Helbling, Aurora Airport Improvement Association] 18:55:17
It just seems like this thing is being railroaded through and and

[Tony Helbling, Aurora Airport Improvement Association] 18:55:22
Yeah, I'm done.

[Brandy Steffen, facilitator | JLA] 18:55:24
Okay, we'll check back in with you, Tony.

[Brandy Steffen, facilitator | JLA] 18:55:28
Okay, Councillor Linville.

[Brandy Steffen, facilitator | JLA] 18:55:30
Thank you.

[David Miller - Century West] 18:55:33
Thank you.

[Councilor Dr. Joann Linville, City of Wilsonville] 18:55:36
So Tony Heebing, I appreciate your frustration.

[Councilor Dr. Joann Linville, City of Wilsonville] 18:55:40
I think we've shared some of that as well.

[Councilor Dr. Joann Linville, City of Wilsonville] 18:55:44
So I am going to just go back again to

[Councilor Dr. Joann Linville, City of Wilsonville] 18:55:49
Hopefully with David and Tim's

[Councilor Dr. Joann Linville, City of Wilsonville] 18:55:53
Clarification. I'm back again into

[Councilor Dr. Joann Linville, City of Wilsonville] 18:55:57
the working paper and into the data

[Councilor Dr. Joann Linville, City of Wilsonville] 18:56:02
that um

[Councilor Dr. Joann Linville, City of Wilsonville] 18:56:04
brought us to the point of the c2

[Councilor Dr. Joann Linville, City of Wilsonville] 18:56:08
rate for the airport.

[Councilor Dr. Joann Linville, City of Wilsonville] 18:56:10
And I just want to be sure that I'm reading this correctly and this is

[Councilor Dr. Joann Linville, City of Wilsonville] 18:56:15
what the FAA was presented with

[Councilor Dr. Joann Linville, City of Wilsonville] 18:56:18
In order for them to come back and say you do not have an option to stay at a B2,
the airport is a C2. And as such.

[Councilor Dr. Joann Linville, City of Wilsonville] 18:56:29
Here are the safety standards and modifications that and

[Councilor Dr. Joann Linville, City of Wilsonville] 18:56:37
safety issues that need to be addressed.

[Councilor Dr. Joann Linville, City of Wilsonville] 18:56:40
The data indicates that

[Councilor Dr. Joann Linville, City of Wilsonville] 18:56:43
At least on this page, on page 216 of the

[Councilor Dr. Joann Linville, City of Wilsonville] 18:56:47
I think it's in the chapter two.

[Councilor Dr. Joann Linville, City of Wilsonville] 18:56:51
It shows the operations of C and D jets

[Councilor Dr. Joann Linville, City of Wilsonville] 18:56:56
From 2012,

[Councilor Dr. Joann Linville, City of Wilsonville] 18:56:58
through 2021.

[Councilor Dr. Joann Linville, City of Wilsonville] 18:57:01
And I understand, if I'm correct, that the

[Councilor Dr. Joann Linville, City of Wilsonville] 18:57:04
that the tipping point number

[Councilor Dr. Joann Linville, City of Wilsonville] 18:57:08
for the categorization is 500.

[Councilor Dr. Joann Linville, City of Wilsonville] 18:57:13
operations.

[Councilor Dr. Joann Linville, City of Wilsonville] 18:57:15
And as I look at this, it looks like

[Councilor Dr. Joann Linville, City of Wilsonville] 18:57:19
that category of aircraft

[Councilor Dr. Joann Linville, City of Wilsonville] 18:57:22
C and D.

[Councilor Dr. Joann Linville, City of Wilsonville] 18:57:25
From 2012,

[Councilor Dr. Joann Linville, City of Wilsonville] 18:57:28
Through 2019,

[Councilor Dr. Joann Linville, City of Wilsonville] 18:57:30
exceeded the level of 500 operations. Only in 2020 which was

[Councilor Dr. Joann Linville, City of Wilsonville] 18:57:39
COVID, was it below the 500 mark

[Councilor Dr. Joann Linville, City of Wilsonville] 18:57:42
And in 2021, it was 640 operations.

[Councilor Dr. Joann Linville, City of Wilsonville] 18:57:47
Am I correct in that that was the data

[Councilor Dr. Joann Linville, City of Wilsonville] 18:57:51
that was presented to the faa

[Councilor Dr. Joann Linville, City of Wilsonville] 18:57:54
that moved the categorization

[Councilor Dr. Joann Linville, City of Wilsonville] 18:57:58
from a B2 to a C2.

[Councilor Dr. Joann Linville, City of Wilsonville] 18:58:01
rating for this airport. And so that's the one question and the other is

[Councilor Dr. Joann Linville, City of Wilsonville] 18:58:08
Is it that the airport allowed

[Councilor Dr. Joann Linville, City of Wilsonville] 18:58:11
that many c and d many c

[Councilor Dr. Joann Linville, City of Wilsonville] 18:58:14
aircraft operations and now

[Councilor Dr. Joann Linville, City of Wilsonville] 18:58:17
Because they were allowed, we are now at a C2 level for this airport.

[Councilor Dr. Joann Linville, City of Wilsonville] 18:58:23
So two questions.

[David Miller - Century West] 18:58:24

Okay, thank you. Those are very thoughtful questions. Appreciate them. With reference to Table 216, that would have been in the inventory chapter, existing conditions so all the

[David Miller - Century West] 18:58:34

data that went into the evaluation of the critical or designed aircraft is contained in Chapter 3, the forecast chapter.

[David Miller - Century West] 18:58:44

So, um.

[David Miller - Century West] 18:58:46

the if you recall, the forecast, the updated forecasts

[David Miller - Century West] 18:58:51

is 2021, I believe, is our base year.

[David Miller - Century West] 18:58:55

So part of the answer to your question is it was that data, the FMSC or the instrument flight plan data.

[David Miller - Century West] 18:59:03

that provided documentation of instrument flight plan activity at Aurora State Airport.

[David Miller - Century West] 18:59:10

So our starting point

[David Miller - Century West] 18:59:12

in our base year was clearly, as you pointed out, in the C2 realm. And then that

[David Miller - Century West] 18:59:21

for planning purposes verified

[David Miller - Century West] 18:59:24

confirmed, if you will, the critical aircraft, the existing critical aircraft

[David Miller - Century West] 18:59:29

or design aircraft for the runway.

[David Miller - Century West] 18:59:31

With regard to the future, that was

[David Miller - Century West] 18:59:35

determined by the projections, the forecast of growth.

[David Miller - Century West] 18:59:38

So we started out, as you pointed out, Councillor, above the threshold and the

[David Miller - Century West] 18:59:44
projections call for some anticipate continued growth of that so

[David Miller - Century West] 18:59:50
I think that answered your question, both questions it was

[David Miller - Century West] 18:59:54
The basis was, in fact, for the critical aircraft

[David Miller - Century West] 18:59:58
definition because to point out, I think we've said this before many times, the air traffic control tower data itself, which counts takeoffs and landings.

[David Miller - Century West] 19:00:07
does not categorize activity to that degree. We do not know how many C2

[David Miller - Century West] 19:00:13
or D2 or B2 jet operations occur just based on air traffic control power data. So that's why we use the

[David Miller - Century West] 19:00:21
the FAA's instrument flight plan data

[David Miller - Century West] 19:00:24
So 2021, I believe, was our base year and then

[David Miller - Century West] 19:00:28
go from there.

[David Miller - Century West] 19:00:33
Did that answer your question?

[David Miller - Century West] 19:00:35
Questions?

[Brandy Steffen, facilitator | JLA] 19:00:36
It looks like Councillor Linbell, you raised your hand again so maybe

[Councilor Dr. Joann Linville, City of Wilsonville] 19:00:40
Yeah, I did. I just had a clarification follow up for that. So how much of

[Councilor Dr. Joann Linville, City of Wilsonville] 19:00:48
that d cmd aircraft operation

[David Miller - Century West] 19:00:55
Oh.

[Councilor Dr. Joann Linville, City of Wilsonville] 19:00:55
approval is up to ODAV or the airport

[David Miller - Century West] 19:01:01

Okay, yeah, I apologize. I missed that part of your question. I'll let Tony, as the airport manager, weigh in on some of that, and then Tim could probably offer some opinions.

[David Miller - Century West] 19:01:14

In general, I'll just say this generically, and I think it applies at all airports.

[David Miller - Century West] 19:01:18

An airport doesn't restrict its traffic by its design category. In other words, if an airport is a B2 runway, for example, and a C2 aircraft comes in, that's permitted. It's really the pilot's determination of

[David Miller - Century West] 19:01:35

Whether the runway is adequate for their needs, both in runway length

[David Miller - Century West] 19:01:39

strength, et cetera. And as you kind of

[David Miller - Century West] 19:01:43

gleaned in your comments, the airport transitioned over time from B2 to C2. So even at a period of time where the airport was

[David Miller - Century West] 19:01:52

clearly in the B2 category.

[David Miller - Century West] 19:01:54

it was accommodating limited operations perhaps or growing numbers over time of those C2 and B2 aircraft.

[David Miller - Century West] 19:02:03

So that's normal and that's seen at every airport I've ever worked at.

[David Miller - Century West] 19:02:08

There are limitations on weight, and Tony can address that in the

[David Miller - Century West] 19:02:12

But again, it's important to remember that not all C-2 aircraft would require

[David Miller - Century West] 19:02:19

waivers on weight. A lot of those aircraft

[David Miller - Century West] 19:02:22

are well below the threshold for the waiver. So it's a combination of the things. And I'll let tony or

[David Miller - Century West] 19:02:30

Jim weigh in if they feel like they should.

[Tony Beach, Oregon Department of Aviation] 19:02:35
Yeah, thanks, David. The FAA has stated the

[Tony Beach, Oregon Department of Aviation] 19:02:40
In fact, the only

[Tony Beach, Oregon Department of Aviation] 19:02:42
factor that we can restrict aeronautical uses is by weight. So we do that through a waiver.

[David Miller - Century West] 19:02:43
Okay.

[Tony Beach, Oregon Department of Aviation] 19:02:49
process. We restrict aircraft that are overweight

[Tony Beach, Oregon Department of Aviation] 19:02:53
But no, we do not have the ability to restrict

[Tony Beach, Oregon Department of Aviation] 19:02:57
aircraft that are higher than our design aircraft.

[Councilor Dr. Joann Linville, City of Wilsonville] 19:03:06
Yeah.

[Brandy Steffen, facilitator | JLA] 19:03:06
Hold on, Councillor.

[Councilor Dr. Joann Linville, City of Wilsonville] 19:03:06
So do we know how many of these

[Councilor Dr. Joann Linville, City of Wilsonville] 19:03:10
are waived aircraft versus pilot, just pilot decisions

[Councilor Dr. Joann Linville, City of Wilsonville] 19:03:17
When that data was collected or analyzed.

[Councilor Dr. Joann Linville, City of Wilsonville] 19:03:22
Do we know that? And what I'm getting at is

[Councilor Dr. Joann Linville, City of Wilsonville] 19:03:27
What I'm getting at is that

[Councilor Dr. Joann Linville, City of Wilsonville] 19:03:31
you know sharing some of Tony's concerns

[Councilor Dr. Joann Linville, City of Wilsonville] 19:03:35
that if ODAV has allowed waivers

[Councilor Dr. Joann Linville, City of Wilsonville] 19:03:42

to allow this to get over that number

[Councilor Dr. Joann Linville, City of Wilsonville] 19:03:46
Because not only are they c2 or d

[Councilor Dr. Joann Linville, City of Wilsonville] 19:03:50
CRD level uh or um

[Councilor Dr. Joann Linville, City of Wilsonville] 19:03:54
categorized aircraft

[Councilor Dr. Joann Linville, City of Wilsonville] 19:03:56
But they're heavier than they're

[Councilor Dr. Joann Linville, City of Wilsonville] 19:03:59
the runway is constructed to

[Councilor Dr. Joann Linville, City of Wilsonville] 19:04:03
withstand.

[Councilor Dr. Joann Linville, City of Wilsonville] 19:04:05
And that has been allowed by ODAV, then we've got ODAV creating this issue for us
for this airport.

[Councilor Dr. Joann Linville, City of Wilsonville] 19:04:15
And now, as Tim has said, you can't go back

[Councilor Dr. Joann Linville, City of Wilsonville] 19:04:22
And so that's my concern is what

[Councilor Dr. Joann Linville, City of Wilsonville] 19:04:25
You know, is the pilots making the decisions or it is waivers

[David Miller - Century West] 19:04:36
Tony, do you want to respond?

[Tony Beach, Oregon Department of Aviation] 19:04:38
Yeah, if I'll just add a little clarification, it's not

[Tony Beach, Oregon Department of Aviation] 19:04:41
waivers necessarily, but as David and Tim mentioned earlier it is

[Tony Beach, Oregon Department of Aviation] 19:04:47
the aircraft that use the facility that determine the

[Tony Beach, Oregon Department of Aviation] 19:04:52
facility requirements and the and the

[Tony Beach, Oregon Department of Aviation] 19:04:55
design aircraft

[David Miller - Century West] 19:04:57

Thank you.

[Tony Beach, Oregon Department of Aviation] 19:04:57

As discussed in Chapter 3. And when you have that threshold of 500 operations.

[Tony Beach, Oregon Department of Aviation] 19:05:03

then that is what determines the design aircraft. And that is again what

[Tony Beach, Oregon Department of Aviation] 19:05:08

sets the requirements for the facility for the next 20 year throughout the planning period.

[Brandy Steffen, facilitator | JLA] 19:05:17

Okay, so there's a couple of questions that have come in through the chat, I think, around this topic.

[Brandy Steffen, facilitator | JLA] 19:05:22

David Malk just asked, what's the level of design aircraft used that determines need?

[David Miller - Century West] 19:05:30

Okay, I think the question to that answer or that is the uh

[David Miller - Century West] 19:05:34

But the FAA establishes, as the counselor mentioned, a design aircraft threshold or critical aircraft threshold is 500 annual takeoffs and landings.

[David Miller - Century West] 19:05:45

and that that's

[David Miller - Century West] 19:05:46

the level at which the FA considers

[David Miller - Century West] 19:05:48

it to be regular use.

