

Public Involvement and Outreach Overview

The Oregon Department of Aviation (ODA), with assistance from WHPacific, is conducting a master plan update for the Aurora State Airport. The purpose of this update to the 2000 Airport Master Plan is to assess the role of the Aurora State Airport, evaluate the Airport's capabilities, forecast future aeronautical activity for the next 20 years, and plan for the timely development of any new or expanded Airport facilities needed to accommodate future aviation activity.

ODA obtained and matched a grant from the Federal Aviation Administration (FAA) to fund this study. ODA has organized a Planning Advisory Committee (PAC) comprised of airport users and neighbors to participate in the planning process. In addition to six PAC meetings, other public outreach opportunities include regular project website updates to disseminate information and gather comments and questions, and five public open houses. The first open house was held in conjunction with the second PAC meeting on September 30, 2010 from 7:00 p.m. to 8:00 p.m. at the American Legion, located at 21510 Main Street in Aurora.

The drop-in style open house featured several display boards exhibiting information on the master plan update process and project schedule as well as information regarding the first three draft chapters of the Master Plan Update, including:

- Goals for the planning process;
- Goals for the future development of the Airport;
- Major issues the plan should address;
- The Airport's current and future role within the system of airports;
- The Airport's background, including existing airfield and landside facilities, airspace, land use and zoning, environmental issues, and historical aviation activity and financial data; and
- The types and levels of aviation activity expected at the Airport during a 20-year forecast period.



Staff from ODA and WHPacific were on-hand to answer questions and collect comments.

Public Information and Outreach

The public was invited to attend the open house and/or submit comments online through the following venues:

- Press release distributed to local media outlets.
- E-mail distributed to the “interested parties” list-serve.
- Announcement posted on the project website: www.AuroraStateAirport.org
- Flyers posted at a variety of locations around the community, including:
 - Columbia Helicopters
 - Willamette Aviation Office
 - Aurora Aviation, Inc.
 - Van’s Aircraft
 - Sky Iron Café
 - White Rabbit Bakery
 - The Colony Pub
 - Lunch Room
 - Pheasant Run Wine Tasting Room
 - Old West Colony Kitchen
 - Antique shop
 - Two local market/grocery stores

Overview of Public Comments

Public comments were collected via comment forms and flip charts at the open house. Members of the public were invited to submit comments online in addition or in lieu of attending the open house.

Nearly 50 people attended the PAC meeting and open house. The overall response received from community members was pessimistic but constructive. Participants who provided written comments and who chatted with staff were concerned about noise impacts and recent accidents related to take offs and landings at Aurora State Airport. A few people provided input on the draft Master Plan Update chapters being considered. Many participants voiced their appreciation for having the opportunity to provide feedback.

Three people commented on the noise impacts and offered some solutions, including a noise reduction wall and regulations for helicopter traffic. Three people provided specific feedback regarding Draft Chapters 1 – 3. Some of these comments referred to physical constraints, transportation impacts, using proper references, and general clarification of terms. One person commented on the recent airplane crash in Piper Court and inquired about how the master plan might identify how this could be avoided. One person provided a written letter in opposition to the control tower being proposed by the ODA.



Open-Ended Comments from Comment Forms

Six written comments were collected from participants via comment forms. Two participants submitted letters (see attached).

- Lower noise. Put up a noise reduction wall.
- In Chapter 2, with regard to noise control, please include regulations and rules for helicopter traffic as it tends to overfly Aurora Historical area at low levels, creating excessive noise.
- Goals: Airplane crash at Piper Court (midfield)—how could this be avoided?
Of the 400 planes based at Aurora, how many are at the 30,000 wt? Are any at 45,000 wt? Deer Creek is less than 1,000 feet from the south end of the airport – noise – livability – quality of life are very important to the 141 homes, approximately 425 people.
Loud operation – take off – lands
- The second goal in Chapter 1 is to meet the needs of current and projected users, as feasible:
 - What is the current need?
 - Who are the projected users?
 - Isn't the notion of who projected users are a self fulfilling prophecy?

Chapter 3 notes the intersections with Arndt Road north of the airport are already projected to fail in 2015.

- Does the ODA plan to address surface transportation impacts in this master plan? If so, how? When?
- Did any of the improvements identified in the Marion County Transportation System plan get built?

How do the PAC members and the public get access to the surveys and other documents on which WHPacific bases the conclusion in the report?

Chapter 3 says the Airport Reference Code will be changed from B-II to C-II and the reference jet is a citation X because a single airport user is buying one. Why? How will that affect the decision on runway length and strengthening?

Chapter 2 – Emergency services should say who provides mutual aid for police and fire.

91% of the population around the airport is in Clackamas County. How is it that Clackamas County is not part of the IGA?

- Thank you for keeping us posted on the progress!
- Page 1-3, change “evaluate” to “involve”
Page 1-3, strike “1,500” extension, not talked about by users, add recommendations for off-site improvements, i.e. roads. Troutdale Airport is in Multnomah County, not Washington, To have accurate forecasts, you must have forecasts of future growth of industry that may need airport! Also of population that may want airport services.
- Emergency services inventory should detail Mutual Aid agreements
- [Vehicular] traffic counts are not the same as a traffic study – need this
- Will there be an overhead noise study?
- Fill and pave drainage ditch on state property

Aurora State Airport Master Plan Update - Planning Advisory Committee (PAC) Meeting #2 & Open House

September 30, 2010
American Legion
PAC Meeting 5:00 - 7:00 pm
Open House 7:00 - 8:00 pm

SIGN IN SHEET

<u>NAME</u>	<u>REPRESENTING</u>	<u>MAILING ADDRESS</u>	<u>PHONE#</u>	<u>E-MAIL</u>
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Sept 30 2010

**Oregon Dept of Aviation
Master plan meeting**

Subject- Air traffic control tower

For the sake of history, I was involved with the 1976 Master Plan that had the footprint for the tower included.

For the last 35 years I have been a user of the Aurora Airport, a fixed base operator, aircraft owner and land owner.

The basis for having a tower is simple. Improved safety. There must also be enough aircraft movements to justify it and have the funding to build it. Next the tower must be manned during the hours that the traffic would require management.

History shows us that the number of aircraft movements were at their height in the late 1970's early 80's.

The State Board of Aeronautics, at that time part of ODOT, had a device that they leased or rented the recorded the sound of aircraft using the runway. Those numbers were used for further development of the airport by the State. Since the downturn of aviation due to many aspects of the economy, the aircraft movements have never reached the level that was achieved in the "hey day" of aviation as we know it.

During the "hey day" we were told that somewhere between 150,000 and 175,000 movements were recorded per year. This was published information from the State Board of Aeronautics. A movement is a take off or a landing. The airport had a number of fixed base flight schools plus instructors who worked with students but not in a flight school. The VA was paying for students to become commercial, multi-engine, instrument rated, flight instructors. The operators could expect 90% of the cost to be paid for by the government in GI bill education funds. This created a tremendous customer base for the operators. That funding is gone and the cost of aviation training is now born by the student. And at this time, the number of students is minimal compared to that time period.

It was not uncommon for there to be as many as 12-20 aircraft in and out of the pattern all day on good flying days. No tower and no accidents.

This is where we are today. There has not been an accurate count of aircraft movements for years. The number of aircraft based here is up but the number of operations is no where near where it was in the past. The operations have changed dramatically with about 20% of the operations being piloted by professional pilots in business aircraft. These pilots have a much better safety record than a recreational pilot. The "see and be seen" method of governing the traffic with a common frequency to monitor has worked well and I feel will work into the future. To my knowledge there has not been an accident at this airport that a tower would or could have prevented. In the 35 years that I have been here, I have seen the results of a number of accidents, but not one of them would have been prevented by a tower operator. We have not had an air to air accident and the majority of the ground incidents are not within the towers control.

Having been a landlord here with over 50 rental units, I have seen many pilots move their aircraft out of the Port of Portland airports just to be away from the hassle of a tower. The 80% training and recreational pilots here do not need nor use the tower services.

So, just because the funds are available to install the tower and it is in the master plan should not justify its installation. The cost of manning it and maintaining it will be passed on directly to the user. This will be another tax and another level of government that this airport and its tenants should not be burdened with at this time. Our tax dollars should be spent on boosting the economy, not adding to the tax burden of any one group.

Marlo Treit
23123 Airport Rd NE
Aurora Or 97002



COMMENT FORM

Concerns of Concern with Chapters 1-3 of Draft Aurora State Airport Master Plan Update

*By Tony Holt, Chair, Civic Affairs Committee, Charbonneau Country Club
September 27, 2010*

General

Chapters 1-3 have been written prior to any discussion with the PAC. This is a clear attempt to lead the discussion in a predetermined direction.

There are obvious constraints to development and expansion of this airport (only one runway, bordered by roads on four sides, limited remaining areas for development within the footprint). Yet there is no discussion of constraints.

ODA has already picked a preferred activity level forecast prior to any discussion with the PAC.