[David Miller - Century West] 19:05:50

So that's the threshold. And as stated in the comments, questions, the airport has.

[David Miller - Century West] 19:05:56

regularly been above that 500 threshold of C&D aircraft for much of the last 10 years.

[Brandy Steffen, facilitator | JLA] 19:06:04

Great.

[Brandy Steffen, facilitator | JLA] 19:06:07

Tony Hubling also asks a question in the chat.

[Brandy Steffen, facilitator | JLA] 19:06:10
is the airport's division at the FAA requiring all sponsors to meet ROFA standards
or just Aurora Airport?

[Brandy Steffen, facilitator | JLA] 19:06:18
also have the rules changed for mod of standards

[Brandy Steffen, facilitator | JLA] 19:06:21
If not, why are other airports

[Brandy Steffen, facilitator | JLA] 19:06:23
allowed to have modif standards, but Aurora is not.

[David Miller - Century West] 19:06:29
Jim, you want to jump in on that?

[Tim House - FAA] 19:06:32
Yeah, you know, I don't uh

[Tim House - FAA] 19:06:36
know offhand, you know, which airports do have modifications or standard for their
ROFA.

[Tim House - FAA] 19:06:45
you know what and what

[Tim House - FAA] 19:06:48
But, you know, I know that is clearly

[Tim House - FAA] 19:06:51
outlined

[Tim House - FAA] 19:06:53
in any of the master plans that we do.

[Tim House - FAA] 19:06:57
any extension, any extension

[Tim House - FAA] 19:07:01
widening that is being proposed at this time.

[Tim House - FAA] 19:07:06
that those are

[Tim House - FAA] 19:07:10
You know, very, very hard

[Tim House - FAA] 19:07:12
considerations looking at those situations.

[David Miller - Century West] 19:07:19
Tim, could you comment? There have been several questions about

[David Miller - Century West] 19:07:28
a modification of standards being a suitable alternative to any of the alternatives that have been presented.

[David Miller - Century West] 19:07:33
I've made the point that our direction has been

[David Miller - Century West] 19:07:37
the direction we've been provided by FAA throughout this master plan is that

[David Miller - Century West] 19:07:43
the ultimate recommendation, the master plan needs to lead to conformance with standards.

[David Miller - Century West] 19:07:49
modification does not conform to standards. Did I get any of that wrong or

[Tim House - FAA] 19:07:53
No.

[David Miller - Century West] 19:07:53
Can we clarify the interpretation of how much

[David Miller - Century West] 19:07:57
latitude we have, from my perspective as a planner, I'd say we have zero attitude.

[David Miller - Century West] 19:08:01
I mean, we're working with the rules and the procedures as outlined in all the FAA publications.

[David Miller - Century West] 19:08:08
And the guidance, more particularly through the different branches of FAA. So again, I don't want to get too far down on the loop.

[David Miller - Century West] 19:08:15
Pull me back.

[Tim House - FAA] 19:08:16
No, I think you stated it very well. You demonstrated a clear understanding.

[Tim House - FAA] 19:08:21
of what the requirements are.

[Tim House - FAA] 19:08:24
and the

[Tim House - FAA] 19:08:25

you required some of this master plan to meet the standards you know we

[David Miller - Century West] 19:08:29

Yeah.

[Tim House - FAA] 19:08:29

you can't we can't show c2

[Tim House - FAA] 19:08:33

And the plan is we're going to have a modification standard from now until the end of time. It doesn't meet what is needed to be able to progress.

[David Miller - Century West] 19:08:39

Yeah.

[David Miller - Century West] 19:08:42

Yeah, that was, I think that, and I know it's not what people want to hear, but that's the message we've been provided by FAA consistently. It's also been mentioned, not tonight, but in earlier meetings, a lot of example airports and one that comes up quite often because people are

[David Miller - Century West] 19:08:56

familiar with it, is the airport in Sun Valley, Idaho at Friedman Memorial.

[David Miller - Century West] 19:09:01

And that airport does have modification to standards for a whole host of issues.

[David Miller - Century West] 19:09:09

But when they analyzed it, and this is an older master plan, when they analyzed it, they

[David Miller - Century West] 19:09:17

The justification for the mod to standards

[David Miller - Century West] 19:09:21

modification of standards was that they would be interim

[David Miller - Century West] 19:09:25

approvals and that the ultimate

[David Miller - Century West] 19:09:28

remedy for the non-standard condition would be to relocate the airport.

[David Miller - Century West] 19:09:32

So there is no get out of jail card free for that airport.

[David Miller - Century West] 19:09:36

They have active mods, and I don't know if Tim wants to weigh in on that but

[David Miller - Century West] 19:09:40

In reviewing the airport layout plan and some of the memos that were done on that, I think it might be easy to think, well.

[David Miller - Century West] 19:09:47

Freeman got away with it, so why can't Aurora? What they...

[David Miller - Century West] 19:09:52

bought into is a commitment by the owner of the airport to consider moving the airport.

[David Miller - Century West] 19:09:58

And I worked on a project at that airport 30 plus years ago to relocate it.

[David Miller - Century West] 19:10:03

And I think since that time, there have probably been five failed efforts to relocate the airport.

[David Miller - Century West] 19:10:08

And another failed environmental impact statement to relocate the report. So they're still working on that problem, but the mods are still considered interim.

[David Miller - Century West] 19:10:16

So don't want to get off topic, but

[David Miller - Century West] 19:10:18

They are usually more complicated than they seem.

[Brandy Steffen, facilitator | JLA] 19:10:23

Okay. I know Tony Helpling has his hand up. I do want to check with a couple of comments that have been typed through. I do want to check with others and just make sure that I'm not missing anyone. I know there are a lot of comments that are coming through amongst the panelists.

[Brandy Steffen, facilitator | JLA] 19:10:40

And so I just want to check in with you all.

[Brandy Steffen, facilitator | JLA] 19:10:44

We will, I see a hand is raised in for the public attendees. We will get to public comments at 740.

[Brandy Steffen, facilitator | JLA] 19:10:51

So we have about 30 minutes until that time for the PAC to continue this conversation. You can always type anyone attending from the public can type a question or comment in the Q&A area on your screen.

[Brandy Steffen, facilitator | JLA] 19:11:09

Okay, so I think I gave everyone enough. Oh yeah, Ted Belar, your hand is raised. I see you.

[Brandy Steffen, facilitator | JLA] 19:11:18
Great. You should. I just sent you a little note. You should unmute.

[Brandy Steffen, facilitator | JLA] 19:11:21
There you go.

[Ted Millar, AABC/TLM Holdings] 19:11:25
Yeah, thanks for having me on.

[Ted Millar, AABC/TLM Holdings] 19:11:27
I'm a little concerned because we've tried

[Ted Millar, AABC/TLM Holdings] 19:11:30
to set up a work session with ODAV and we were told that we're not allowed to do that. Our comments have to be handled

[Ted Millar, AABC/TLM Holdings] 19:11:38
in this public session.

[Ted Millar, AABC/TLM Holdings] 19:11:41
I paid...

[Ted Millar, AABC/TLM Holdings] 19:11:42
Wendy Killington's firm and Aaron Fagery's firm.

[Ted Millar, AABC/TLM Holdings] 19:11:46
to submit an 86 page

[Ted Millar, AABC/TLM Holdings] 19:11:50
document.

[Ted Millar, AABC/TLM Holdings] 19:11:51
that shows another alternative

[Ted Millar, AABC/TLM Holdings] 19:11:54
towards things that pose here.

[Ted Millar, AABC/TLM Holdings] 19:11:57
And nobody will talk about, nobody submitted it

[Ted Millar, AABC/TLM Holdings] 19:12:01
We think it's very viable.

[Ted Millar, AABC/TLM Holdings] 19:12:04
And the aeronautical stakeholders alternative that we submitted

[Ted Millar, AABC/TLM Holdings] 19:12:09
is fully justified

[Ted Millar, AABC/TLM Holdings] 19:12:11

the MOS must be included. No justification for any alternatives that wipes out any aeronautical uses.

[Ted Millar, AABC/TLM Holdings] 19:12:20
Highway 551 can be moved west

[Ted Millar, AABC/TLM Holdings] 19:12:24
within existing right-of-way

[Ted Millar, AABC/TLM Holdings] 19:12:26
At the end of the master plan.

[Ted Millar, AABC/TLM Holdings] 19:12:28
period with minimal private property impacts.

[Ted Millar, AABC/TLM Holdings] 19:12:33
wiping out any errand nautical use is simply

[Ted Millar, AABC/TLM Holdings] 19:12:37
unacceptable.

[Ted Millar, AABC/TLM Holdings] 19:12:39
And it's contrary to ORS

[Ted Millar, AABC/TLM Holdings] 19:12:41
836-640.

[Ted Millar, AABC/TLM Holdings] 19:12:44
642, every odev

[Ted Millar, AABC/TLM Holdings] 19:12:47
And the entire point of this master planning effort

[Ted Millar, AABC/TLM Holdings] 19:12:51
to serve aeronautical uses.

[Ted Millar, AABC/TLM Holdings] 19:12:54
Believably, there is no justification for each alternative demanding that the septic tank

[Ted Millar, AABC/TLM Holdings] 19:13:01
Grayfield of the south be moved to some unknown location

[Ted Millar, AABC/TLM Holdings] 19:13:05
that may not even be feasible.

[Ted Millar, AABC/TLM Holdings] 19:13:08
as the Gent technical report that we submitted

[Ted Millar, AABC/TLM Holdings] 19:13:12

clearly demonstrates that modest improvements to that drain field

[Ted Millar, AABC/TLM Holdings] 19:13:17
make it compliant with FAA standards.

[Ted Millar, AABC/TLM Holdings] 19:13:20
Nothing justifies moving it.

[Ted Millar, AABC/TLM Holdings] 19:13:22
And I can't understand. It's like a kangaroo court.

[Ted Millar, AABC/TLM Holdings] 19:13:26
We're not giving a chance to say

[Ted Millar, AABC/TLM Holdings] 19:13:29
What really needs to be done is just brushed over.

[David Miller - Century West] 19:13:39
Okay. Well, thanks, Ted, for the comments. I think a couple points. Aaron's memo that you highlighted is in the public in the PAC review comment material package that is being provided to FAA.

[David Miller - Century West] 19:13:50
So Tim and his

[David Miller - Century West] 19:13:53
group at the Seattle ADO will have an opportunity to review that.

[David Miller - Century West] 19:13:57
I would say if they

[Ted Millar, AABC/TLM Holdings] 19:13:59
Thank you.

[David Miller - Century West] 19:13:59
see anything in that that persuades them that there may be another path to consider.

[David Miller - Century West] 19:14:04
that they can they can

[Ted Millar, AABC/TLM Holdings] 19:14:07
Thank you.

[David Miller - Century West] 19:14:07
you know, weigh in on that.

[David Miller - Century West] 19:14:09
I think the same would be true with the technical report on the drain field.

[David Miller - Century West] 19:14:15

I'm not

[David Miller - Century West] 19:14:17

I wasn't personally involved in the coordination between ODAV and FA on the drain field, but I assume that it touched on some of the same technical issues.

[David Miller - Century West] 19:14:24

might be covered. So if the technical memo in the drain field was included in your

[David Miller - Century West] 19:14:30

your submittal on comments, then it would be in the record as well.

[David Miller - Century West] 19:14:34

If it hasn't been, then I think it could be added perhaps so

[Ted Millar, AABC/TLM Holdings] 19:14:38

In fact, there's even a feasibility study that

[Ted Millar, AABC/TLM Holdings] 19:14:43

Fagery and Associates submitted

[Ted Millar, AABC/TLM Holdings] 19:14:46

that justify

[Ted Millar, AABC/TLM Holdings] 19:14:48

that they have to analyze the risk analysis to any of these modifications and modifications of standards

[Ted Millar, AABC/TLM Holdings] 19:14:56

have been always done that it can be done safely according to certain standards.

[Ted Millar, AABC/TLM Holdings] 19:15:01

And we submitted a full page report that shows how this is being done

[Ted Millar, AABC/TLM Holdings] 19:15:06

And nobody will talk about it. You're not submitting it into the records. You're not talking about it.

[David Miller - Century West] 19:15:12

Well, I believe that is the report that was attached in your comment, so it is in the

[David Miller - Century West] 19:15:19

public or PAC input.

[David Miller - Century West] 19:15:22

record so it is in the record and it is available for everyone. Correct me if I'm wrong, Brandy, but it will be all of that will be available on the project website and certainly available for FAA on.

[Brandy Steffen, facilitator | JLA] 19:15:35
That's correct. Yeah, so we have got that captured, Ted um and

[David Miller - Century West] 19:15:36
Okay.

[Ted Millar, AABC/TLM Holdings] 19:15:36
Thank you.

[Brandy Steffen, facilitator | JLA] 19:15:41
And so we will be posting that to the website.

[David Miller - Century West] 19:15:44
Yeah. And I don't want to belabor the point, but the modifications that I mentioned that were approved by FAA for the Sun Valley Airport

[David Miller - Century West] 19:15:54
also included the same risk analysis approach, the methodology, and they were deemed acceptable, but they were still identified as interim solutions, not permanent solutions. So I think, again, I'm getting into Tim's territory there in terms of

[David Miller - Century West] 19:16:10
FA determinations, but I think that that's

[David Miller - Century West] 19:16:13
pretty consistent with what I've seen at other reports.

[Ted Millar, AABC/TLM Holdings] 19:16:17
And did you read our risk analysis that we submitted? Because it shows this couldn't happen according to your risk analysis for over 300 years.

[David Miller - Century West] 19:16:18
Thank you.

[David Miller - Century West] 19:16:26
I saw it.

[Ted Millar, AABC/TLM Holdings] 19:16:26
And they use 100 years as a standard.

[David Miller - Century West] 19:16:29
Right. You know, I went through the memo and it's part of the record now. But again, provided it's uh

[David Miller - Century West] 19:16:35
It's the information we've been provided from the FAA, and if they have a

[David Miller - Century West] 19:16:42
something more to add to that, they can certainly

[David Miller - Century West] 19:16:45
let our team know.

[David Miller - Century West] 19:16:47
No doubt.

[Ted Millar, AABC/TLM Holdings] 19:16:48
My question is, why won't you share that with the rest of the PAC members so that we can all be talking off

[Ted Millar, AABC/TLM Holdings] 19:16:54
the same sheet of music.

[David Miller - Century West] 19:16:58
Well, again, I think the memo was not provided to us directly by Aaron. It was attached to your comment letter, which is perfectly fine. But that is contained in the record of PAC comments. So that's

[David Miller - Century West] 19:17:14
That's how it was.

[David Miller - Century West] 19:17:17
acquired by our team and that's how it's being presented back out to the public, PAC members and public alike. It's all available on the project website.

[Tony Beach, Oregon Department of Aviation] 19:17:26
Right. Just to follow up on that, David, it will be published on the website for the project where everyone can see it and including

[Tony Beach, Oregon Department of Aviation] 19:17:36
our comments addressing everything that we received.

[Tony Beach, Oregon Department of Aviation] 19:17:42
And we have taken a look at that and we considered that in

[Tony Beach, Oregon Department of Aviation] 19:17:45
the selection of our preferred alternative.

[Tony Beach, Oregon Department of Aviation] 19:17:49
I do want to reiterate that the FAS made it clear that we do have to have a plan to meet standards.

[Tony Beach, Oregon Department of Aviation] 19:17:56
that has to be an end result with this master plan.

[Tony Beach, Oregon Department of Aviation] 19:17:59
And we cannot get a mod as part of the master planning process.

[David Miller - Century West] 19:18:08
Yeah, I think I would just tack on to that. That last point Tony made is the same

point that Tim made, I think, earlier, and I think it's really important. And I touched on this. The FAA process for considering and approving modification standards has changed.

[David Miller - Century West] 19:18:22

In recent years, and it no longer is attached to the master planning process.

[David Miller - Century West] 19:18:29

in the actual development of a new airport layout plan.

[David Miller - Century West] 19:18:32

It's going to be a project-specific approach so

[David Miller - Century West] 19:18:36

To Tony's point, getting the airport layout plan approved

[David Miller - Century West] 19:18:41

still requires a path

[David Miller - Century West] 19:18:42

to compliance.

[Brandy Steffen, facilitator | JLA] 19:18:49

Ted, I just want to check in. Please wave your hand if you'd like to uh

[Brandy Steffen, facilitator | JLA] 19:18:55

clarify anything there.

[Brandy Steffen, facilitator | JLA] 19:19:01

Okay, great. Thank you.

[David Miller - Century West] 19:19:05

Okay.

[Brandy Steffen, facilitator | JLA] 19:19:05

And so again, we will be

[Brandy Steffen, facilitator | JLA] 19:19:08

posting those comments that we've collected and have been shared with the entire team that will include the responses as well. And so we will be posting that

[Brandy Steffen, facilitator | JLA] 19:19:18

hopefully next week.

[Brandy Steffen, facilitator | JLA] 19:19:21

So I can make sure that we email the PAC members when that's posted so that you can all then see

[Brandy Steffen, facilitator | JLA] 19:19:28

those comments and things that you've submitted.

[Brandy Steffen, facilitator | JLA] 19:19:32
So thanks.

[Brandy Steffen, facilitator | JLA] 19:19:34
TED for raising that again here in this meeting.

[Brandy Steffen, facilitator | JLA] 19:19:45
I want to check in. I think that

[Brandy Steffen, facilitator | JLA] 19:19:51
Tony Hubbling wrote

[Brandy Steffen, facilitator | JLA] 19:19:53
that your hand is still up and we're asking for the hard consideration. Tim House just mentioned that is the whole point.

[Brandy Steffen, facilitator | JLA] 19:19:59
the ODAB needs to be on the side of the airport defending the airport and make the hard ask.

[Brandy Steffen, facilitator | JLA] 19:20:09
David Malk also added, we have actual data every day and it's well below that number for the

[Brandy Steffen, facilitator | JLA] 19:20:15
design aircraft

[David Miller - Century West] 19:20:17
Okay.

[Brandy Steffen, facilitator | JLA] 19:20:18
numbers.

[Brandy Steffen, facilitator | JLA] 19:20:21
I'm not and then um

[Brandy Steffen, facilitator | JLA] 19:20:25
Okay, and then i think i i think i got

[Brandy Steffen, facilitator | JLA] 19:20:27
So those are the two comments that came in that I saw.

[Brandy Steffen, facilitator | JLA] 19:20:34
I'm not sure if we want to answer that um i think

[Brandy Steffen, facilitator | JLA] 19:20:38
David, your comment was just a comment.

[Brandy Steffen, facilitator | JLA] 19:20:41

And I guess Tony's was as well. Tony, do you

[Brandy Steffen, facilitator | JLA] 19:20:44

Tony Hubbling, would you like to elaborate on that? Okay, let me unmute you.

[Tony Helbling, Aurora Airport Improvement Association] 19:20:52

Yeah, can you hear me? Okay. First off, I had a really nice conversation with Tim House here a month and a half ago

[Brandy Steffen, facilitator | JLA] 19:20:53

Yes.

[Brandy Steffen, facilitator | JLA] 19:21:02

Uh-oh, you muted.

[Tony Helbling, Aurora Airport Improvement Association] 19:21:04

And

[Tony Helbling, Aurora Airport Improvement Association] 19:21:04

Can you hear me now?

[Brandy Steffen, facilitator | JLA] 19:21:05

Okay, yes.

[Tony Helbling, Aurora Airport Improvement Association] 19:21:07

Okay, had a real nice conversation with Tim House here a couple months ago, and I have a lot of respect for you, Tim. I hope you can hear me say that. That's the second time in the last 20 seconds I've said it. So first time you didn't hear me.

[Tony Helbling, Aurora Airport Improvement Association] 19:21:19

I feel like we're dripping water and maybe the ice is starting to melt um

[Tony Helbling, Aurora Airport Improvement Association] 19:21:24

I heard Tim say that, yes, requests for modification standards do come in for projects like a runway extension or stuff like that.

[Tony Helbling, Aurora Airport Improvement Association] 19:21:34

And those are hard to look at and the FAA will look at them.

[Tony Helbling, Aurora Airport Improvement Association] 19:21:39

I guess, and that's what we're asking David Miller and Tony Beach to do is step up and make that hard ask.

[Tony Helbling, Aurora Airport Improvement Association] 19:21:47

It brings me to the information that we provided as a result of the request for feedback on the preliminary refined alternatives.

[Tony Helbling, Aurora Airport Improvement Association] 19:21:57

And we submitted a lot. I know there was an 87-page document that came from our team

[Tony Helbling, Aurora Airport Improvement Association] 19:22:03
to them. And Ted talked about it

[Tony Helbling, Aurora Airport Improvement Association] 19:22:06
Because I've sent a lot of stuff in.

[Tony Helbling, Aurora Airport Improvement Association] 19:22:09
But what I guess is bothersome

[Tony Helbling, Aurora Airport Improvement Association] 19:22:13
is it seems like

[Tony Helbling, Aurora Airport Improvement Association] 19:22:16
the ODAV team and the consultants

[Tony Helbling, Aurora Airport Improvement Association] 19:22:19
They receive it and they tell everybody it's in the record.

[Tony Helbling, Aurora Airport Improvement Association] 19:22:21
But it's not made been brought up for discussion

[Tony Helbling, Aurora Airport Improvement Association] 19:22:24
In the only places where Kenji said we can discuss these things.

[Tony Helbling, Aurora Airport Improvement Association] 19:22:28
So it's very, very frustrating

[Tony Helbling, Aurora Airport Improvement Association] 19:22:31
Because it's like Ted said.

[Tony Helbling, Aurora Airport Improvement Association] 19:22:33
it seems like there's a predetermined outcome of how this is all going to go.

[Tony Helbling, Aurora Airport Improvement Association] 19:22:37
And the FAA and the ODAB are pointing at each other saying, we're not directing it.
They have to do it. But these guys are saying the FAA is telling us we have to do
this.

[Tony Helbling, Aurora Airport Improvement Association] 19:22:47
So it is really, really frustrating.

[Tony Helbling, Aurora Airport Improvement Association] 19:22:51
I did hear, I think it was dave

[Tony Helbling, Aurora Airport Improvement Association] 19:22:55
You said that the FAA modification program system has changed

[Tony Helbling, Aurora Airport Improvement Association] 19:23:00
please share the document that shows that changed or that that

[Tony Helbling, Aurora Airport Improvement Association] 19:23:06
their way to consider

[Tony Helbling, Aurora Airport Improvement Association] 19:23:07
modifications the standard has changed because the basis upon which Aaron did his
study was the most recent modification to standard requirements and what it shows

[Tony Helbling, Aurora Airport Improvement Association] 19:23:20
is the FAA is required, and that's why i asked that

[Tony Helbling, Aurora Airport Improvement Association] 19:23:23
question of Tim, the legal question earlier it says the

[Tony Helbling, Aurora Airport Improvement Association] 19:23:28
FAA must. It is not a

[Tony Helbling, Aurora Airport Improvement Association] 19:23:30
should. It's a must

[Tony Helbling, Aurora Airport Improvement Association] 19:23:33
consider a modification to standard request.

[Tony Helbling, Aurora Airport Improvement Association] 19:23:36
And just like you said, Free Memorial Airport in Sun Valley is never going to move.
We all know it.

[Tony Helbling, Aurora Airport Improvement Association] 19:23:41
Portland is not going to move their fence. We know it too, but it's still a
modification to standard. So is the FAA not going to give PDX any money for a runway
improvement because they won't move their fence?

[David Miller - Century West] 19:23:42
See?

[Tony Helbling, Aurora Airport Improvement Association] 19:23:52
And why are we taking this

[Tony Helbling, Aurora Airport Improvement Association] 19:23:55
as Aurora Airport, what's so special about Aurora that says we can't ask for a
modification to standard when the FAA

[Tony Helbling, Aurora Airport Improvement Association] 19:24:02
entertains them, as Tim said

[Tony Helbling, Aurora Airport Improvement Association] 19:24:04
And you even said Friedman isn't moving for 30 years.

[Tony Helbling, Aurora Airport Improvement Association] 19:24:07
you worked on it or worked on it over 30 years ago, still hasn't moved. What's wrong
with having a modification standard

[Tony Helbling, Aurora Airport Improvement Association] 19:24:14
for Aurora State Airport for a highway, a windsock, and an antenna.

[Tony Helbling, Aurora Airport Improvement Association] 19:24:19
or buildings.

[Tony Helbling, Aurora Airport Improvement Association] 19:24:22
On the other side when

[Tony Helbling, Aurora Airport Improvement Association] 19:24:23
That's the way the program is designed for historical and economic benefit of

[Tony Helbling, Aurora Airport Improvement Association] 19:24:30
that the airport's serving.

[Tony Helbling, Aurora Airport Improvement Association] 19:24:32
That's what I'm really having a hard time wrapping my head around and hoping you
should shed some light on that.

[David Miller - Century West] 19:24:38
Well, I'll try. Last point first. I'm not predicting that Friedman Airport is not
moving.

[David Miller - Century West] 19:24:43
I think Tim could, you know.

[Tony Helbling, Aurora Airport Improvement Association] 19:24:44
He's not moving.

[David Miller - Century West] 19:24:47
I'm not going to say that because I think the FAA expectation with the airport, I'm
not involved in that, but my understanding and reading through the

[Tony Helbling, Aurora Airport Improvement Association] 19:24:48
Thank you.

[David Miller - Century West] 19:24:57
and kind of loosely following over the years is there is still an expectation that
that airport will either meet standards or move.

[David Miller - Century West] 19:25:04
And there was a comment buried on the airport layout plan that the offending highway
in Friedman and Haley is very much like the 551, and there would be potentially an
option for realigning it outside the OFA, which doesn't solve all the problems.

[David Miller - Century West] 19:25:21
Point is, there's a lot of work that still needs to be done, but by no means is the
mod considered

[David Miller - Century West] 19:25:29
open-ended in that sense.

[David Miller - Century West] 19:25:31
My comment about the method, and Tim can weigh in here, but my comment about the method that modification standards are considered

[David Miller - Century West] 19:25:39
was really to point out that when the last master plan was done and it was routine.

[David Miller - Century West] 19:25:45
for the FAA to or for modifications of standards to be attached

[David Miller - Century West] 19:25:52
to the master planning, if you will. And I think my point is that the current

[David Miller - Century West] 19:25:58
guidance and I apologize if I know in responding to your comments in writing

[David Miller - Century West] 19:26:04
that we sourced the advisory circulars and the FA orders that are currently in force.

[David Miller - Century West] 19:26:09
And what came from that is, and some of these have been updated as recently as I believe 2023

[David Miller - Century West] 19:26:17
So Aaron probably did review those, but they are very clearly project specific, not planning driven.

[David Miller - Century West] 19:26:23
So I think that's where I would lean over to Tim and say, straighten me out if I got that wrong.

[David Miller - Century West] 19:26:29
Again, we're talking about the ability, and I don't know. I mean, I would defer to FAA on that.

[David Miller - Century West] 19:26:35
But I think the information we've been provided is that planning is not the vehicle, if you will.

[David Miller - Century West] 19:26:44
for the mob application so

[Tony Helbling, Aurora Airport Improvement Association] 19:26:47
Well, I guess let me jump in here, Dave. What I'm trying to explore with you, because I met with ODOT,

[David Miller - Century West] 19:26:48
Jim?

[Tony Helbling, Aurora Airport Improvement Association] 19:26:55
And they said that they can

[Tony Helbling, Aurora Airport Improvement Association] 19:26:58
Oregon Department of Aviation can buy property from the Oregon Highway Trust.

[Tony Helbling, Aurora Airport Improvement Association] 19:27:04
And they can move that highway within what would be the remaining right of way. And we wouldn't have to purchase the homes on the other side.

[Tony Helbling, Aurora Airport Improvement Association] 19:27:12
And that would give us a wider ROFA. And we can all do that. I guess what I'm looking at is

[Tony Helbling, Aurora Airport Improvement Association] 19:27:19
figuring out a way where, you know.

[Tony Helbling, Aurora Airport Improvement Association] 19:27:22
ODAV, the aeronautical stakeholders, where we can work together collaboratively to come up with a creative solution.