Points under Chapter 1

Page 1-2 Goal 2 Heading says "where feasible" This section needs to recognize the physical constraints to airport expansion such as one runway, bordered by roads on four sides, limited areas remaining available for development within the footprint, etc.

Page 1-3 First bullet, change word "evaluate" to properly describe the meaning of this bullet---including assessing the effect of any proposed changes on the livability of airport neighbors. Add bullet-a proper noise study is required to measure potential impacts of proposed developments. Runway Extension paragraph-- Please provide proper attribution to the many statements loosely made in this paragraph. Air Traffic Control Tower paragraph—again, need proper attribution for statements made.

Page 1-4 2nd para "Airport neighbors are----" Add 'and their quality of life' to this sentence. Calm Wind Runway Change section. Need to explain this move has never lessened the noise over Charbonneau so to revert to 17 is not a major concern. Other Airport Improvements for complete transparency, need a list of individuals interviewed and an explanation of how they were chosen.

Page 1-5 2nd Section, first sentence. How has Aurora Airport suddenly changed from a **rural** GA airport to an **urban** GA airport? Note: the Oregon 'Through the Fence Bill only applies to rural airports.

Page 1-7 2nd para the 14,186 IFR operations does not seem to tie to the graph on page 3-10

Page 1-14 6th para-error-Troutdale is not in Washington County. Para 7-again refers to it as an urban airport.

Page 1-16 4th para- refers to 79,953 operations at Aurora on a 10 year average. This calculation needs to be carefully explained to the PAC.

Points under Chapter 2

Page 2-7 4th para, second last sentence--“complaints from neighboring Aurora have dropped---“ should note that they have not dropped at Charbonneau which now suffers the wide spectrum of jet take-off noise.

Page 2-9 last para-the PAC needs to properly understand how the current annual operations number quoted of 87,345 was arrived at.

Page 2-11 3rd para should also quote the Oregon Department of Agriculture study classifying areas as either Foundation or Important or Conflicted farmland. The area around the Airport is classified as Foundation farmland.

Page 2-14 3rd para-“Other Issues” traffic impacts should be mentioned.

Page 2-15 Table 2D Operational Records. The PAC needs to know how this was developed.

Points under Chapter 3

Page 3-1 1st para, 3rd sentence-“These projections are unconstrained and assume ODA or others will be able to develop the various facilities necessary to accommodate based aircraft and future aircraft operations.” This is a fatal flaw in the conclusions so far. Constraints to growth must be considered in producing an accurate operations forecast(s).

Page 3-5 last para, the statement that oil prices will not exceed \$100 before 2025 is ridiculous given the limited supply of new sources of petroleum and increases in demand once the current worldwide recession is over. What is the source?

Page 3-9 Exhibit 3C Historical Aircraft Operations at Aurora State Airport. On the following page they admit this is an estimate, but how was it compiled?

Page 3-10 Exhibit 3D It is hard to believe that out of supposedly 90,000 total operations at Aurora in 2009 only 5,000 were IFR!!

Page 3-15 Based Aircraft Forecast-explain how various forecast models were developed and the preferred one selected.

Page 3-22 3rd para- the FAA’s Terminal Forecast is mentioned frequently. What is it, how is it developed and explain how it is relevant.

Page 3-29 last para-“The airport has now passed the 500 operations threshold for Aircraft Approach Category C”. How do we know??

The following sections were prepared earlier. There is some repetition.

Statements made without attribution

Chapter 1

--“PAC members who are airport users fear community concerns will unduly constrain growth.”

--“Some airport users report there are times that they must lessen their airplanes weight in order to depart---“

--“Some Airport users and businesses favor a runway extension of up to 1,500 feet.” (but not mentioned in the survey)

--“Airport neighbors are concerned that a runway extension would unduly disrupt the area and encourage more and louder aircraft.”

--Re changing calm wind runway back to 17, “noise impact would move with traffic, a concern for Airport neighbors.”

Chapter 2

Page 2-14, “There are some members of the community who are against airport growth and desire closure of the Airport and release of the land to other uses.” Who are they??

Unclear statements

Chapter 1

One goal is “evaluate all communities and jurisdictions in the Airport’s influence area.” Meaning?

When did Aurora Airport go from being classified as a Rural General Aviation Airport to an Urban General Aviation Airport.

Chapter 2

“An accurate inventory helps produce an aviation demand forecast---“

Missing or misleading

Chapter 1

-They want to “determine” Airport’s future role rather than predict it.

-No discussion of possible constraints to growth such as one runway, hemmed in by roads, current zoning, etc.

-No mention of livability of airport neighbors as goal.

-An MP goal should be to predict demand as accurately as possible.

-An MP goal should be to evaluate potential noise and traffic impacts for any new development.

-Should list which individuals/organizations responded to the survey?

-Should list which individuals/organizations were interviewed?

-How do the Oct 2007 to Oct 2009 IFR numbers on page 1-7 fit with Exhibit 3D, page 3-10?

-Page 1-16 says the average operations at Aurora from 1998-2008 were 79,953 operations; how calculated and isn’t this meaningless?

Chapter 2

Page 2-7, “Complaints from neighboring Aurora have dropped since this designation (calm wind 35) was enacted.” Maybe, but not from Charbonneau.

Page 2-9, Under ‘Human Factors’ and ‘Noise’ talks about noise sensitive land uses and says “the number of noise sensitive land uses is minimal’ because the majority of the adjacent land is in agricultural use.

Page 2-11 under 'Farm Preservation' should also reference the Oregon Department of Agriculture study.

Page 2-14 'Conclusion' "Beyond controversy over noise and airport expansion, there do not appear to be any significant environmental issues on the Airport or in the airport vicinity." What about traffic??

Chapter 3

All activity forecasts presented are unconstrained; that is unrealistic.

Page 3-5 the oil price prediction needs references as to source/basis. As a former oilman, I would say, given the future supply demand equation, the prediction is totally unrealistic.

Page 3-10 Exhibits 3C and 3D indicate that of an estimated 88,000 operations at Aurora in 2008, only some 5,800, or 7% were IFR. That seems unrealistic.

Page 3-29 How do we know "the airport has now passed the 500 operations threshold for Aircraft Approach Category C, so the current ARC should be C-II"? What proof?

Tony Holt

September 27, 2010

Aurora State Airport Master Plan

Planning Advisory Committee (PAC) Meeting #3

December 9, 2010
Canby Adult Center, Canby, OR

MEETING SUMMARY

Attendees

Oregon Department of Aviation – Chris Cummings, Sandra Larsen, John Wilson, and Mitch Swecker (also a PAC member)

WHPacific – Rainse Anderson, Sara Funk, and Sarah Lucas

JLA Public Involvement – Adrienne DeDona and Sylvia Ciborowski

PAC – Bruce Bennett, Jim Bernard, Jim Hansen, Tony Helbling, John Henri, Tony Holt, Mark Ottenad (for Steve Hurst), Nick Kaiser, Rick Kosta, James Meirow, Ted Millar, Patti Milne, Fred Netter, Dan Riches, Roger Kaye, Ray Phelps, and Dave Waggoner

Public Attendees – See attached sign-in sheets

Welcome and Introductions

The meeting commenced at 5:15 pm, with welcoming comments from Chris Cummings. He introduced Oregon Department of Aviation (ODA) employees and the WHPacific consulting team.

Presentation

The purpose of the PAC meeting was to discuss the PAC comments received on Draft Chapters 1 – 3, as well as present information in Draft Chapter 4 (*Facility Requirements*). The WHPacific planning team gave a presentation, which is outlined below and posted to the project website (www.aurorastateairport.org). The PAC made comments during the presentation, and public comments were taken after the PAC working session had ended.

Schedule

Approximately eight months are remaining. The process allocates review periods for ODA, FAA and PAC prior to each public meeting. To date, one public kick-off meeting and two PAC work sessions have occurred. After tonight, three PAC work sessions and three open houses remain.

The next PAC meeting – with a public open house to follow – will be to discuss draft Chapter 5, *Airport Development Alternatives*.

Vehicular Traffic Counts

The Oregon Department of Transportation – Transportation Development Division placed traffic tubes at 11 access points at the Airport from 10/18 to 10/22. Additional data is being gathered and will be analyzed with data from ODOT. Data will be presented prior to the next PAC meeting.