[Tony Helbling, Aurora Airport Improvement Association] 19:27:31
to solve this. But right now, we're not working collaboratively

[Tony Helbling, Aurora Airport Improvement Association] 19:27:35
I mean, we're getting this and who's caught in the middle right here

[Tony Helbling, Aurora Airport Improvement Association] 19:27:39
is us, the people who have skin in the game.

[Tony Helbling, Aurora Airport Improvement Association] 19:27:43
And it's not acceptable.

[Tony Helbling, Aurora Airport Improvement Association] 19:27:45
It isn't. And I can tell you, we're not going to sit back and just do nothing.

[Tony Helbling, Aurora Airport Improvement Association] 19:27:50
And I don't want to

[Tony Helbling, Aurora Airport Improvement Association] 19:27:52
The last thing I want to do is fight with our partners at Aurora.

[Tony Helbling, Aurora Airport Improvement Association] 19:27:57
We all want to operate our aircraft or our businesses safely and with respect to our neighbors, to Ben Williams and to the mayor up in Wilsonville. I mean, the last thing I want to do as a pilot is fly over built up areas. If I lose an engine, I want to be over a golf course. I want to be over a farm field.

[Tony Helbling, Aurora Airport Improvement Association] 19:28:15
But what's happening is we're not working collaboratively with each other. We're presenting ideas and concepts

[Tony Helbling, Aurora Airport Improvement Association] 19:28:21
that are going to go counter to the ORS statute that ODAV is supposed to protect private investment.

[Tony Helbling, Aurora Airport Improvement Association] 19:28:28
and is going to damage companies. And when you take these companies hangers, however they transfer over the next 10, 15 years, because I've been with this company for almost 30 years.

[Tony Helbling, Aurora Airport Improvement Association] 19:28:40
I can guarantee you when this starts to happen, you are going to lose a significant tax base at the airport, and you're going to lose these businesses.

[Tony Helbling, Aurora Airport Improvement Association] 19:28:51
It's just going to happen. And it's because of of

[Tony Helbling, Aurora Airport Improvement Association] 19:28:56
people's refusal to work collaboratively together to find a solution.

[Tony Helbling, Aurora Airport Improvement Association] 19:29:01
And everybody can hold up a regulation and duck behind it and say, hey, I have to do this because this regulation says I has to.

[Tony Helbling, Aurora Airport Improvement Association] 19:29:07
But you don't have to. In the front of every regulation, there'll be an opportunity for people to work

[Tony Helbling, Aurora Airport Improvement Association] 19:29:15
outside the regulation or ask for variances or that kind of thing. And that's all we're asking you to do is work with us instead of presenting stuff to us, telling us that this is the way it's going to be. And then we're not allowed to really have input because

[David Miller - Century West] 19:29:24
Thank you.

[Tony Helbling, Aurora Airport Improvement Association] 19:29:28
it was already decided and now we're just going to give it to you in a public meeting.

[Tony Helbling, Aurora Airport Improvement Association] 19:29:33
I'm done.

[David Miller - Century West] 19:29:35
Okay. Well, I think

[David Miller - Century West] 19:29:40

I don't know if I want to go back into the conformance issues, but I think, as you pointed out you know

[David Miller - Century West] 19:29:47

even a minor shift of the highway within the right-of-way wouldn't address the east side issues with the vehicle service road and the taxi lane.

[David Miller - Century West] 19:29:56

you know there there could be some easing of impact on the properties to the west. But I would just say that information like that that was part of

[David Miller - Century West] 19:30:07

Part of the discussion earlier in previous PAC meetings, I know we talked about things like that. I know that that was part of

[David Miller - Century West] 19:30:14

ODABs.

[David Miller - Century West] 19:30:16

consideration when they were weighing the options that were available

[David Miller - Century West] 19:30:19

Trying to find that most feasible

[David Miller - Century West] 19:30:22

option. So I don't know, Tony, would you like to weigh in or Kim? I don't know there's more that I can say about that. We are providing options that

[David Miller - Century West] 19:30:33

are capable, meaning FA standards. It's really the

[David Miller - Century West] 19:30:36

the challenge for the airport owner to find a way to navigate that going forward.

[David Miller - Century West] 19:30:43

Tony?

[Tony Beach, Oregon Department of Aviation] 19:30:46

Yeah, I really don't have a lot to add other than, you know, I mentioned earlier that we recognize that all three of the refined alternatives

[Tony Beach, Oregon Department of Aviation] 19:30:54

do require a substantial

[Tony Beach, Oregon Department of Aviation] 19:30:57

amount of work to to

[Tony Beach, Oregon Department of Aviation] 19:30:59

bring the airport into standard.

[Tony Beach, Oregon Department of Aviation] 19:31:02
And so, like I said, this was a very difficult decision for us to make. And we want to do what's best for the airport.

[Tony Beach, Oregon Department of Aviation] 19:31:11
for the airport users, for the pilot community.

[Tony Beach, Oregon Department of Aviation] 19:31:14
And for our local communities.

[Tony Beach, Oregon Department of Aviation] 19:31:17
Again, this was really, really difficult challenge decision and we know that

[Tony Beach, Oregon Department of Aviation] 19:31:22
You know, each one of them had

[Tony Beach, Oregon Department of Aviation] 19:31:26
some...

[Tony Beach, Oregon Department of Aviation] 19:31:28
set of

[Tony Beach, Oregon Department of Aviation] 19:31:30
unintended consequences or impacts that we certainly would not intend on

[Tony Beach, Oregon Department of Aviation] 19:31:36
on anyone. But again, we are looking at what

[Tony Beach, Oregon Department of Aviation] 19:31:40
best for the airport and for the airport

[Tony Beach, Oregon Department of Aviation] 19:31:43
Again, the airport users and the community for the long term.

[Tony Beach, Oregon Department of Aviation] 19:31:46
So that we can continue to maintain this important transportation facility

[Tony Beach, Oregon Department of Aviation] 19:31:51
and serve

[Tony Beach, Oregon Department of Aviation] 19:31:53
not just the local community, but also oregon

[Tony Beach, Oregon Department of Aviation] 19:31:57
and the nation as a whole.

[Tony Beach, Oregon Department of Aviation] 19:32:00
That's really all I wanted to add. But Kenji is also on, our director, and I just

wanted to shout out if there's anything else that he'd like to add to that.

[Brandy Steffen, facilitator | JLA] 19:32:14
Oh, Kenji, sorry, let me unmute you.

[Kenji Sugahara, ODAV] 19:32:21
Okay. Hey, so yeah, absolutely. And you know, one of the things that I want to add too is

[Kenji Sugahara, ODAV] 19:32:27
The biggest thing is the whole mod standard, that's the big issue that we see

[Kenji Sugahara, ODAV] 19:32:34
And it's led to a lot of things. We had good conversations with the f

[Kenji Sugahara, ODAV] 19:32:39
And they're pretty adamant, especially if they're spending that much money

[Kenji Sugahara, ODAV] 19:32:44
whether it's a reconstruction or not, their point is

[Kenji Sugahara, ODAV] 19:32:47
If they're going to spend money, they wanted to adhere to standard. That's their biggest thing.

[Kenji Sugahara, ODAV] 19:32:52
But, you know, when we talk about sort of the impacts of businesses.

[Kenji Sugahara, ODAV] 19:32:56
That actually is very important to me as well.

[Kenji Sugahara, ODAV] 19:33:00
You know, that's all part of the calculus and we want to make sure

[Kenji Sugahara, ODAV] 19:33:04
that we're taking a balanced approach and

[Kenji Sugahara, ODAV] 19:33:09
It's a difficult decision, right? And we're sitting here with a bunch of

[Kenji Sugahara, ODAV] 19:33:16
really not

[Kenji Sugahara, ODAV] 19:33:17
Not the best options.

[Kenji Sugahara, ODAV] 19:33:20
And we have to make a decision.

[Kenji Sugahara, ODAV] 19:33:22

And with in mind.

[Kenji Sugahara, ODAV] 19:33:25

It's the future growth of the airport. It's the safety, it's the adherence to standards.

[Kenji Sugahara, ODAV] 19:33:31

And we did talk to a lot of folks higher up at the FAA. They're like, no, you have to adhere to standards so

[Kenji Sugahara, ODAV] 19:33:37

That's what we're left with. And it's the best that we can come up with. And I know that Wendy and everybody put in a lot of thought into sort of the alternatives. But again, it requires modification standards, which we just can't do.

[Kenji Sugahara, ODAV] 19:33:51

So, but...

[Kenji Sugahara, ODAV] 19:33:53

everybody's input into the entire process has been fantastic.

[Kenji Sugahara, ODAV] 19:33:57

And every single piece that everybody's talked about

[Kenji Sugahara, ODAV] 19:34:00

has been weighed very carefully by

[Kenji Sugahara, ODAV] 19:34:02

by staff as weighed by the consultants.

[Kenji Sugahara, ODAV] 19:34:06

and

[Kenji Sugahara, ODAV] 19:34:07

there's been a thorough process to make sure that everyone is heard. So I just want to make sure that these decisions are not taken lightly.

[Kenji Sugahara, ODAV] 19:34:14

And that we do think about economic impact. Because as you know, as the director, I come from private industry, one of the most important things is

[Kenji Sugahara, ODAV] 19:34:21

is making sure that businesses succeed. But at the same time, they have to balance with community interests and

[Kenji Sugahara, ODAV] 19:34:27

what is required by the FAA and other stakeholders as well. So I just want to just put that out there.

[Kenji Sugahara, ODAV] 19:34:34

And just to let everybody know that there's been a lot of thought put into this.

[Kenji Sugahara, ODAV] 19:34:38

And this conversation is still continuing. It's not over. We're putting out there what the preferred alternative is. There's still a lot to go.

[Kenji Sugahara, ODAV] 19:34:46

Just take that to heart and uh just

[Kenji Sugahara, ODAV] 19:34:50

Thank you for being part of this process.

[Brandy Steffen, facilitator | JLA] 19:34:55

Great. Thank you, Kenji.

[Brandy Steffen, facilitator | JLA] 19:35:00

I do want to note that we have posted the PowerPoint from tonight's presentation onto the website. So thank you, Jen, for doing that.

[Brandy Steffen, facilitator | JLA] 19:35:11

So again, we will try to

[Brandy Steffen, facilitator | JLA] 19:35:13

be able to put all of your information up on the website as soon as we can.

[Brandy Steffen, facilitator | JLA] 19:35:19

And so if you do want to go back and look at those slides, you can.

[Brandy Steffen, facilitator | JLA] 19:35:26

I think that there was another question that came through

[Brandy Steffen, facilitator | JLA] 19:35:31

I see.

[Brandy Steffen, facilitator | JLA] 19:35:34

I see Ted. Ted, you raised your hand.

[Ted Millar, AABC/TLM Holdings] 19:35:40

And just one thing to add on to what Tony had originally said, if we can just work

[Ted Millar, AABC/TLM Holdings] 19:35:46

collaboratively with collaboration with

[Ted Millar, AABC/TLM Holdings] 19:35:48

Dave and the consultants and ODAV, there are a lot of low-hanging fruit things that can be done. Like, for instance, that internal circulation road

[Ted Millar, AABC/TLM Holdings] 19:35:58

through the South End Air Park, it's already in

[Ted Millar, AABC/TLM Holdings] 19:36:01
It's already installed. It's already paid for.

[Ted Millar, AABC/TLM Holdings] 19:36:04
And it's been offered as a

[Ted Millar, AABC/TLM Holdings] 19:36:08
way of creating internal circulation mode that'd be way away from the airport that
would very limit

[Ted Millar, AABC/TLM Holdings] 19:36:17
limit the opportunities for anybody to have a runway incursion.

[Ted Millar, AABC/TLM Holdings] 19:36:21
They would take a very little amount of

[Ted Millar, AABC/TLM Holdings] 19:36:24
just to extend that.

[Ted Millar, AABC/TLM Holdings] 19:36:26
Yellow Gate Road to Stenbach, and that serves almost two-thirds of the airport

[Ted Millar, AABC/TLM Holdings] 19:36:33
And it doesn't cost anybody anything.

[Ted Millar, AABC/TLM Holdings] 19:36:37
There's other things like tony mentioned

[Ted Millar, AABC/TLM Holdings] 19:36:39
working with ODOT to move the runway or move the road eventually

[Ted Millar, AABC/TLM Holdings] 19:36:45
still stay within the runway mount or the runway boundary

[Ted Millar, AABC/TLM Holdings] 19:36:49
which requires no taking of any of the properties

[Ted Millar, AABC/TLM Holdings] 19:36:53
on the west side of Highway 51.

[Ted Millar, AABC/TLM Holdings] 19:36:56
So there's a lot of little things

[Ted Millar, AABC/TLM Holdings] 19:36:58
that could be done if you'll just work with us.

[Ted Millar, AABC/TLM Holdings] 19:37:03
But we're not allowed to have a work session unless it's in this public hearing.

[Ted Millar, AABC/TLM Holdings] 19:37:08

And it doesn't get a chance to be talked about correctly.

[Brandy Steffen, facilitator | JLA] 19:37:16
Thank you, Ted.

[Brandy Steffen, facilitator | JLA] 19:37:19
And I see Tony helping, you added in the spirit of collaboration and path forward after the master plan is done with this preferred alternative, would the FAA then entertain

[Brandy Steffen, facilitator | JLA] 19:37:30
a modification of standards so we could avoid the loss of businesses.

[Brandy Steffen, facilitator | JLA] 19:37:37
I think that might be a

[Brandy Steffen, facilitator | JLA] 19:37:40
Tim, question?

[David Miller - Century West] 19:37:42
Yeah, is Tim still with us?

[Brandy Steffen, facilitator | JLA] 19:37:45
Yeah.

[Tim House - FAA] 19:37:49
You know, that's the only time that modification standards are considered is when they are project based so

[Tim House - FAA] 19:37:56
I'm not sure exactly

[Tim House - FAA] 19:37:58
As far as your loss of business, exactly what that's referring to.

[Tim House - FAA] 19:38:03
That, as David explained

[Tim House - FAA] 19:38:06
we do not consider modification of standards as a part of the master planning process.

[Tim House - FAA] 19:38:11
So after the master plan is complete and we're trying to implement projects, that's when modifications and standards come into play.

[Brandy Steffen, facilitator | JLA] 19:38:20
Okay, Tony, I've unmuted you.

[Tony Helbling, Aurora Airport Improvement Association] 19:38:23

Hey, Tim, Tim, that's exactly where I'm going.

[Tony Helbling, Aurora Airport Improvement Association] 19:38:26
Because this...

[Tony Helbling, Aurora Airport Improvement Association] 19:38:27
how to explain this to go talk to owners and tell them that, hey, this is the
pervert alternative. The state's going to buy your hangar and tear it down.

[Tony Helbling, Aurora Airport Improvement Association] 19:38:35
But I mean, that means a huge interruption to these aviation businesses.

[Tony Helbling, Aurora Airport Improvement Association] 19:38:41
I mean, and we're talking lots and lots of money. I think even, I mean, if Kenji,
you're still on here in Tony Beach.

[Tony Helbling, Aurora Airport Improvement Association] 19:38:48
the air the

[Tony Helbling, Aurora Airport Improvement Association] 19:38:50
states plan aviation report

[Tony Helbling, Aurora Airport Improvement Association] 19:38:52
shows that Aurora State Airport

[Tony Helbling, Aurora Airport Improvement Association] 19:38:54
the economic impact of the airport per year is over a half a billion dollars

[Tony Helbling, Aurora Airport Improvement Association] 19:39:00
And I would tell you that a significant portion of it

[Tony Helbling, Aurora Airport Improvement Association] 19:39:04
is going to be affected

[Tony Helbling, Aurora Airport Improvement Association] 19:39:06
by the drain field issue and the destruction or the purchase and the displacement of
the businesses that are in those front row hangars. Because those are the companies
that are employing those people and making that contribution, not only in real
dollars, but think about the tax base that's going into the Aurora Fire District.

[Tony Helbling, Aurora Airport Improvement Association] 19:39:26
the North Marion School District and to the state as a whole because

[Tony Helbling, Aurora Airport Improvement Association] 19:39:30
we're through that we own the private property. It's not

[Tony Helbling, Aurora Airport Improvement Association] 19:39:33
the state doesn't pay the state of Oregon taxes for the property that the airport

[Tony Helbling, Aurora Airport Improvement Association] 19:39:39

owns and

[Tony Helbling, Aurora Airport Improvement Association] 19:39:41
that goes away. But by thinking collaboratively and outside the box, you know, by maybe

[Tony Helbling, Aurora Airport Improvement Association] 19:39:48
committing to modifications of standard applications after the master plan is accepted

[Tony Helbling, Aurora Airport Improvement Association] 19:39:53
then those are kind of things that we could work with. You know, Tim, work with you and work with Kenji and come up with solutions.

[Tony Helbling, Aurora Airport Improvement Association] 19:40:00
And to how we can move this thing forward rather than

[Tony Helbling, Aurora Airport Improvement Association] 19:40:04
have stuff rammed down our throats that

[Tony Helbling, Aurora Airport Improvement Association] 19:40:07
you know, we're told it's just not going to change. And then I thank you, Brandy. I see your comment, but I guess the point is, is this is the only time Kenji will let us talk with you guys.

[Tony Helbling, Aurora Airport Improvement Association] 19:40:17
We've asked for work sessions, but we're not allowed to have them.

[Tony Helbling, Aurora Airport Improvement Association] 19:40:20
But this is the time we can.

[Tony Helbling, Aurora Airport Improvement Association] 19:40:23
we can come up with these ideas. And that's my point. If we had the time to, I mean, sit in a room, you know, get Ben Williams there and the mayor of wilsonville

[Tony Helbling, Aurora Airport Improvement Association] 19:40:34
let's all get in a room and kind of come up with some absolutely crazy ideas. And I think you'd be surprised with how successful we could all be.

[Brandy Steffen, facilitator | JLA] 19:40:45
I don't know if anyone wants to respond to that.

[David Miller - Century West] 19:40:48
Okay.

[Brandy Steffen, facilitator | JLA] 19:40:54
Okay, well, I

[Tony Helbling, Aurora Airport Improvement Association] 19:40:55
take that as a no.

[David Miller - Century West] 19:40:57
Well, I would leave that to the..

[Brandy Steffen, facilitator | JLA] 19:40:58
um

[David Miller - Century West] 19:41:00
our ODAV folks to respond to

[Tony Helbling, Aurora Airport Improvement Association] 19:41:03
Yeah.

[David Miller - Century West] 19:41:03
process.

[Brandy Steffen, facilitator | JLA] 19:41:07
Okay, Tony Beach or Kenji, sorry, Kenji, you might not be able to unmute. Sorry.

[Brandy Steffen, facilitator | JLA] 19:41:16
Here.

[Brandy Steffen, facilitator | JLA] 19:41:21
Okay, well, Tony, thank you. We will definitely consider this and um

[Brandy Steffen, facilitator | JLA] 19:41:27
and circle back.

[Brandy Steffen, facilitator | JLA] 19:41:30
I do want to be respectful of the public who've been waiting to potentially speak.

[Brandy Steffen, facilitator | JLA] 19:41:37
Please raise your hands if you would like to speak. I see two hands are already raised.

[Brandy Steffen, facilitator | JLA] 19:41:43
We'll give you each two minutes to speak.

[Brandy Steffen, facilitator | JLA] 19:41:46
And we don't we

[Brandy Steffen, facilitator | JLA] 19:41:48
we want to make sure that PAC members, you don't need to respond to comments because we want to leave as much time as possible for the public comments.

[Brandy Steffen, facilitator | JLA] 19:41:59
And then, um.

[Brandy Steffen, facilitator | JLA] 19:42:01
I see...

[Brandy Steffen, facilitator | JLA] 19:42:02

Mayor Asher, I see you've raised your hand as well. So why don't we start with you and then we'll go to, we have Neil and then Wendy, and then I can read a few of the comments that have come through in the Q&A.

[Brandy Steffen, facilitator | JLA] 19:42:17

So Mayor Asher, you can go ahead.

[Brian Asher, City of Aurora] 19:42:21

Thank you. Appreciate all of what's going on up there.

[Brian Asher, City of Aurora] 19:42:29

During this whole time, the City of Aurora has been left out all your conversations from your airport talkers there, everybody up there, all your business people.

[Brian Asher, City of Aurora] 19:42:38

We talk about having a meeting with the city of wilsonville

[Brian Asher, City of Aurora] 19:42:42

Never anything about Aurora.

[Brian Asher, City of Aurora] 19:42:45

We are your closest neighbor.

[Brian Asher, City of Aurora] 19:42:49

And we have city store and water services that are going to be online enough to help you out.

[Brian Asher, City of Aurora] 19:42:55

And you refuse to come to

[Brian Asher, City of Aurora] 19:42:58

communicate with us about possibly working that out.

[Brian Asher, City of Aurora] 19:43:02

So that's my comment.

[Brian Asher, City of Aurora] 19:43:03

But when you do talk about other cities around you, I appreciate that you

[Brian Asher, City of Aurora] 19:43:08

Remember that we are your closest neighbor.

[Brian Asher, City of Aurora] 19:43:11

Thank you.

[Brandy Steffen, facilitator | JLA] 19:43:13

Thank you.

[Brandy Steffen, facilitator | JLA] 19:43:17
Okay, I'm going to go to Neil.

[Brandy Steffen, facilitator | JLA] 19:43:21
Okay, Neil, you should be able to unmute.

[Brandy Steffen, facilitator | JLA] 19:43:30
Let me try again. There should be something that pops up and you can just, you should be able to just click it.

[Brandy Steffen, facilitator | JLA] 19:43:48
Let's see here.

[Neal] 19:43:51
Can you hear me?

[Brandy Steffen, facilitator | JLA] 19:43:53
Yes, thank you.

[Neal] 19:43:53
Just a question that was also raised by Columbia Helicopter is that why has the extension to the south

[Neal] 19:44:02
been abandoned.

[Brandy Steffen, facilitator | JLA] 19:44:05
Okay, great, Neil. Thank you.

[Brandy Steffen, facilitator | JLA] 19:44:08
David, do you want to take that?

[David Miller - Century West] 19:44:10
Yes, I think that when I talked about the process of screening alternatives, I think that a lot of all the input provided throughout the early PAC meetings

[Brian Asher, City of Aurora] 19:44:19
Okay.

[David Miller - Century West] 19:44:20
Up until the up through the preliminary alternative stage in June, there were a number of issues related to that that were raised. And I think that, as I mentioned earlier, two factors that were significant in terms of considering the North versus the South.

[David Miller - Century West] 19:44:37
One was that the North Runway extension does not require any property acquisition to accommodate the runway.

[David Miller - Century West] 19:44:44

And the actual runway itself. And then secondly, the south extension options

[David Miller - Century West] 19:44:51
would have impact on EFUs on land. So I know there was a lot of concern

[David Miller - Century West] 19:44:56
Both the public, community members and on the PAC about protecting EFU land.

[David Miller - Century West] 19:45:03
So those are two reasons. I know there are other issues related to the grading at the south end of the runway and so on, but those were the two main factors considerations. I know that, as Tony said.

[David Miller - Century West] 19:45:16
ODAV considered all of the input and their own experience with the site, making their uh their

[David Miller - Century West] 19:45:24
their decision on which options to move forward with. And that's how the North Extension

[David Miller - Century West] 19:45:29
was move forward.

[Brandy Steffen, facilitator | JLA] 19:45:33
Great. Thank you, David. Okay, so Wendy is next.

[Brandy Steffen, facilitator | JLA] 19:45:41
Wendy, oh, yep.

[Wendie Kellington] 19:45:43
Wendy Kellington representing airport stakeholders. Look, this agency does not exist in an echo chamber.

[Wendie Kellington] 19:45:50
And ODAP's decision has to be based on substantial evidence in the record. And number one, the only evidence in the record is that the drain field in the south can be improved to meet

[Wendie Kellington] 19:46:01
FAA standards, and therefore there is no lawful basis for

[Wendie Kellington] 19:46:07
ODEV to threaten.

[Wendie Kellington] 19:46:09
or propose to force its removal to somewhere else.

[Wendie Kellington] 19:46:13
Number two, this whole idea about modifications of standards

[Wendie Kellington] 19:46:18
Look, an airport master plan is a blueprint

[Wendie Kellington] 19:46:22
for how the airport is going to develop over 10 or 20 years.

[Wendie Kellington] 19:46:25
And one of the fundamentals of that is to sequence the timing of events. And there can be no dispute that the runway extension is gravely needed right now for pilot and passenger safety so people don't die.

[Wendie Kellington] 19:46:41
And so there is no law out there, I can promise you, that says that that runway cannot be extended right now on a modification to standard for Highway 551 that is premised on a master plan proposal

[Wendie Kellington] 19:46:56
that says when we get the funding, we are going to move Highway 551 32 feet to the west to avoid the ROFA.

[Wendie Kellington] 19:47:04
Nothing says you can't do that. And people who say otherwise are not telling you the truth. And as a matter of fact, right now, you haven't heard FA say that's not allowed.

[Wendie Kellington] 19:47:14
All you've heard them say is come up with a plan for compliance. Here's a plan for compliance. Expand the runway now.

[Wendie Kellington] 19:47:21
and plan to move the highway 32 feet over the master plan planning period. Three, all of this talk about airport safety and improvement and all of that and that ODAB wants to buy up, if it can, the privately owned properties outside of the boundary.

[Wendie Kellington] 19:47:43
requires ODAB to expand the airport boundary to include those properties. And so far, nothing has been said about that. We've had comments about it. And so far ODAV has not even remotely proposed it. Let's propose

[David Miller - Century West] 19:47:56
Okay.

[Wendie Kellington] 19:47:58
to expand the airport boundary if you're also going to have this idea of ODAP sitting in the wings thinking it's going to buy up private property.

[Wendie Kellington] 19:48:06
Because when the airport boundaries expanded, that's what allows the airport to plan to do airport things.

[Wendie Kellington] 19:48:15
Thank you.

[Brandy Steffen, facilitator | JLA] 19:48:16
Great. Thank you so much, Wendy.

[David Miller - Century West] 19:48:16
Thank you.

[Brandy Steffen, facilitator | JLA] 19:48:21
Okay, I see David has a question. If we get through these public questions and comments, I'll circle back with you, David. Otherwise, please type it in the chat so that we have it recorded.

[Brandy Steffen, facilitator | JLA] 19:48:34
So I see a question from Jason.

[Brandy Steffen, facilitator | JLA] 19:48:38
Paolo about does option 1a and 1B include the cost for ODOT to relocate the Hubbard Highway? David, I believe you said that it

[Brandy Steffen, facilitator | JLA] 19:48:48
did include the cost.

[David Miller - Century West] 19:48:48
Yes, that's correct. That is correct, Miss.

[Brandy Steffen, facilitator | JLA] 19:48:51
Okay. And then...

[Brandy Steffen, facilitator | JLA] 19:48:53
Jason also asked.

[Brandy Steffen, facilitator | JLA] 19:48:56
Our business relocation costs included in these option estimates

[Brandy Steffen, facilitator | JLA] 19:48:59
due to not being able to operate after reduced property footprint as a result of ODA Aurora Airport property acquisition.

[David Miller - Century West] 19:49:10
Okay, if I understand the question, what is included in the cost estimate is the

[David Miller - Century West] 19:49:16
property value, that is the land in the improvements. So straight from the Marion County assessor site so

[David Miller - Century West] 19:49:24
The cost associated with relocating businesses and other related costs are not

included in the cost estimates.

[David Miller - Century West] 19:49:32

So that is an issue that would need to be addressed by

[David Miller - Century West] 19:49:36

the airport and the team.

[Wendie Kellington] 19:49:38

It's just so much fun. I really hate it.

[Brandy Steffen, facilitator | JLA] 19:49:39

Okay, great. And then...

[Brandy Steffen, facilitator | JLA] 19:49:43

There are several comments in here from Wendy, but Wendy, I believe that you covered them all.

[Brandy Steffen, facilitator | JLA] 19:49:50

Bruce Bergman asks, why are a vehicle access road and second taxiway considered mandatory? We have a workable plan for a vehicle access road already and living with a single taxiway instead of destroying public property seems like a better idea.