PAC Comments – Draft Chapters 1 - 3

Time was allocated to discuss the comments received on Draft Chapters 1 – 3. Items discussed were:

Draft Chapter 1 Comments

- Roger Kaye – Is there a census of Airport occupants? Are all occupants airport-related? *An inventory of off-airport (through the fence) tenants will not be prepared as part of this project.*
- Tony Holt – How has Aurora State changed from a rural GA airport (SB 680) to an urban GA airport (Oregon Aviation Plan 2007)? *Aurora State Airport was listed as a “rural” airport in SB 680; however, the OAP also lists it as an urban airport.*
- Tony Helbling – Regarding 1.24. Do not add “some” – it is true that all PAC members who are airport users expressed this concern. *Sentence will be left as currently shown.*

Draft Chapter 2 Comments

- Fred Netter – Regarding comment 2.16 (see “Chapters” page on website), contact Jim Johnson with the Oregon Department of Agriculture. Foundation farmland is a term used in a metro study and not a legal term appropriate for Aurora. Tony Holt and Patti Milne joined this discussion. *WHPacific will research further, information gathered will be included Chapter Five, Alternatives.*
- Ted Millar – How will we see changes based on these comments? *The Final Draft, to be presented at the last PAC meeting, will incorporate changes.*

Draft Chapter 3 Comments

- Tony Holt – FAA planning advisory circular recommends both constrained and unconstrained forecasts. *The unconstrained forecasts, as prepared, were approved by FAA. The development alternatives will show options that do constrain the Airport’s growth.*
- John Henri – Could you constrain the Airport in Chapter 5? *Yes.*
- Tony Holt – Why did you choose the Astra as the critical aircraft? It does not have 500 operations at the Airport. *The Astra has the most operations of C-II aircraft. The airport reference code (ARC) is developed by using families of aircraft. The Astra is most representative of C-II aircraft operating at the Airport.*

- Mark Ottenad – Why did you choose 2007 and 2009 data in determining the forecasts? *Those years represent recent peak and valley years, and an average represents a more normal year.*
- Bruce Bennett – How many operations does CSIM have in their Falcon 900? *The records were researched after the meeting. In FY 2007, documented operations for CSIM's Falcon 900 were 146 and in FY 2009, they were 123.*
- Nick Kaiser – Comment 3.23, the accuracy of operations is essential as it must have an impact on the forecasts. He would like the 62,900 operations numbers used. *No changes to will be made.*
- Bruce Bennett – Regarding a comment that the forecasts represent an operation occurring every 5 minutes, he noted this is an average and there are days when aircraft are lined up for take off.
- John Henri – Are you going to change the forecasts? *No, there are no compelling reasons to change the data presented at this time.*
- Ted Millar – People need to be aware of the impacts of the plan and we don't want to be on a camel looking backwards – we must look forward. The National Business Aviation Association guidelines must be taken into account.
- Tony Holt – What is the TAF (terminal area forecast) and does Aurora State have one? *Explanation to the TAF is given in the written comment responses. Yes, Aurora has a TAF and the airport has exceeded the TAF.*
- Bruce Bennett – Believes the forecasts are conservative.
- Mark Ottenad – Are helicopters broken out in the forecasts? *Yes, on pages 3-21 and 3-27.*
- Tony Holt – Please get the actual user surveys on the website. *WHPacific and JLA will gather the responses and post to website prior to the next scheduled PAC meeting.*
- Mitch Swecker – ODA is moving forward with finalizing departure procedures that direct traffic east and west of Charbonneau. They are planned to be published in spring of 2011.

Draft Chapter 4

The accompanying presentation outlines high points from Draft Chapter 4. The following comments were provided by members of the PAC during the presentation.

- Roger Kaye – You should defer zoning/planning discussion to Chapter 5. If were to remain in Chapter 4, there could be conflicting data. *The recommendations given would remain, regardless of alternatives presented in Chapter Five, as they are broad and conform with State guidance given in the Oregon Aviation Plan. No changes will be made.*
- Fred Netter – Zoning discussion should be able to remain, as it is only suggesting what may be needed.
- Tony Holt – Table 4B, the capacity shown isn't realistic.
- Fred Netter – Fire district need should be further explained, especially in regards to funding. The District owns the apparatus.
- Mark Ottenad – Regarding projected landside developments, how are the acreages developed? *Methodologies are explained within the chapter.*
- Jim Hansen – pg 4-25, utilities. Strike paragraph relating to development constraints. It is no longer a limiting factor, due to new technologies. *We will look into the issue by talking further with Jim and Marion County representatives.*
- James Meiorow – There is a cost associated with the septic systems, so they are a constraint.

- Ted Millar – Maintenance of septic systems is expensive and you still must remove the gray water.
- Patti Milne – There should be some comment that modern technology could change the septic constraints.
- Tony Holt – Would like to request information on RPZs, RSAs, etc to the fence. *The information has been presented in Chapter 2 and will be graphically shown in Chapter 5.*
- Jim Hansen – Can an overrun area extend into a safety zone? (Overrun = RSA). *Yes, dimensions are based on runway end.*
- David Waggoner – Will the runup area to 17 be discussed in Chpt 5? *Yes.*
- Nick Kaiser – Regarding Tables 4A and 4B, why did you choose 84 degrees? *84 degrees is the mean maximum daily temperature of the hottest month, which adjust standard conditions with those at the Airport. Page 4-14, what is ADG? Airplane Design Group (ADG) has significance with regards to design standards. It is the Roman numeral in the Airport Reference Code.*
- Tony Helbling – Page 4-26, title notices. Suggests extending area out to 5 miles (similar to tower notice). *There is no legislative authority to do so. ODA has promoted title notice statewide and will continue.*
- Nick Kaiser – 1 mile would go into Aurora (title notice), what happens today? Is there a title notice? *No, but ODA would like to see something like this occur.*
- Patti Milne – There are similar title notices for agricultural uses.
- Fred Netter – Notices could open ODA up for liability. It is a two-edged sword.
- Nick Kaiser – Relating to ATCT. How is the BCA developed? *The FAA develops it based on TAF data.*
- Bruce Bennett – Regarding Table 4A, one of the aircraft is based at the Airport. Many airports in Oregon have a longer runway than Aurora State.

Potential Development Alternatives

Chapter 5 will present four alternatives and with the assistance of the PAC, ODA will develop a “Preferred Alternative.” The Preferred Alternative may be a combination of features from more than one alternative. A no build alternative will be presented, along with three development alternatives. The development alternatives will likely show different approach minimums, which will impact design standards, and at least one will show a runway extension. Discussions with the PAC yielded the following comments:

- John Henri – How will acreage be addressed in the alternatives?
- Bruce Bennett – Aren’t precision approaches unattainable at Aurora?
- Fred Netter – Please do research as to where the fire station is most appropriate.
- Jim Hansen – LPV (localizer performance with vertical guidance) approaches are better than instrument landing systems. We should maximize their usage.
- Dave Waggoner – A run-up area to Runway 17 should be shown.
- Ted Millar – Can the helicopter landing areas be between the runway and taxiway (for approach and landing)?
- Tony Helbling – What Ted is talking about is referred to as “spots”. Many airports have them and then helicopters can hover taxi to parking. There is a difference between a heliport and a helipad.
- Jim Hansen – Can the power lines be in the RPZ?

Public Attendees Comments

After the PAC comments were completed, the public had an opportunity to discuss the information presented. The comments given were:

- While doing the forecasts what job growth numbers were used? *Metro (2009) low to high range.*
- Airport disclosure must be detailed (*i.e.*, a neighbor with one cat is very different than a neighbor with 30 cats).
- Page 4-23. Add “life” to fuel tanks, third paragraph.

Meeting Adjournment

PAC members were asked to submit their comments on draft Chapter 4 by January 3, 2011. The meeting adjourned at 7:40 pm. A public open house followed until 8:00 pm. All information regarding the PAC meeting and open house – along with comment forms – is posted at www.aurorastateairport.org.

Public Open House

An open house was held from 7:40 to 8:00 pm. Members of the consulting team and ODA were available to discuss questions and concerns with attendees. One comment was submitted, which was *“Buying a home in proximity to an airport should be an informed decision. However, facing expansion of an airport can’t be factored into a home purchase. Growth isn’t necessarily good. Your approach is to provide for bigger and more. You know that building the tower will change the mix of planes in a manner that is detrimental to the surrounding property owners, but that doesn’t seem to be an issue for ODA.”*

Aurora State Airport Master Plan Update - Planning Advisory Committee (PAC) Meeting #3 & Open House

December 9, 2010
Canby Adult Center
PAC Meeting 5:00 - 7:30 pm
Open House 7:30 - 8:00 pm

SIGN IN SHEET

<u>NAME</u>	<u>REPRESENTING</u>	<u>MAILING ADDRESS</u>	<u>PHONE#</u>	<u>E-MAIL</u>
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CINDI ELLIOTT		23023 YEARY LANE NE AURORA OR 97002	503 678 2703	DEERCREEKNORSEY@AOL.COM
LEN KAUFFMAN		22725 SW MIAMI, TUALATIN, OR 97062	503-885-1920	LAKAUF@COMCAST.NET
Jim Bierman	Clackamas county			

Aurora State Airport Master Plan Update - Planning Advisory Committee (PAC) Meeting #3 & Open House

December 9, 2010
Canby Adult Center
PAC Meeting 5:00 - 7:30 pm
Open House 7:30 - 8:00 pm

SIGN IN SHEET

<u>NAME</u>	<u>REPRESENTING</u>	<u>MAILING ADDRESS</u>	<u>PHONE#</u>	<u>E-MAIL</u>
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Susie Stevens	Charbonneau			ccc@teleport.com
MIKE JORGENSEN	Aurora Farms	13490 CEDARWOOD RD AURORA	503-849-0662	mikejorgensen@CenturyTel.net
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Aurora State Airport Master Plan

Planning Advisory Committee (PAC) Meeting #4

March 10, 2011
North Marion Intermediate School, Aurora, OR

MEETING SUMMARY

Attendees

Oregon Department of Aviation (ODA) – Chris Cummings, Sandra Larsen and Mitch Swecker (also a PAC member)

WHPacific – Rainse Anderson, Sara Funk, Sarah Lucas and Casey Storey

JLA Public Involvement – Vaughn Brown, Adrienne Dedona and Sylvia Ciborowski

Public Advisory Committee (PAC) – Bruce Bennett, Jim Bernard, Jim Hansen, Tony Holt, Steve Hurst, Nick Kaiser, Rick Kosta, James Meirow, Ted Millar, Fred Netter, Dan Riches, Ray Phelps, Charlotte Lehan (for Jim Bernard), Craig Wilmes and Dave Waggoner.