[David Miller - Century West] 19:50:12

Okay, I guess I can respond and let Tony Beach weigh in, but essentially the recommendation on providing a

[David Miller - Century West] 19:50:20

an enhanced vehicle service road

[David Miller - Century West] 19:50:23

my understanding came from recommendation from the Runway safety action team

[David Miller - Century West] 19:50:28

And, um.

[David Miller - Century West] 19:50:30

I think that the other proposed concepts that have been around for a while, I think the

[David Miller - Century West] 19:50:38

ODA, O'Dav.

[David Miller - Century West] 19:50:40

folks have reviewed those, and I think they considered that in their decision. But Tony, or if I got any of that wrong.

[David Miller - Century West] 19:50:47

Please clarify.

[Tony Beach, Oregon Department of Aviation] 19:50:51
Yeah, thanks, David.

[Tony Beach, Oregon Department of Aviation] 19:50:54
You're exactly right. The vehicle service road

[Tony Beach, Oregon Department of Aviation] 19:50:58
was a recommendation from Runway Safety and also

[Tony Beach, Oregon Department of Aviation] 19:51:02
It was a suggestion that we had from the PAC.

[Tony Beach, Oregon Department of Aviation] 19:51:05
And I understand, you know.

[Tony Beach, Oregon Department of Aviation] 19:51:08
Some PAC members are not interested in having the vehicle service road.

[Tony Beach, Oregon Department of Aviation] 19:51:13
along the taxiway, but this is done at several airports and

[Tony Beach, Oregon Department of Aviation] 19:51:18
As we described earlier in the master planning process, this is a facility plan for the aurora state airport

[Tony Beach, Oregon Department of Aviation] 19:51:25
And so we're looking at improvements on

[Tony Beach, Oregon Department of Aviation] 19:51:29
state property as part of this planning process.

[Brandy Steffen, facilitator | JLA] 19:51:34
Okay. And then...

[Brandy Steffen, facilitator | JLA] 19:51:36
George Van, sorry, I probably said that wrong. Question for the FAA representative with the just disclosed preferred alternative, is it possible that the FAA would grant or

[Brandy Steffen, facilitator | JLA] 19:51:50
retain a request for a waiver modification to the design standards to allow the runway extension to happen first with other more expensive and difficult phases to follow.

[Brandy Steffen, facilitator | JLA] 19:52:02
note, I think most pilots would agree that the one change that would most positively impact airport safety

[Brandy Steffen, facilitator | JLA] 19:52:08
is the contemplated 497 foot runway extension.

[Brandy Steffen, facilitator | JLA] 19:52:15
And so I'm not sure if you can answer that right now.

[Brandy Steffen, facilitator | JLA] 19:52:18
Tim, but I know that we will include responses in our meeting summary.

[Tim House - FAA] 19:52:24
I think that's best. I mean, we pretty well addressed that as we were discussing it so

[Tim House - FAA] 19:52:29
But yeah, we can

[Tim House - FAA] 19:52:32
work together to get answer in writing.

[Brandy Steffen, facilitator | JLA] 19:52:35
Great. Okay. And then I don't see any other hands raised from

[Brandy Steffen, facilitator | JLA] 19:52:41
public members, but just wanted to put one last call and then I will address there's two questions that have come in from PAC members.

[Brandy Steffen, facilitator | JLA] 19:52:53
Okay, so David Malp asks, who is in the room when the alternative plans are considered and decided upon?

[David Miller - Century West] 19:52:55
Lovely.

[David Miller - Century West] 19:53:04
Well, from the consultant perspective, I can tell you that

[David Miller - Century West] 19:53:08
work is collaborative, both internally and with our client.

[David Miller - Century West] 19:53:13
And adding the FA to the mix so

[David Miller - Century West] 19:53:16
I think that we work through the process and as far as when the

[David Miller - Century West] 19:53:21
Tony could speak to their internal process in terms of evaluating the options that were developed and making a decision.

[David Miller - Century West] 19:53:29
the process of leading those, developing those alternatives, refining those alternatives.

[David Miller - Century West] 19:53:35
presenting that information to ODAV.

[David Miller - Century West] 19:53:39
That's been an open process and then

[David Miller - Century West] 19:53:42
Tony, I mean...

[David Miller - Century West] 19:53:45
you're coordinating elements and i think

[David Miller - Century West] 19:53:50
the department's decision on a preferred alternative was made fairly recently, I think, based on all of the review of the input provided to date. So I don't know, Tony, can you

[David Miller - Century West] 19:54:00
add anything to that?

[Tony Beach, Oregon Department of Aviation] 19:54:02
Yeah, it wasn't one room and it wasn't one conversation. This is a lengthy process that we've been working on this master plan for

[Tony Beach, Oregon Department of Aviation] 19:54:12
Nearly three years now and

[Tony Beach, Oregon Department of Aviation] 19:54:16
Going back to when we shared the first preliminary alternatives back in June.

[Tony Beach, Oregon Department of Aviation] 19:54:22
And we've been looking over all the comments we've been receiving, not just

[Tony Beach, Oregon Department of Aviation] 19:54:27
from the preliminary alternatives, but from the very beginning of this project and

[Tony Beach, Oregon Department of Aviation] 19:54:33
The people at ODAV that are

[Tony Beach, Oregon Department of Aviation] 19:54:36
We're in the introductory part of this presentation.

[Tony Beach, Oregon Department of Aviation] 19:54:40
Management ODAV and

[Tony Beach, Oregon Department of Aviation] 19:54:42
Including other staff.

[Tony Beach, Oregon Department of Aviation] 19:54:46

We're all part of conversations leading up to

[Tony Beach, Oregon Department of Aviation] 19:54:49
the evaluation of all the feedback we've received and the selection of our preferred alternative.

[David Miller - Century West] 19:54:57
I would just add to that. I mentioned earlier in sort of the summary of the recent activities, our consulting team also

[Brandy Steffen, facilitator | JLA] 19:54:58
Okay.

[David Miller - Century West] 19:55:05
was invited to provide a briefing to the board, the aviation department board in September. So I know that

[David Miller - Century West] 19:55:14
is also added to the

[David Miller - Century West] 19:55:16
information that was considered and feedback that the board provided so

[David Miller - Century West] 19:55:20
Just mention that.

[Brandy Steffen, facilitator | JLA] 19:55:24
Okay, great. I see that um

[Brandy Steffen, facilitator | JLA] 19:55:28
Tony Hubbling has another question, and then I'm not sure if we answered your question earlier, Councillor Linfield, about the cost estimates being presented to the ODAP board.

[Brandy Steffen, facilitator | JLA] 19:55:41
and their concerns

[Brandy Steffen, facilitator | JLA] 19:55:43
So, um.

[Brandy Steffen, facilitator | JLA] 19:55:47
Did we answer that question for you, Councillor Lindell? Okay, okay, great.

[Brandy Steffen, facilitator | JLA] 19:55:52
So Tony Hubbling, if you can

[Brandy Steffen, facilitator | JLA] 19:55:57
We do have some next steps slides that we'd like to get through.

[Brandy Steffen, facilitator | JLA] 19:56:02

Go ahead.

[Tony Helbling, Aurora Airport Improvement Association] 19:56:02
Again, this is the only time Kenji lets us talk.

[Tony Helbling, Aurora Airport Improvement Association] 19:56:07
A couple of things. First, apologies to Brian Asher. You're a great guy. We need to make sure that the city of Aurora is in the room. We're the mill for the city of Aurora because the city of Aurora

[Tony Helbling, Aurora Airport Improvement Association] 19:56:17
I mean, doesn't have really much industry to speak of does have some, but we're the mill for the one mill town for the city of Aurora and the city of Aurora is important to us. And we do value the relationship. Sometimes it doesn't seem that way, especially when the city's suing us, but

[Tony Helbling, Aurora Airport Improvement Association] 19:56:33
we do value them and they should be at the seat of that table too

[Tony Helbling, Aurora Airport Improvement Association] 19:56:37
One of the points I made was this Zoom meeting thing

[Tony Helbling, Aurora Airport Improvement Association] 19:56:41
This is a leftover and the reason we started doing this is because this started three years ago during covid

[Tony Helbling, Aurora Airport Improvement Association] 19:56:47
why we have continued to do this when previous master plans, all of them

[Tony Helbling, Aurora Airport Improvement Association] 19:56:51
Previous to this one were done in person where we could have collaboratively work together and challenge each other, ask questions and have meaningful input with drawings out on tables and citizens in the room with us.

[Tony Helbling, Aurora Airport Improvement Association] 19:57:04
where we could see their emotions i can't see

[Tony Helbling, Aurora Airport Improvement Association] 19:57:07
George Van Humenson's face. This is not the way we should be conducting something that is north of \$200 to \$300 million. This is not the way to do this. That's number one.

[Tony Helbling, Aurora Airport Improvement Association] 19:57:20
But I do have a question.

[Tony Helbling, Aurora Airport Improvement Association] 19:57:22
Somebody brought up the point, who's going to pay for the costs associated with moving these businesses?

[Tony Helbling, Aurora Airport Improvement Association] 19:57:28

And the interruptions to businesses. David said that that wasn't considered in the factor, that it was only the Marion County, what the things were on the tax rolls. We all know that the tax rolls are less than what our values are real market values. We all know that. The county will tell you that. That's number one. But number two, there are easements in perpetuity associated with access to the airport, to the runways from the south end air park.

[Wendie Kellington] 19:57:46
Hold on.

[Wendie Kellington] 19:57:51
We'll just...

[Tony Helbling, Aurora Airport Improvement Association] 19:57:52
And also for the drain fields.

[Tony Helbling, Aurora Airport Improvement Association] 19:57:54
And I'm curious.

[Wendie Kellington] 19:57:54
what's his

[Tony Helbling, Aurora Airport Improvement Association] 19:57:58
how from the consultant's point of view or the FAA's point of view or ODev's point of view.

[Tony Helbling, Aurora Airport Improvement Association] 19:58:02
How do we navigate

[Tony Helbling, Aurora Airport Improvement Association] 19:58:06
those easements in perpetuity. I mean, those were deals that were made in good faith

[Tony Helbling, Aurora Airport Improvement Association] 19:58:11
So that we could operate businesses

[Tony Helbling, Aurora Airport Improvement Association] 19:58:13
We gave up property once before, but the promise was made. We'd still have access. The promise was made. We could put our drain filled here. So we invested in that. We put our personal money into that with the easement in perpetuity, we could use it. And now the proposal is from the same people that signed the deal that, oh, yep, you can have it there forever. Or say, nope, nope.

[Tony Helbling, Aurora Airport Improvement Association] 19:58:35
We're going to take it.

[Tony Helbling, Aurora Airport Improvement Association] 19:58:38
So, and you're on your own.

[Tony Helbling, Aurora Airport Improvement Association] 19:58:39
So I'm just curious how the state proposes

[Tony Helbling, Aurora Airport Improvement Association] 19:58:43
or the FAA or the consultants deal

[Tony Helbling, Aurora Airport Improvement Association] 19:58:45
with the easements in perpetuity.

[Brandy Steffen, facilitator | JLA] 19:58:49
I'm not sure, David, if you can answer that now, but I think that's a good question,
Tony, for us to flag for the

[Brandy Steffen, facilitator | JLA] 19:58:57
summary. David, can you answer that now or should we

[David Miller - Century West] 19:58:59
Yeah, well, I would agree. I think that question deserves a written response. It's
complicated. It falls into the legal realm, not the airport planning realm.

[David Miller - Century West] 19:59:07
So I'm not going to even venture into what

[David Miller - Century West] 19:59:10
actions or discussions need to happen on the path, but Tony may be able to eliminate
us a little bit. But without a doubt, I think that

[David Miller - Century West] 19:59:19
Implementation.

[David Miller - Century West] 19:59:20
of any project this complex is going to be complicated and we'll

[David Miller - Century West] 19:59:25
lots of legal issues. So I think that's understood going in.

[David Miller - Century West] 19:59:31
And I'd leave it to Tony if he has something

[David Miller - Century West] 19:59:33
to add on that.

[Brandy Steffen, facilitator | JLA] 19:59:36
Okay.

[Brandy Steffen, facilitator | JLA] 19:59:37
Tony, I'm not sure if you want to add anything. Ted, I see your hand is raised.

[Brandy Steffen, facilitator | JLA] 19:59:42
I do want to go, Tony Beach to let you finish and then wrap up our final couple
slides about next steps. And then I know there is a lot of additional comments,
questions.

[Brandy Steffen, facilitator | JLA] 19:59:57
And so

[Brandy Steffen, facilitator | JLA] 19:59:59
We may just need to follow up with you all and

[Brandy Steffen, facilitator | JLA] 20:00:03
continue this conversation through email. So Tony, go ahead.

[Tony Beach, Oregon Department of Aviation] 20:00:07
Yeah, thank you. I agree. We can put a written response together and

[Tony Beach, Oregon Department of Aviation] 20:00:12
you know easements, other legal documents would have to be handled on a case-by-case basis. So we can't comment

[Tony Beach, Oregon Department of Aviation] 20:00:20
here in this meeting but um

[Tony Beach, Oregon Department of Aviation] 20:00:22
But we will provide an additional follow-up in writing.

[David Miller - Century West] 20:00:28
Thank you.

[Brandy Steffen, facilitator | JLA] 20:00:28
Okay, so David, I'm wondering if you can go to the next slide and we can get through the next steps really quickly. And then Ted, if we can have your

[David Miller - Century West] 20:00:32
Sure.

[Brandy Steffen, facilitator | JLA] 20:00:38
question or comment verbalized, and then we can get back to you and follow up with you.

[David Miller - Century West] 20:00:43
Okay.

[Brandy Steffen, facilitator | JLA] 20:00:43
After this.

[David Miller - Century West] 20:00:45
Okay, just to wrap up. So as we mentioned earlier, the next PAC meeting is scheduled for December 12th.

[David Miller - Century West] 20:00:52
the tasks ahead of us with the preferred alternative identified is to, with the runway

[David Miller - Century West] 20:00:59
configuration identified future existing and future both.

[David Miller - Century West] 20:01:04
to run the noise analysis.