Public Attendees – see attached sign in sheets

Welcome and Introductions

Chris Cummings, ODA, introduced himself and welcomed everyone to the meeting. He noted this meeting had the best public turnout so far.

Chris reviewed the meeting agenda, explaining there would be a presentation from WHPacific prior to breaking out into a public workshop. After the workshop, the PAC will reconvene for a discussion of the alternatives. Chris instructed participants to ask as many questions as possible during the workshop and indicated that there is also the opportunity to provide written comments.

Rainse Anderson, WHPacific, introduced himself and provided an overview of the study to date. He noted that at previous meetings he had told members several times to hold their comments until we review Chapter 5. Rainse explained that Chapter 5 and the draft alternatives is what we've been building up to. He said reviewing and discussing the draft alternatives in order to develop a preferred alternative is the most exciting and important part of the study. Rainse asked the remainder of the consultant team to introduce themselves and reminded everyone to sign in. He drew attention to the comment form and let people know this would be a helpful guide when reviewing the draft alternatives.

Rainse reviewed the agenda further and explained there would be a review of the forecast updates, traffic analysis and the draft alternatives prior to the public workshop. He also said there would be a discussion of the alternatives with the PAC, and at the end of the meeting, there will be time for public comments.

Presentation

Project Overview: Rainse reviewed the project purpose and explained that there are seven (7) chapters total in the Master Plan Update. The first four draft chapters have been completed and draft chapter 5 will be reviewed tonight. Following completion of the document, the draft will be submitted to FAA for review. This process typically takes 90 days prior to final publication. After this meeting, the project team will take the feedback received and begin developing the preferred alternative. The draft preferred alternative will include a public review and comment period. Once that is completed, the Airport Layout Plan (ALP) and the Capital Improvement Plan (CIP) will be developed. The ALP and CIP will be the topics for review and discussion at the next PAC meeting; tentatively scheduled for the end of June.

Traffic Analysis: Rainse said that at the first PAC meeting there was a discussion about vehicular traffic and since that time, the project team has done some analysis to look at traffic coming from and around the airport. He explained that this data was gathered from various available sources. ODOT traffic specialists were enlisted to conduct counts around the airport. Data was gathered at 11 of the gates in during a 1 week period to determine the average annual daily traffic (AADT) and peak hour traffic volumes. The result was 2,400 AADT. Located at the NE corner, Columbia Helicopters generates 47% of the total traffic (1,130 AADT). Rainse explained that this is not a typical Fixed Base Operator (FBO) tenant since they don't use the runway. The traffic analysis included HTS (Helicopter Transport Services), under construction on the corner of Keil and Airport Road, and projected 211 AADT once developed. On Airport Road itself, 2007 data shows that approximately 2,600 vehicles travel along the road between Ehlen and Arndt Road. Rainse mentioned that this data is somewhat low; when it is updated in 2011, it's expected to increase. The data will be updated by studies completed by Marion County later this year. Rainse went on to explain that there is a lot of pass-through traffic going to and from I-5. He added that the impact from the airport on the Boone Bridge was also analyzed and it was determined that the airport generates about 1.5% of the total traffic on the bridge. Currently the employment numbers at the airport are approximately 750 employees, which equates to 3.2 trips per employee. Once a 1.19% annual employment growth rate is applied, the total employment for 2030 is 950 employees, equating to an airport generated AADT of 3,040. Rainse added that additional data and background information on the traffic analysis can be found in the report and could be discussed further during the workshop session.

Traffic Analysis Recommendations: Rainse said that ODA will continue to work with Marion County and the City of Aurora as improvements to Airport Road are considered and the appropriate considerations will have to be made with regard to airport businesses and entrances along Airport Road. He added that it is likely that there will be sharing of the costs in the system development, similar to what HTS did with their system development, but this will need to be worked out between the entities.

Forecast Updates: Chris explained that the previous meeting scheduled for February was postponed because of incorrect forecast information that needed to be corrected. There was an error with previous information related to the number of aircraft based at the airport. To remedy the problem, ODA checked with tenants, sent someone out to physically count aircraft in hangars (if able), and thoroughly reviewed their database of registered aircraft. Chris said there are now new numbers and those numbers have gone down from the original count. He said this information was used to go back and correct other information previously developed in the report. Chris said that he is very confident with the count and the new forecast.

Sara Funk said that while they were doing revisions based on the aircraft count, they completed other revisions, such as:

- Information from the FAA’s Terminal Area Forecast (published in December 2010).
- Comments received from the PAC previously were addressed
- Additional research was done related to the Airport Reference Code (ARC). The project team looked up what kind of airplanes there were that were previously reported as unknown.

Sara reviewed the past and current numbers of aircraft based at Aurora, including the new projections for 2030 (based upon a 1.58% annual average growth rate).

Year	Aircraft Type	Revised Forecast	Previous Forecast
2010 Historical	Single Engine	261	312
	Jets	23	21
	Multi-engine	40	59
	Helicopter	25	35
	Other	5	5
	<i>Total</i>	<i>354</i>	<i>432</i>
2030 Projection	<i>Total</i>	<i>464</i>	<i>566</i>
	Jets	47	51

Operations: Sara explained the takeoffs and landings changed with the based number of aircraft. This number is now estimated at 90,909 for 2010. The number was previously somewhere around 100,000. Based upon the estimated annual growth rate, the revised forecast for 2030 operations is 124,386 as compared to the previous figure of 131,312.

Sara asked the PAC if there were any questions about the traffic or forecast analysis before moving on to Chapter 5. There were no questions from the PAC.

Draft Chapter 5

Sara said that the runway length surveys have been updated to reflect at least 500 constrained annual operations, which justifies a longer runway based on the FAA criteria. Besides the additional completed surveys sent to the PAC prior to the meeting, additional surveys have been received.

Tony Holt asked about the updated survey and requested to talk about it further later.

Bruce Bennett noted that Management West is still at Aurora, although the constrained jet aircraft owned by Management West is not.

Sara explained that three build alternatives have been proposed in order to meet the facility requirements.

Sarah Lucas explained that the preferred alternative would be developed based upon the elements included in the three build alternatives and the no-build alternative and the preferred alternative would be the basis for the ALP. She explained that the various elements outlined in the comment form could be mixed and matched to develop the preferred alternative.

Sarah explained the various comparative elements within the alternatives:

- Airport Reference Code (ARC)
- Runway length and strength
- Instrument approach capability
- Hangar/tiedown locations
- Cargo apron location
- Fuel tank location
- Air traffic control tower (ATCT)
- Aurora Rural Fire Protection District Facility

Approximately 40 developable acres are needed to meet the forecasted demand for the activity at Aurora. Currently ODA has about 9 acres of developable land. Development necessary for precision approach path indicators, a cargo apron, helicopter parking, vehicle parking and some additional hangars would be built on state-owned property. In all of the build alternatives, the adjacent church camp property (16 acres) is shown to be suitable for hangars and related development.

- *No-build Alternative:* The no-build alternative is ARC B-II. An air traffic control tower (ATCT) will still be constructed in this option, but a location has not yet been identified. The runway length would remain at its current length of (5,004 feet). Instrument approach capability does not change. The approach criteria minimums remain not lower than 1 statute mile. (The Runway Protection Zone (RPZ) at the end of each runway correlates to the approach minima). The pavement strength would remain the same (45,000 pounds dual-wheel gear). While the no-build alternative is essentially a do nothing option, it does not mean that there would be no financial impact to the airport. Most prominently, there would still be a cost associated with maintaining the current pavement and facilities.
- *Build Alternative 1:* – Alternative 1 is also ARC B-II and includes a 600 foot runway extension. The southern RPZ would extend south of Keil Road and an aviation easement would be sought. The northern RPZ would encroach into Columbia helicopters. The majority of state-owned property would be developed as hangars in this option. The state has identified three various alternatives for the location of the air traffic control tower. This alternative includes a fire station facility near the control tower. The air traffic control tower would be located midfield on the east side. Two helipads would also be built on public property. No cargo apron is included in this build alternative. Instrument approach capability does not change although the visual glide slope indicators would be upgraded to precision approach path indicators. The pavement would be strengthened to 60,000 pounds (dual-wheel gear). The fuelling tank would be relocated to the south of Aurora Aviation.

- *Build Alternative 2* – Alternative 2 increases design standards to ARC C-II. The approach minima are greater and extend RPZs further off of airport property; requiring additional easements or land acquisition. There are further impacts to Columbia Helicopters. This alternative has a fairly equal split between development of tiedown facilities and cargo aprons. The helicopter parking pads are same as in build alternative 1. The fuel facility is located near the cargo apron, northeast of Aurora Aviation. The fire station would be located near the current water suppression system, and the air traffic control tower is located near the center of the airport. The pavement would be strengthened to 60,000 pounds (dual-wheel gear). The runway and parallel taxiway would be extended to the south by 1,000 feet, which would require the closure of Keil Road (total runway length of 6,004 feet).
- *Build Alternative 3* – Alternative 3 also increases design standards to ARC C-II and shows a precision approach. The precision approach was something a lot of pilots requested during the goals and issues identification phase. There is no runway extension included in this alternative and RPZs increase significantly. The high voltage power lines would have to be relocated or put underground. The pavement strength remains the same. The helicopter operations areas are located north of the current cargo apron. The air traffic control tower is located closer to the north end and farther from the runway than in the other two build alternatives. The Fire District's building is located east of the fire suppression system. The fuel tanks would be located at the south end of state-owned property and the cargo aprons would be centrally located on state-owned property.

Steve Hurst asked if the no build option would include an air traffic control tower. Sarah clarified that the control tower is a committed project and would be built regardless, since it's already funded.

Noise: Casey Storey explained the type of noise model used and that it looked at saturated noise vs. point in time noise. He said the model accounts for more disturbances by night time noise vs. daytime noise. Casey went on to explain that they looked at the flight paths from this year and the aircraft type and mapped where those types of aircraft will fly. The flight tracks reflect the current noise abatement flight patterns and departure procedures. Casey noted that based upon the FAA criteria, residential land use is not considered compatible within the 65 dBA (average decibel) contour. Casey reviewed the noise projections for each of the proposed alternatives:

- All 2020 alternatives have the same type of and quantity of aircraft and show an increase in noise over time.
- Build Alternative 1 shows a slight bulge/increase in noise to the north due to the expanded runway.
- Build Alternative 2 contours shift south, due to the proposed southern extension to Runway 35.
- Build Alternative 3 contours remain the same as the 2020 No Build Alternative contours, since the runway configuration would not change.

Steve Hurst asked about the maps for the noise and confirmed whether or not alternative 2 was supposed show 2010 or 2020. Casey confirmed that it should have reflected 2020 and that this was a typo.

Tony Holt asked if this assumes the traffic control tower is built. Casey replied that it did not.

Mitch Swecker added that an instrument departure would be recommended for departures as well as certain flight patterns designed to keep the aircraft away from the Charbonneau area.

Tony said that he just wanted to understand what is currently in place.

Sarah explained that there are currently noise abatement procedures in place at the airport. Instrument procedures for northward departures are expected to be approved by the FAA in the fall. These procedures are in line with the current recommended noise abatement procedures for northward departures.

Tony said that he was aware of that but many operators don't pay attention to the noise abatement procedures and he asked if other flight paths were factored into the model. Casey responded that yes, they were taken into account.

Nick Kaiser said that the decibels don't change much between the alternatives and he asked if there were things that affected that. Casey explained that there is some shift based on the type of aircraft since there will be more jets in the future.

A member of the public asked what is happening to noise abatement around Aurora. Mitch replied that they've tried to change the flight pattern to avoid flights over Aurora and planes should depart to the south around Aurora.

Bruce Bennett said that he was involved with the FAA during the time they designed the airport departures/flight pattern and that they were designed to avoid Aurora.

Rainse explained that the preferred alternative would be presented to the Oregon Aviation Board later this month and then again in April for their concurrence. Chris said that he will send information out to the public about the meetings with the State.

Nick asked about the comment period for the draft alternatives. Chris said that there will be a two week comment period prior to the presentation to the Oregon Aviation Board.

Public Workshop

Vaughn reviewed the format for the public workshop and explained there would be 45 minutes for the public and the PAC to interact with staff to ask questions and review information about the draft alternatives. He recommended that participants take a comment form in order to review information and formulate their questions and comments. Vaughn suggested that participants think about the issues that need to be identified or considered when developing the preferred alternative. He said that the group will come back together after the workshop and the feedback heard will be discussed with the PAC for 30 minutes, then there will be time for public comment. If necessary, the public comment time would be extended and each person will be given a couple of minutes to provide testimony.

After the 45 minute public workshop, Vaughn reconvened the PAC session. He said he hoped that everyone had an opportunity to ask questions and obtain information from staff and PAC members. Vaughn explained that the PAC would now have the opportunity to discuss the draft alternatives and give input on the direction for the preferred alternative.

To start off the discussion on the preferred alternatives Sylvia Ciborowski and Adrienne DeDona reported out on the group discussion during the work session related to noise impacts and the draft alternatives. The following is a summary of the comments collected on flip charts at each of the information stations:

- If the runway object free area (ROFA) extends, what will happen to the highway?
- Have you considered what this project will do to the town of Aurora? Who needs this extension?
- I'm concerned about the impact of the RPZ on off-airport properties (alternatives 2 and 3)
- There needs to be consideration for the economic feasibility. There is no way this will pencil out economically. It will result in greater revenue from gas sales, but this will never cover the huge expenditure.
- I'm concerned about the impacts/development on the best farmland in the world. This farmland is more important for the future of food production than to pave over it.
- Currently the flight plan/pattern is not followed, especially at night. Planes fly right over houses and shake the windows. Concerned about the future safety and who disciplines pilots who fly in no flight zones.
- I'm concerned about the feasibility of Alternative 3.
- Can we use the additional capacity at Salem Airport rather than expand Aurora?
- The Run-up area is too close to hangars and private property (condo association) in Alternative 2. I'm concerned about the safety of this situation and the dust flying up in the area.
- What does it take to become a C-II Airport?
- I'm concerned about what will happen to the property values of nearby homes with the noise increase.
- I'm an airport user with five planes stationed in two hangars at Aurora. I prefer Alternative 1 with the 600 foot extension and ARC C-II.
- Can alternative 1 become a C-II with all other elements remaining the same?
- I have a concern about fumes from jets on people. The wind blows fumes into residential areas.
- The no-build option is no good because it does not have a fire facility. If we have a tower, we need a fire facility.
- Since we are already a volunteer fire station in Aurora, who will pay for a new fire facility?
- Can you request a modification to standards of the ROFA (on Highway 551) from the FAA?
- Why do you need more clearance for a more precise approach?
- Has ODOT gotten onboard with road improvements, especially Keil Road?
- Use displaced thresholds as a last resort. Sarah L. explained that a displaced threshold could be done to gain runway length for takeoff. The runway could be extended, but a displaced threshold, where aircraft land, would not be placed at the end of the extended runway pavement. The runway pavement behind the threshold could be used for takeoff, but not for landing. . .
- The Tower will enforce flight patterns (to reduce noise impacts to area neighborhoods) by keeping in contact with pilots by radio.
- Three to four days a week there are early morning airplane departures at approximately 3 a.m.

- Planes should not be allowed to take off before 7 a.m.
- If the current noise/flight pattern policy isn't being followed, why would a different policy be followed?
- Where is the money/funding for the project coming from? The Runway is already long enough. Enough money has already been spent on Aurora. Aurora doesn't have a lot of constraints as compared to the Orange County Airport (CA).
- The power lines at the north end of the airport should be removed or undergrounded for community safety reasons. The expense of doing so should be shared.
- An Educational Center for children should be built at the airport as well as a mechanic school in partnership with the local community colleges. A nearby playground is also a good idea so that kids could watch the airplanes take off and land.
- The area west of highway 551 will be severely impacted if the runway is extended. Farm equipment will be forced into the busy highway, creating safety concerns. Deer Creek Mobile Home Park will have limited access due to the closure Keil Road. Highway 551 will be the only point of access.
- Helicopters fly too low and are too noisy.
- The runway extension will increase the noise impacts to Deer Creek Estates. Residents already smell jet fuel. Airplanes take off as early as 4 a.m.
- Will there be any consideration for jet fumes in any of the future alternatives?
- The impervious surfaces drain to area farmlands since adequate drainage systems do not exist.
- Who enforces the noise abatement procedures? Orange County has a good noise abatement system.
- Will future zoning be amended due to the expanded noise footprint?
- The statement in the report that indicates that NW and Charbonneau residents will not be affected (related to Environmental Justice analysis) is inaccurate. There are 141 homes in the Deer Creek neighborhood. There will be quality of life impacts to residents.
- What will be done to mitigate noise from maintenance on jet engines?
- There seems to be a high number of planes flying over the Charbonneau area when there shouldn't be (based upon recommended flight patterns/noise abatement procedures).
- Mitigation efforts done simultaneously with airport improvements will help make things better for area residents.