[David Miller - Century West] 20:01:07
And then we will detail out, build off the cost estimates for the preferred alternative components.

[David Miller - Century West] 20:01:13
and develop a capital improvement program for the next 20 years, identify

[David Miller - Century West] 20:01:19
on a more granular detail level, project by project, individual projects.

[David Miller - Century West] 20:01:24
And then get a sense of timing as well. Not all projects would be completed in the near term.

[David Miller - Century West] 20:01:31
or the intermediate term, some would be long-term projects. And there's obviously sequencing required

[David Miller - Century West] 20:01:36
for something like a project that would require property acquisition before any construction. So things like that would need to be sort of

[David Miller - Century West] 20:01:44
broken out that way, detailing the airport layout plan drawing set with both the existing conditions and the preferred alternative details.

[David Miller - Century West] 20:01:53
And then that along with all of the other materials developed through the chapters and working papers.

[David Miller - Century West] 20:01:58
are pulled into the draft final report. I'm anticipating that with the document, the final document, we'll end up with

[David Miller - Century West] 20:02:07
a technical report and at least a fairly significant appendix.

[David Miller - Century West] 20:02:12
and maybe more than one that includes

[David Miller - Century West] 20:02:16
both PAC and public comments.

[David Miller - Century West] 20:02:18

So there will be a full record of all the information that's been provided.

[David Miller - Century West] 20:02:23

And it's not insignificant.

[David Miller - Century West] 20:02:25

And as I said, there'll be some conversation in the December meeting about ODAB's responsibilities under

[David Miller - Century West] 20:02:33

OAR 738, so it's been mentioned a few times, and I know that that's something that the

[David Miller - Century West] 20:02:38

department has been in consultation with their legal folks on. So that's also conversation for December.

[David Miller - Century West] 20:02:46

And I guess the only other point, I don't want to go too far off field here, but I just want to

[David Miller - Century West] 20:02:51

There's been a lot of great conversation, a lot of discussion. I just want to encourage everyone to review the material that will be provided on the website.

[David Miller - Century West] 20:03:00

both the

[David Miller - Century West] 20:03:01

the presentation denied and then in the responses that we provided to the earlier input.

[David Miller - Century West] 20:03:08

And really take advantage of the comment period to provide your input on the preferred alternative. If you can disagree with it, you can

[David Miller - Century West] 20:03:17

there's really no limits to what you can say. All of that will be factored in. And then I think

[David Miller - Century West] 20:03:25

Once the initial comment period is ended, then we'll have a little bit of time between then and the

[David Miller - Century West] 20:03:34

December PAC meeting to anticipate how

[David Miller - Century West] 20:03:37

report back on that. So there's been a lot of great comments and suggestions and

[David Miller - Century West] 20:03:42

I know that Tim at the FAA and Tony and Kenji and others at Odev

[David Miller - Century West] 20:03:48

are interested in sort of pulling this conversation together so

[David Miller - Century West] 20:03:53

I would just say that. So don't hold back i think

[David Miller - Century West] 20:03:57

you know this is a good opportunity.

[David Miller - Century West] 20:03:59

to provide some detailed

[Brandy Steffen, facilitator | JLA] 20:04:04

Okay, thanks, David.

[Brandy Steffen, facilitator | JLA] 20:04:07

I do want to um

[Brandy Steffen, facilitator | JLA] 20:04:08

get to Ted so that we can make sure that your comments and questions are captured and that we can make sure that we

[Ted Millar, AABC/TLM Holdings] 20:04:11

That's all.

[Brandy Steffen, facilitator | JLA] 20:04:16

address them. So go ahead, Ted.

[Ted Millar, AABC/TLM Holdings] 20:04:19

I'd like to just add one thing. Tony Beach just a minute ago said

[Ted Millar, AABC/TLM Holdings] 20:04:24

that his team

[Ted Millar, AABC/TLM Holdings] 20:04:26

was trying to do what is best for the airport and that they have decided

[Ted Millar, AABC/TLM Holdings] 20:04:32

what needs to be done. But I think I need to point out just one last time to everybody here.

[Ted Millar, AABC/TLM Holdings] 20:04:39

the cities of Aurora.

[Ted Millar, AABC/TLM Holdings] 20:04:40

Wilsonville.

[Ted Millar, AABC/TLM Holdings] 20:04:43
state economic development people and everybody

[Ted Millar, AABC/TLM Holdings] 20:04:46
that every major employer

[Ted Millar, AABC/TLM Holdings] 20:04:48
It has hangars along the runway

[Ted Millar, AABC/TLM Holdings] 20:04:51
of the Aurora airport

[Ted Millar, AABC/TLM Holdings] 20:04:54
that contributes to all those.

[Ted Millar, AABC/TLM Holdings] 20:04:56
1,200 or more salaries

[Ted Millar, AABC/TLM Holdings] 20:05:00
all have offices

[Ted Millar, AABC/TLM Holdings] 20:05:02
and other adjoining states.

[Ted Millar, AABC/TLM Holdings] 20:05:04
and that if you

[Ted Millar, AABC/TLM Holdings] 20:05:07
say that removing all those

[Ted Millar, AABC/TLM Holdings] 20:05:10
headquarters of those major

[Ted Millar, AABC/TLM Holdings] 20:05:12
Officers like my flight.

[Ted Millar, AABC/TLM Holdings] 20:05:14
We're also construction, Columbia Helicopters, helicopter transport.

[Ted Millar, AABC/TLM Holdings] 20:05:20
And all of the others

[Ted Millar, AABC/TLM Holdings] 20:05:22
automatic aviation. You take those away, you're taking two and a half

[Ted Millar, AABC/TLM Holdings] 20:05:27
billion dollars

[Ted Millar, AABC/TLM Holdings] 20:05:29

of economic development impact

[Ted Millar, AABC/TLM Holdings] 20:05:32
for the area and any one of these companies or all of them

[Ted Millar, AABC/TLM Holdings] 20:05:36
if they have to then you just you take their business away

[Ted Millar, AABC/TLM Holdings] 20:05:40
They're moving to an adjacent state.

[Ted Millar, AABC/TLM Holdings] 20:05:44
And so you say, is that to the good of the airport to wipe them out, to take them out of there?

[Ted Millar, AABC/TLM Holdings] 20:05:50
I don't think so. That may be their vision.

[Ted Millar, AABC/TLM Holdings] 20:05:52
of how they want the airport to be owned and run.

[Ted Millar, AABC/TLM Holdings] 20:05:56
But that's not for the best of the community.

[Ted Millar, AABC/TLM Holdings] 20:05:58
And that's going to wipe out the

[Ted Millar, AABC/TLM Holdings] 20:06:02
total reason for having the airport in the first place.

[Ted Millar, AABC/TLM Holdings] 20:06:06
And this growth that's been at the airport has done at the recommendation of the oregon state

[Ted Millar, AABC/TLM Holdings] 20:06:13
Economic Development Department.

[Ted Millar, AABC/TLM Holdings] 20:06:15
And we've done exactly what they asked us to do.

[Ted Millar, AABC/TLM Holdings] 20:06:18
for 20 years, you take this away, you're going to lose that economic

[Ted Millar, AABC/TLM Holdings] 20:06:24
And think about that because it's serious.

[Brandy Steffen, facilitator | JLA] 20:06:28
Great. Thank you so much, Ted.

[Brandy Steffen, facilitator | JLA] 20:06:32

I see a lot of comments. Thank you, Tony, Helbling for putting those in the chat.

[Brandy Steffen, facilitator | JLA] 20:06:39

And then Councillor Linville, I see that you also have your hand raised. And I just want to note we are over time. So I just want to be respectful for you all. And I do want to make sure, Tony, I'll read your comments in just a second, but I want to make sure Councillor Lindville's gets on the record as well.

[Councilor Dr. Joann Linville, City of Wilsonville] 20:06:55

Thank you. Thank you, Brandy. As it relates to the next steps.

[Councilor Dr. Joann Linville, City of Wilsonville] 20:07:01

I'm wondering, isn't there going to be an environmental analysis that will be done in addition?

[David Miller - Century West] 20:07:13

Yeah, I've got to go back and double check the scope. I believe that the environmental review, which is not a standalone environmental study, I think that

[David Miller - Century West] 20:07:22

Got to check on that, and I believe...

[David Miller - Century West] 20:07:25

that would be incorporated into the noise analysis element.

[David Miller - Century West] 20:07:28

So we will get back to you on that.

[Brandy Steffen, facilitator | JLA] 20:07:32

Okay, great. Thank you, Councilor Linville. And so just to read Tony Hubbling's comments um

[David Miller - Century West] 20:07:34

Thank you.

[Brandy Steffen, facilitator | JLA] 20:07:39

what is happening right now is exactly what we're talking about, preferred alternatives are being decided upon when we've not considered the admitted complexities of the path being taken.

[Brandy Steffen, facilitator | JLA] 20:07:48

we're doing this wrong. We need to bring this thing to a hold so we can figure out a path forward that we can collaboratively produce.

[Brandy Steffen, facilitator | JLA] 20:07:56

Why are next steps being presented? Why are they already decided upon?

[Brandy Steffen, facilitator | JLA] 20:08:00

proof that OJAB consultants and FAA have already decided where this is going.

[Brandy Steffen, facilitator | JLA] 20:08:05
We're asking to stop and hold so we could figure out a way to collaborate.

[Brandy Steffen, facilitator | JLA] 20:08:09
Strongly recommend ODAB and the consultants take a long, hard look at the ORS statute that is being flatly

[Brandy Steffen, facilitator | JLA] 20:08:16
flat out being ignored.

[Brandy Steffen, facilitator | JLA] 20:08:19
So thank you, Tony. Thank you, everyone, for your comments. I know this is a lot of information, a lot of discussion today.

[Brandy Steffen, facilitator | JLA] 20:08:28
I want to just close out the meeting. Tony, Tim, Kenji, anything that you'd like to add as we close out tonight?

[Tony Beach, Oregon Department of Aviation] 20:08:36
One thing before we start closing out, there was a direct message to me from Councillor Linville, and I just wanted to make sure that we included that and got a response to it.

[Tony Beach, Oregon Department of Aviation] 20:08:47
The question related to the preliminary alternatives was

[Tony Beach, Oregon Department of Aviation] 20:08:51
If we withdraw the request to extend the runway, does this all go away?

[Tony Beach, Oregon Department of Aviation] 20:08:55
And we have explained earlier through the master, I'm sorry, through the preliminary alternative process and earlier in this presentation.

[David Miller - Century West] 20:09:03
Okay.

[Tony Beach, Oregon Department of Aviation] 20:09:03
when we were discussing how we developed the preliminary alternatives that conceptually the no action

[Tony Beach, Oregon Department of Aviation] 20:09:11
alternative was not considered to be viable

[Tony Beach, Oregon Department of Aviation] 20:09:16
Even if we didn't extend the runway, but just cut things as they were because

[Tony Beach, Oregon Department of Aviation] 20:09:20
they would not address the

[Tony Beach, Oregon Department of Aviation] 20:09:23

the standards requirements from the FAA, as David explained earlier.

[Tony Beach, Oregon Department of Aviation] 20:09:28
And for the same reason that he explained, you know, going back to b2

[Tony Beach, Oregon Department of Aviation] 20:09:32
was not an option either.

[Brandy Steffen, facilitator | JLA] 20:09:37
Okay, thank you, Tony, for making sure that we got that on the record.

[Tony Beach, Oregon Department of Aviation] 20:09:39
Thank you.

[David Miller - Century West] 20:09:41
Wow.

[Brandy Steffen, facilitator | JLA] 20:09:43
Okay.

[Brandy Steffen, facilitator | JLA] 20:09:45
Thank you, everyone. We really do appreciate your feedback and getting this to ODAV and so

[Brandy Steffen, facilitator | JLA] 20:09:53
We will be posting the recording of this meeting in the next

[Brandy Steffen, facilitator | JLA] 20:09:56
few, you know, probably usually we can post it within the next day. Hopefully we can do that again

[Brandy Steffen, facilitator | JLA] 20:10:03
And then again, when we post the comments that we've collected and that have been considered in the previous conversations by the team, we will be posting that next week.

[Brandy Steffen, facilitator | JLA] 20:10:13
So with comments, and so we'll make sure to post that and send you an email when that is up there.

[Brandy Steffen, facilitator | JLA] 20:10:21
the PowerPoint from tonight is up on the website.

[Brandy Steffen, facilitator | JLA] 20:10:24
And we will continue to put information on the website as we get it.

[Brandy Steffen, facilitator | JLA] 20:10:30
So thank you all. This concludes our meeting. So thanks for staying a few minutes late.

[Brandy Steffen, facilitator | JLA] 20:10:37
And, um.

[Brandy Steffen, facilitator | JLA] 20:10:39
And I think that that is all for our evening. So thank you all.

[Brandy Steffen, facilitator | JLA] 20:10:45
for joining us.

[David Miller - Century West] 20:10:48
Thank you.

[Tony Beach, Oregon Department of Aviation] 20:10:48
And if I can, just before we sign off completely, I just want to reiterate that
thank you all to everyone on the pack and

[Tony Beach, Oregon Department of Aviation] 20:10:56
in the public for attending these meetings, for all your contributions and input.

[Tony Beach, Oregon Department of Aviation] 20:11:00
throughout the entire process, we really do value it.

[Tony Beach, Oregon Department of Aviation] 20:11:04
And we do you know understand

[Tony Beach, Oregon Department of Aviation] 20:11:07
all the concerns and will continue to try to address those and answer your questions
throughout the rest of this process. So please do continue to log in for future
meetings and look forward to the next meeting. Thank you.

[David Miller - Century West] 20:11:21
Yeah. Thank you, everyone.

[Brandy Steffen, facilitator | JLA] 20:11:21
Thank you, everyone.

Chat

16:57:41 From Brandy Steffen, facilitator | JLA to Hosts and panelists:
Welcome! If you'd like to test your audio or video, feel free to do that
now.

16:57:49 From Brandy Steffen, facilitator | JLA to Hosts and panelists:
We'll get started at 5 pm

16:58:13 From Brandy Steffen, facilitator | JLA to Everyone:
If you are a PAC member and are in the attendee section, please let me know.

17:01:29 From Ted Millar to Hosts and panelists:
Ted Millar is on

17:06:20 From Tony Beach, Oregon Department of Aviation to Hosts and panelists:
I can't unmute

17:07:20 From Brandy Steffen, facilitator | JLA to Everyone:

Just a reminder that we'll be recording the meeting. The recording will be posted to the website in the next 48 hours; the meeting summary will be posted when it is complete <https://publicproject.net/AuroraAirport>. Public comments should be submitted through the website.

17:12:48 From Councilor Dr. Joann Linville to Hosts and panelists:

Will the slides of the alternatives be available to the PAC member at the end of this meeting?

17:16:17 From Brandy Steffen, facilitator | JLA to Everyone:

The presentation slides will be posted to the project website following this meeting.

17:28:05 From Tony Helbling, Aurora Airport Improvement Association to Hosts and panelists:

did I miss the part in the agenda where David was going to review feedback form results? There was significant feedback!

17:28:28 From Brandy Steffen, facilitator | JLA to Hosts and panelists:

Thanks Tony, that is our next agenda item.

17:30:51 From Brandy Steffen, facilitator | JLA to Hosts and panelists:

Just a reminder that you can submit comments and questions through the chat. These all will be included in the meeting summary.

17:30:59 From Tony Helbling, Aurora Airport Improvement Association to Brandy Steffen, facilitator | JLA(direct message):

I do have a question but don't know how to raise my hand - sorry.

17:31:12 From Brandy Steffen, facilitator | JLA to Tony Helbling, Aurora Airport Improvement Association(direct message):

No worries Tony. I'll call on you next.

17:32:05 From Bill Graupp, Aurora CTE to Brandy Steffen, facilitator | JLA(direct message):

Are these 2025 cost estimates or is there some CPI index cost based on a 10 year outlook?

17:32:46 From Brandy Steffen, facilitator | JLA to Bill Graupp, Aurora CTE(direct message):

Thanks Bill. I will read this question for you to the larger group.

17:33:05 From David Mauk, Charbonneau to Hosts and panelists:

What's average cost for Oregon State airports for their most recent plans? And what is highest cost of an ODAV project & FAA project in Oregon or Washington?

17:33:07 From Bill Graupp, Aurora CTE to Brandy Steffen, facilitator | JLA(direct message):

Should I message the larger group for next questions?

17:33:48 From Brandy Steffen, facilitator | JLA to Bill Graupp, Aurora CTE(direct message):

If you'd like, either way is fine.

17:34:15 From Brandy Steffen, facilitator | JLA to Bill Graupp, Aurora CTE(direct message):

It will be included in the meeting summary either way.

17:34:40 From Councilor Dr. Joann Linville, City of Wilsonville to Hosts and panelists:

Have the cost estimates been presented to the ODAV Board and if so, what has

been their concerns?

17:38:19 From Ben Williams, Friends of French Prairie to Brandy Steffen, facilitator | JLA(direct message):

To Tim's last comment, who is THEY are following advisory circulars? Tim House is the person who communicated that reversion to B-II alternatives would not be accepted.

17:39:50 From Ben Williams, Friends of French Prairie to Brandy Steffen, facilitator | JLA(direct message):

So no one above Tim House in the FAA Regional Office or Washington office is making these decisions? They are being made locally at the Regional level by House in consultation with ODAV and Century West??????

17:40:46 From Dave Tibbetts, Columbia Helicopters to Hosts and panelists:

Brandy I have a question as well

17:48:17 From Councilor Dr. Joann Linville, City of Wilsonville to Hosts and panelists:

To Tim House - would the airport still be out of compliance with FAA standards and require these modifications if the airport was not rated as C-II?

17:48:29 From Brandy Steffen, facilitator | JLA to Everyone:

Here is Ben William's comment which was sent just to me: To Tim's last comment, who is THEY are following advisory circulars? Tim House is the person who communicated that reversion to B-II alternatives would not be accepted.

So no one above Tim House in the FAA Regional Office or Washington office is making these decisions? They are being made locally at the Regional level by House in consultation with ODAV and Century West??????

17:54:33 From David Mauk, Charbonneau to Hosts and panelists:

Who as in what organization kicked the other alternative plans to the curb?

17:56:37 From Brandy Steffen, facilitator | JLA to Everyone:

Here is the FAQ:

<https://publicproject.net/files/2024-01/Aurora-Airport/updated/uao-amp-faq-022024.pdf?6218398d13>

18:06:27 From Tony Helbling, Aurora Airport Improvement Association to Hosts and panelists:

what we are hearing tonight is very different than has been stated to the public today. Path to conformance is not the same as the runway can't be extended until the ROFA is perfectly met. Which is how ODAV has presented the FAA position to date. Was the state basis for the take it or leave it alternatives presented to the PAC as driving alternatives? FAA absolutely allows the runway to be extended and FAA is required to consider a MOS and the aviation stakeholders have presented a comprehensive MOS for the 32 feet of HWY 551 in the ROFA. What we are hearing now is the FAA will allow the runway to be extended and the ROFA to be what it is - ostensibly based upon the Faegre MOS and then at the end of the planning period the HWY moves 32 feet west if there is funding. That was NEVER presented. Question then - will ODAV consider an alternative that extends the runway now based upon the Faegre MOS and then plan in the MP to move the HWY 32 feet in ROW at the end of the planning period?

18:09:48 From Tony Helbling, Aurora Airport Improvement Association to Hosts and panelists:

if ODAV and FAA have denied the study provided on the drainfield - we'd like to have info provided showing WHY an improved drainfield installation will not be acceptable.

18:16:34 From Councilor Dr. Joann Linville, City of Wilsonville to Hosts and panelists:

Where is the data that the FAA used to get to the C-II rating?

18:17:43 From Brandy Steffen, facilitator | JLA to Everyone:

We will come back in 10 minutes. I'll give you a few minute warning.

18:22:34 From Tony Helbling, Aurora Airport Improvement Association to Hosts and panelists:

So ODAV's consultants says that their "refined preliminary alternatives" are based on what they were told by FAA personnel as to what is permissible; and then the FAA personnel state that the FAA is not dictating what is in the master plan. So perhaps the consultants misunderstood the input from the FAA and the consultants should go back to reconsider potential alternatives, even if they would not produce a design that would meet 100% of design standards.

18:23:46 From David Mauk, Charbonneau to Hosts and panelists:

The number of operations by large aircraft do not justify a B-II categorization. Well over 85% is lightweight aircraft. The number of large operations is actually declining. It costs FAA & ODAV 0\$ for large aircraft to use Salem or McMinnville airports & return Aurora to B-II.

18:25:30 From Brandy Steffen, facilitator | JLA to Everyone:

We'll get started in a few minutes

18:38:06 From Brandy Steffen, facilitator | JLA to Everyone:

Just a reminder that we'll post these slides on the project website following this meeting tonight.

18:43:06 From Tony Helbling, Aurora Airport Improvement Association to Hosts and panelists:

My hand is up!

18:43:21 From Jen Winslow | JLA to Everyone:

If anyone watching the meeting would like to provide comments, please do so on our "contact us" page at <https://publicproject.net/AuroraAirport> The meeting summary will include answers to all questions raised during the meeting.

19:03:37 From Tony Helbling, Aurora Airport Improvement Association to Hosts and panelists:

Is the airports division at the FAA requiring all sponsors to meet ROFA standards or just Aurora Airport? Also - have the rules changed for Mod of Standards - if not - why are other airports allowed to have Mod of Standards but Aurora is not?

19:05:08 From David Mauk, Charbonneau to Hosts and panelists:

What's the level of design aircraft use that determines need?

19:06:17 From David Mauk, Charbonneau to Hosts and panelists:

We have actual data everyday & it's well below that. Well below.

19:08:33 From Tony Helbling, Aurora Airport Improvement Association to Hosts and panelists:

hand is up - we're asking for the "hard consideration" Tim House just mentioned!!!! THAT IS THE WHOLE POINT! The ODAV needs to be on the side of the airport!!! Defending the airport and make that "hard" ask.

19:24:16 From Jen Winslow | JLA to Everyone:

Here's a link to tonight's presentation:

<https://publicproject.net/files/2024-10/aurora-pac-meeting-7-10.15.24-final-.pdf?efc37f086f>

19:37:07 From Tony Helbling, Aurora Airport Improvement Association to Hosts and

panelists:

In the spirit of collaboration - path forward - after the MP is done (with this preferred alternative) - would the FAA then entertain a Mod of Standard so we could avoid the loss of businesses?

19:38:07 From Tony Helbling, Aurora Airport Improvement Association to Hosts and panelists:

un mute me

19:40:04 From Brandy Steffen, facilitator | JLA to Everyone:

We'll open up for public comments in a minute. Please raise your hand if you'd like to provide verbal comments. Anyone in attendance may have up to 2 minutes to speak; you will be muted at 2 minutes. We ask that only one representative from each organization speaks. We may not be able to hear from everyone. PAC members should not respond to comments, to ensure that the full time is given to the public.

19:41:53 From Brian Asher, City of Aurora to Hosts and panelists:

please let me in

19:43:08 From Tony Helbling, Aurora Airport Improvement Association to Hosts and panelists:

This is a comment for the record - this "zoom meeting" methodology is a leftover from COVID days - we could be so much more effective as a collaborative group if we were allowed to be in a room together - and make sure we include Aurora!!!

19:44:51 From Kenji Sugahara, ODAV to Hosts and panelists:

I'm back. Sorry. Had to take a brief break. ☺

19:48:02 From Brandy Steffen, facilitator | JLA to Everyone:

Thank you Wendie

19:48:17 From David Mauk, Charbonneau to Hosts and panelists:

I have a question

19:49:17 From David Mauk, Charbonneau to Hosts and panelists:

Who is in the room when the alternative plans are considered & decided upon?

19:52:05 From Tony Helbling, Aurora Airport Improvement Association to Hosts and panelists:

I do have another question about legal easements in perpetuity granted by the state of Oregon...

19:54:01 From David Mauk, Charbonneau to Hosts and panelists:

Decision making not process

19:54:22 From Brandy Steffen, facilitator | JLA to Kenji Sugahara, ODAV(direct message):

I just made you a co-host so you can unmute as needed

20:01:45 From Tony Helbling, Aurora Airport Improvement Association to Hosts and panelists:

What is happening right now is exactly what we're talking about... preferred alternatives are being decided upon when we've not considered the ADMITTED complexities of the path being taken. We're doing this wrong... we need to bring this thing to a hold so we can figure out a path forward that we can collaboratively produce.

20:03:22 From Tony Helbling, Aurora Airport Improvement Association to Hosts and panelists:

Why are next steps being presented - why are they already decided upon? proof that ODAV, Consultants and FAA have already decided where this is going!!! We

are asking to STOP and HOLD so we could figure out a way to collaborate.
20:05:31 From Tony Helbling, Aurora Airport Improvement Association to Hosts and panelists:

Strongly recommend ODAV and the Consultants take a long hard look at the ORS statute that is being flat out being ignored.

Q&A

Brandy Steffen, facilitator | JLA (You) 05:25 PM

Private answer

Thank you for your request, Wendie. The primary PAC member will be on the Panel, and in the event they are unavailable then their Alternate would be on the Panel. Our belief is that you represent Ted Millar and he is on the Panel tonight.

Wendie Kellington 05:26 PM

Please have David Miller speak up and clearly. His last comment on Alt 2 impacts were inaudible.

Bruce Bennett, Airport business & property owner since 1968 05:29 PM
good point!

Jason.Paolo 05:30 PM

does option 1a and 1B include the cost for ODOT to relocate the Hubbard hwy?
This question has been answered live

Wendie Kellington 05:31 PM

to meet the ROFA requires HWY 551 move just 32 feet and that is entirely within the existing ROW as confirmed by ODOT. On what basis does ODAV conclude that private property must be taken for Alternative 1A or B?

Jason.Paolo 05:51 PM

Are business relocation costs included in these option estimates due to not being able to operate after reduced property footprint as a result of ODA/Aurora airport property acquisition?

This question has been answered live

George Van Hoomissen 05:57 PM

So ODAV's consultants says that their "refined preliminary alternatives" are based on what they were told by FAA personnel as to what is permissible; and then the FAA personnel state that the FAA is not dictating what is in the master plan. So perhaps the consultants misunderstood the input from the FAA and the consultants should go back to reconsider potential alternatives, even if they would not produce a design that would meet 100% of design standards.

Tony Helbling, Aurora Airport Improvement Association 06:22 PM

Private answer

I'm entering this in the panelist section as one of my questions....

Wendie Kellington 06:16 PM

The last chat I am able to see is Brandy with FAQs. Please post chat for all to see.

George Van Hoomissen 06:42 PM

Question for the FAA representative – with the just disclosed preferred alternative, is it possible that the FAA would grant (or entertain a request for) a waiver/modification to the design standards to allow the runway extension to happen first, with other more expensive and difficult phases to follow? Note, I think most pilots would agree that the one change that would most positively impact airport safety is the contemplated 497' runway extension.

George Van Hoomissen 06:44 PM

Please post the presentation on the website now, so that we can look back at the slide presented earlier. I want to be able to see the slides during the meeting, not after. Thank you.

Brandy Steffen, facilitator | JLA (You) 07:26 PM

The presentation has been posted here:

<https://publicproject.net/files/2024-10/aurora-pac-meeting-7-10.15.24-final-.pdf?efc37f086f>

Wendie Kellington 07:18 PM

All the FAA statements about their requirements are wholly consistent with the following: (1) extend the runway now on the Faegre MOS for HWY 551 (READ "TEMPORARILY" or as an "INTERIM MEASURE" and 2) plan to move the hwy west 32 feet in the existing ROW at the end of the planning period when funding is made available. Therefore, what exactly is the reason that is not being proposed? It is obvious that it is not FAA demanding the runway wait to be extended until the hwy ROFA is met.

Neal 07:12 PM

Why has expansion to the South been abandoned ?

This question has been answered live

Bruce Bergman 07:31 PM

Why are a vehicle access road and second taxiway considered mandatory. We have a workable plan for a vehicle access road already and living with a single taxiway instead of destroying public property seems like a better idea.

This question has been answered live