PAC Discussion on Alternatives:

After the report out of public comments during the work session, the PAC reconvened for further discussion on the draft alternatives. The following is a summary of their comments and recommendations for consideration when developing the preferred alternative:

- Fred Netter said that his number one concern has consistently been regarding safety. He indicated that the no-build includes the tower, but not a fire station. He said that it would be his preference to have a Fire Station facility at the Airport near Airport Road and the water suppression system. He also indicated that closing Keil Road would a safety concern due to

emergency access and farming equipment access. Fred also requested that Airport Road be improved and called for Clackamas County to assist with funding for roadway improvements.

- Charlotte Lehan said that the traffic analysis doesn't recognize Clackamas County's role in surface transportation. She explained that Clackamas County's concerns are related to the surface transportation impacts and the impacts to area agriculture (industrial development pushes agriculture out). Charlotte added that Clackamas County has been excluded from some of the planning steps in this process.
- Dave Waggoner agreed that Clackamas County should be involved in funding the airport due to the positive impact the airport has on area economic development.
- Charlotte commented that the funding for the project hasn't been addressed.
- Steve Hurst asked if increased use of GPS and other technologies could be incorporated in lieu of a need for a runway extension.
- Bruce said that in order to make take off quieter, planes/pilots must use less power. To use less power, more runway is needed. This is a typical procedure for noise abatement elsewhere.
- Tony Holt said that the Aurora Airport is constrained by three major roads and only one runway. He indicated his support for the no-build alternative.
- Bruce agreed that the airport is constrained and should 'fill-in' for development. He added that agriculture and golf courses make good neighbors to airports and that no other building development should be allowed near airports.
- Charlotte requested that the financial impact to the public should be captured somehow and that Airport Road should be part of the financial analysis.
- Nick Kaiser stated that Airport Road gets 2,600 trips a day, but is listed as a collector street. It should be listed as an arterial street and should be designed as such. He added that in Alternative 2, the RPZ goes over the Deer Creek neighborhood and highway 551; this is a safety concern.
- Fred added that development in various communities impacts the airport too.
- Steve said that the Wilsonville City Council will discuss the Airport Alternatives at an upcoming meeting and will determine a formal position within the two week comment period.
- Ted Millar said that Aurora Airport is a category 2 airport and is an important part of the National Aviation System. He added that the Airport benefits Clackamas and Washington Counties (the cities of Wilsonville and Aurora). Ted commented that from a safety and an economic development standpoint, the runway should be expanded. There is an economic opportunity and that need should be filled. He called for an additional 1,000 feet of runway and increasing the pavement thickness of the runway.
- Rick Kosta stated that National retailers can land elsewhere in Oregon (Hillsboro, Portland, and Troutdale). He went on to say that the only alternative that doesn't impact Deer Creek neighborhood is the No-build. The noise impacts to Deer Creek residents in any of the build alternatives will be over 65 dB. What mitigation can be done for Deer Creek residents?
- Mitch Swecker said that before any mitigation were to occur, actual measuring of noise exposure would likely be conducted. If impacts are shown, they may be mitigated.

- Dave said that the current situation at the airport is dangerous for run-ups and that the run-up area in alternative 2 is impractical. It's too close to hangars and one of the hangars provides space for the Emergency Operations Center. There is no run-up space allocated in alternative 3. He called for alternative 2 to be modified to allow for a run-up area that doesn't crowd the hangars.
- Bruce said a greater than $\frac{3}{4}$ statute mile (sm) approach should be required; it's safer, quieter and saves fuel. He requested the minimums be lowered with a small extension to the south.
- Tony Holt asked how many of the user surveys were based at Aurora. He added that there should be a better, more rigorous way to collect/validate this type of data.
- Dan Riches said that Columbia Helicopters has reserved land for future development, so they cannot support any type of expansion to the north. He added that Columbia Helicopters supports safety improvements and improvements to Airport Road. Dan preferred the no-build or a hybrid of the no-build alternative.
- Nick said that the 2002 noise contour showed different planes, but there is not a huge difference. There has been a larger increase in the number of aircraft.
- Fred noted that expansion of the airport may impact other businesses' future plans and suggested that monetary compensation be offered to those businesses. Dan replied stating that Columbia Helicopters monetary compensation wouldn't work in their case because they are looking for a more long-term investment.

To wrap-up the discussion on the draft alternatives and to provide direction to the project team on the development of a preferred alternative, Vaughn directed the PAC to provide their individual recommendations/feedback on the draft alternatives in a round-robin fashion. The following summarizes their feedback:

- Dave Waggoner echoed his concerns about the run-up areas.
- Nick Kaiser said that there are a lot of variables within the four alternatives, especially with regard to noise.
- Dan Riches called for the no-build option or for an extension to the south.
- Steve Hurst said that he is looking forward to hearing the public comments.
- Fred Netter commented that safety is important and a Fire Station should be part of the plan.
- Ted Millar said that the Runway should be extended in addition to the thicker pavement surface. He suggested considering a possible hybrid alternative with a displaced threshold.
- Tony Holt said the no-build is the best option and that there are other airports in the area to operators to use. He feels the expansion of Aurora is not justified.
- Bruce Bennett said lengthening and strengthening the runway are important and that the overall safety of the airport should be increased. He added that the overall noise and environmental impacts should be decreased.
- Charlotte Lehan said that Clackamas County has not yet weighed in on the project and, at this time, she supports the Fire Station and the Airport Control Tower for safety reasons.
- Rick Kosta said he supports the no-build option since there are other airports in the area.

- James Meirow said that he would like to hear from the neighbors to the south of the airport.
- Craig Wilmes said he supports the run-up areas and displaced threshold.

Overall the PAC did not come to consensus on a preference for one single preferred alternative. However, there seemed to be somewhat shared support for safety improvements such as the Fire District's facility and the Air Traffic Control Tower. The consultant team and ODA will evaluate all comments and concerns received and consider them when developing the preferred alternative.

Public Comments:

Members of the public were each given two minutes to provide oral testimony regarding the draft alternatives. Several members provided written testimony in addition to or in lieu of oral testimony. Those statements are attached to this summary as separate documents.

- John Ranken, 26715 Baker Rd: He is an Attorney and consultant representing several property owners to the south. This area comprises 75 acres of properties in the EFU zone—from Airport Road to Hwy 551. Mr. Ranken was formerly the city attorney for the City of Aurora for 13 years and has been asked to help these property owners. He thanked PAC for its manner, and the public, and Chris C. for his efforts to help him get oriented to the project. He distributed information to the PAC showing the properties to the south that would be impacted. He said that at this point, their position is that they are interested in build alternative #1 since it seems to give everyone a little something. He added that this seemed to present a compromise.
- Mike Rite, NW Aircraft: Has been involved in aviation his whole life. He said he has been very involved in airport issues. Mr. Rite added that there have not been meetings in Mulino or McMinnville about expansion because no one wants to go there. He said that people are coming to Aurora because they want to be there. He said there is not as much going to Portland. Mr. Rite added that some complaints about noise will be addressed and that tower will help airplanes not go over neighborhoods as much. He indicated he supports extending the runway because it provides additional safety and will bring in other aircraft that aren't coming in currently.
- Larry Elschen, resident of Charbonneau: Mr. Elschen said he was representing Charbonneau neighbors. He presented a petition with 260 Charbonneau names on it, and indicated it should include more signatures. Mr. Elschen read from the petition (attached).
- Ken Ivey, representing a planning organization in Clackamas County. Mr. Ivey said he has heard a lot about safety and that airplanes are coming into a marginal airport, and they are choosing to create an unsafe condition. Mr. Ivey stated that these pilots have at least four alternatives within 30-40 miles that do have the infrastructure to safely handle those planes. He stated the group he represents would vote for the no-build alternative. He stated if you want to make the airport safer, direct those planes to those airports that have the infrastructure on the ground paid for, rather than asking us to shell out more money. I live near the airport, and I don't see a noisier airport and having to pay for the highway to get there.

- Ailin Ottinger: Mr. Ottinger said the main thing we are doing is making it possible for more commercial flights outside of Aurora. As a taxpayer, I wonder do the corporations have any part in funding all of this?
- Ben Williams, resident of Aurora and President of Friends of French Prairie: (submitted attached written comments). He said he was concerned about preservation of farmland and the impact on surface transportation. He said, we support addressing the safety requirements, but we have a 20-30 year history of the domino effect. With improvements, it will only get bigger and we'll need more improvements. The airport is surrounded by EFU farmland that needs to be preserved.
- Jack Kaley: He said he has a commercial pilot license and has been flying at Aurora 30 years. He is also the director of Positive Aurora Aviation Management Group. He attended the first PAC meeting, and noted that most placed aviation safety as their top concern. He said that is my top concern, especially safety issue for helicopter landing areas. He went on to say that Aurora has stated safety provisions for helicopters. We need to properly separate helicopter and fixed wing areas. Helicopters take off from tie down areas that are designated for fixed wing areas. There are no designated helicopter landing and parking areas on state owned property. Because of ground turbulence, it is essential that helicopters be separated from fixed wing tie down locations. Mr. Kaley distributed some diagrams explaining the problem. He said the FAA has established safety circles and helicopter standards. The safety circles have a range. In his drawing, he superimposed a helicopter pad between a fixed wing. The projected increase of helicopter traffic means we need safe operations. In the interest of overall safety, we must provide for proper separation. The master plan should plan for safe helicopter operation. The vacant state owned land east of the helicopter blade renovation building should be used for locating several helicopter pads.
- Manuel Martinez: chief pilot for JHRD investments: He said that his company moved from PDX to Aurora State due to his recommendations. His company has provided \$2 million in local revenue. He has safety concerns in operating in and out of Aurora Airport. He felt a tower would enhance the safety margins, and runway length is a concern. In his 15 years as pilot, he has had 8 close encounters, mostly near Aurora Airport.
- Larry Brons: professional pilot, flying primarily out of Aurora, doing professional contract flying: He said he supports the Air Traffic Control Tower for safety. The additional 600 feet of runway would make operations safer and more economically viable. He said we are coming out of recession and we should try to stimulate the economy in the local area by making the airport more viable for business.
- Bryan Mobey, representative for Deer Creek Estates: He said they have concerns about their quality of life. He stated now with noise and the smell of fumes from jets, it affects us drastically. They cannot sit on their patios without being disturbed by aircraft. He supports the Air Traffic Control Tower to keep planes out of no fly zones and the Fire Response Facility. He felt an expansion at the airport will negatively affect their property values due to noise and jet fumes. He added that planes take off at 4 or 5 in the morning and that nobody has control of the

planes. Salem tells us to get the number of the aircraft, but we can't get their numbers at night. He said he is concerned about an accident in the future.

- Annie Kirk, Aurora resident: She said she is representing her family. She said regarding undue hardships and compensation, I have not heard anything about outside of the fence compensation for Aurora and Charbonneau residents. For impacts to Airport Road, who will bear the burden for those improvements? The road is grossly unimproved now. It needs to be taken care of, but we have more to come. I am comfortable with the tower and the fire services for safety. But I'm not convinced that any of the alternatives resolve the interest of the communities outside of the fence.
- Lolita Carl, full time farmer in Marion County: She said she is on Marion County Board of Directors for the Farm Bureau. Ms. Carl said that farming is the number one industry in Marion County. She said she is worried about encroachment on farmland and economic development. Agriculture is the second industry in Oregon, and all of us eat. All of the land surrounding Aurora Airport is the most fertile in the world. Once we start a little bit of development, it just encourages more. As a tax payer, she wonders where the money is coming from to support so few.
- Ron Sterba: He shared his concern with the power lines on north end of airport and asked what happens if a plane hits them? Where does the power grid go to? Hospitals or schools? They should be relocated. He said he would like to see an education center on the airport to share with high schools and local community colleges. Would like to see a realignment of runway so the approach is over I-5 on the north and to take the approach corridor off of Charbonneau and move the runway 75 feet to west to allow for an expansion of the taxi way without removing any buildings.

Meeting Adjournment

Rainse wrapped up the meeting and reviewed the next steps for the project. The next meeting will cover the Airport Layout Plan and the Capital Improvement Plan. This meeting is tentatively scheduled for the end of June. Rainse reminded everyone that there will be a public review and comment period for the preferred alternative and that an e-mail notification will be distributed with this information. The meeting was adjourned at approximately 8:30 p.m.

SEC.1 T4S R1W WM, MARION COUNTY

LEGEND

LINE TYPES

TAX LOT BOUNDARY	OLD PROPERTY LINE
ROAD RIGHT-OF-WAY	VACATED RIGHT-OF-WAY
RAILROAD	RAILROAD RIGHT-OF-WAY
STREAM, LAKE, ETC.	STREAM, LAKE, ETC.
TAX LOT BOUNDARY	NON-BOUNDARY
SUBDIVISION BOUNDARY	PARTITION PLAT BDT
TAX CODE BOUNDARY	EASEMENT

SYMBOL TYPES

D.L.C.	
CONTROL POINTS	
SURVEY MONUMENTS	
C.L.G. CORNERS	
SECTION	1/4 SEC
	1/16 SEC

NUMBERS
TAX CODE NO
000 00 00 0

ACREAGE - ALL ACREAGES EXCLUDE ANY PORTION THAT MAY LIE WITHIN THE INDICATED PUBLIC RIGHT OF WAYS

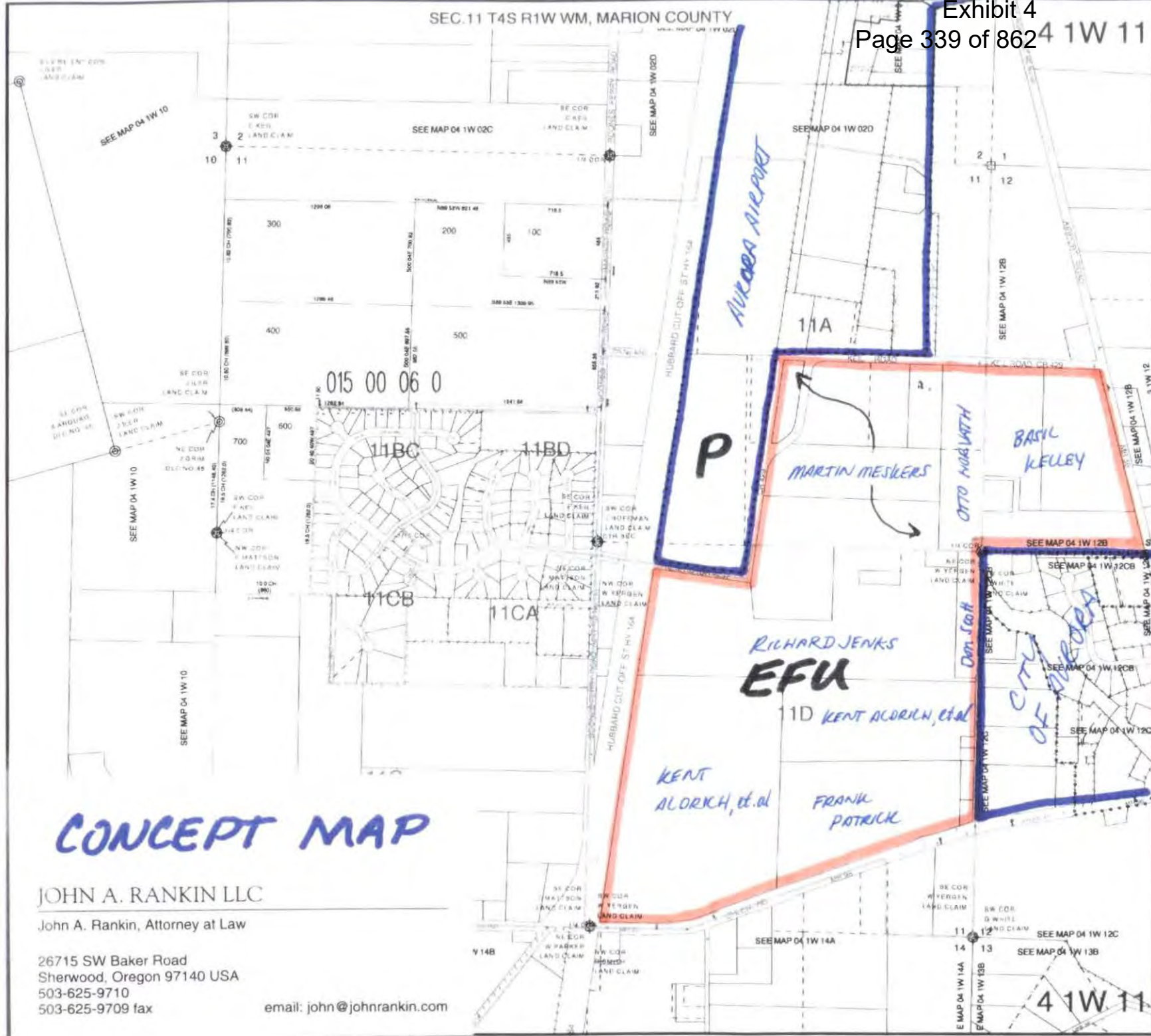
TICK MARKS - WHEN A TICK MARK IS INDICATED ON THE EXTENSION OF A LINE, THEN THE DIMENSION GOES TO THE TICK MARK. GENERALLY THIS IS USED WHEN DIMENSIONS GO INTO PUBLIC RIGHT OF WAYS.

ARROWS ARE USED WITH DIMENSIONS IN AREAS OF GREATER COMPLEXITY.

NOTICE: This map was created for Assessor's Office use ONLY.



SCALE 1" = 400'
or 1:4800
Plot file created: August 21, 2011
assessor@marion.or.gov



CONCEPT MAP

JOHN A. RANKIN LLC

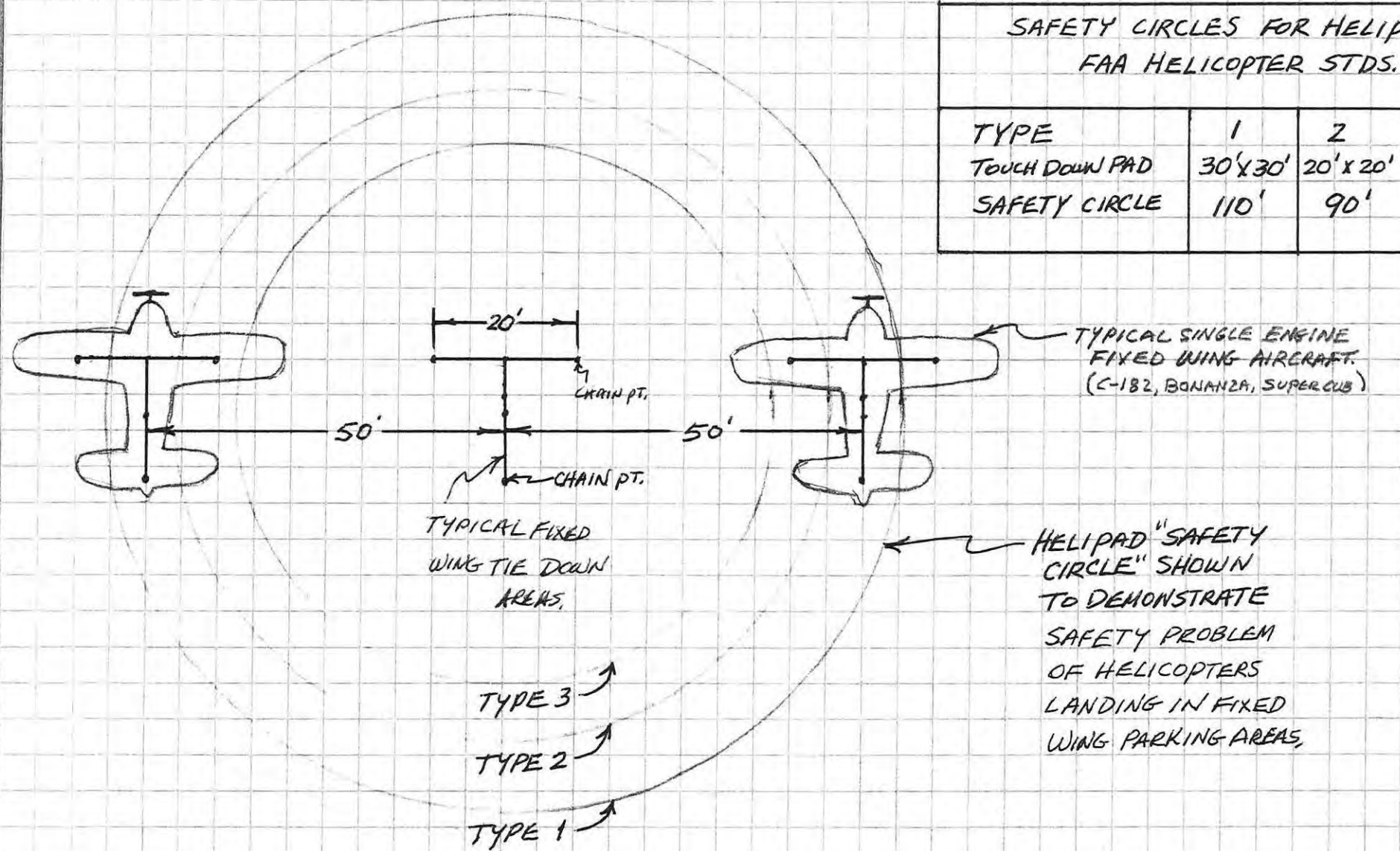
John A. Rankin, Attorney at Law

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STATE OWNED PARKING AREA FOR FIXED WING AIRCRAFT

SAFETY CIRCLES FOR HELIPADS FAA HELICOPTER STDS.			
TYPE	1	2	3
TOUCH DOWN PAD	30'x30'	20'x20'	15'x15'
SAFETY CIRCLE	110'	90'	75'



JEK 2-6-11
SCALE - 1"=20'

Aurora State Airport Master Plan Update - Planning Advisory Committee (PAC) Meeting #4 & Open House

March 10, 2011
North Marion Intermediate School
5:00 - 7:30 pm

SIGN IN SHEET

<u>NAME</u>	<u>REPRESENTING</u>	<u>MAILING ADDRESS</u>	<u>PHONE#</u>	<u>E-MAIL</u>
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Kyle Huberd	CSIM	26101 SW 45 th Dr. Wilsonville, OR 97070	503-475-5900	khuberd@csimllc.com
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Rachel Witten	Marion C	PO Box 547	503 260-5484	Rachel.witten313@gmail.com
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Richard Kosta	Deer Creek	22073 Floral Ave NE 97002	503 678 3063	Ricklytic@Hotmail.com
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STANLEY ANDERSON	SELF	21999 ENCLAVE NE AURORA 97002	503 678 2209	
BEN WILLIAMS	Friends of French Prairie	23013 Yeary Lane NE Aurora 97002	503-588-8670	Ben.williams@kiturgica.com
BRIAN MURPHY	DEER CREEK #8 8785	22013 Lora Ave Aurora 97002	503-678-2993	
Carli Dobbbs	Self - Deer Creek Est.	13711 NE Wisterna Dr Aurora OR	503 348-2917	ddobbbs@centurytel.net
Rob Graham	Aurora Prairie Commission	21404 Liberty St Aurora		roblyly@yahoo.com
John Rankin	Dick Jenks & Neighboring Prop. Owners	26715 SW BAKER ROAD SHERWOOD OR 97140	503 625-9710	john@johnrankin.com
Brandon Reich	Marion County	5155 Silvera Rd NE Salem 97305	503-578-5034	breich@camarion.or.us
Christina Warren	myself	15777 NE Becke Rd Aurora OR		
BERNICE JUEY		24780 NE PRAIRIE VIEW DR AURORA OR 97002	503-678-3383	
Manny Martinez	JHRIS INVESTMENTS, LLC	17717 NE 26th St Vancouver Wa 98684	503-957-4891	
Retta Braun	(Historic Repre.)	21883 Airport Rd. NE 97002	503-678-6880	retta.br@yahoo.com

Aurora State Airport Master Plan Update - Planning Advisory Committee (PAC) Meeting #4 & Open House

March 10, 2011
North Marion Intermediate School
5:00 - 7:30 pm

SIGN IN SHEET

<u>NAME</u>	<u>REPRESENTING</u>	<u>MAILING ADDRESS</u>	<u>PHONE#</u>	<u>E-MAIL</u>
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<i>Jony Holt</i>		7670 Sw Village Green Circle W. 97070		
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Phillip Rissel	Self	P.O. Box 2533, Wilsonville, OR 97070	503-780-4916	Phil@FlyingConstruction.com
M.J. Cartasegna	Clackamas / C	2051 Kaen Rd, DC 97045	503-742-5942	mcartasegna@co.clackamas.or.us
<i>SPRS LEO</i>	<i>Charb. owner / Wilsonville</i>	9318 Champac Road NE Aurora (503)	804-6391	SPRG@TheLeopony.com
DAVID BUCK	Bucketal property owner	680 Hawthorne Ave SE, #140, Salem, OR 97301	503 585 7774	dbuck@AKTCA.com
Rick Hardman	Self	21124 Liberty St NE Aurora Or	97004	503-526-2412
JANET OLUSTED	SELF	8220 SW FAIRWAY DR. WILSONVILLE	97070	janet@comcast.net
Marilee Sullivan	homeowner	(21186 Sayre Dr.) PO Box 34 Aurora OR 97002		marilees@ipns.com
Larry Brons	SELF	2024 NE 21st Ave Canby OR	97013	LEBRONS@CANBY.COM

Aurora State Airport Alternatives Public Meeting Comment Summary

30 comment forms were submitted at the March 10, 2011 Aurora State Airport meeting. 59 additional comment forms were faxed, mailed or e-mailed in after the meeting. 13 people submitted a comment form via the online survey.

Additionally, several people submitted other comments beyond the comment form at the public meeting and by email after the event. These comments are attached at the end of this summary.

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	64 No change Approach minima to remain at visual and greater than 1 statute mile (sm)	12 No change Approach minima to remain at visual and greater than 1 statute mile (sm)	16 Improved instrument approach capability. Visibility greater than $\frac{3}{4}$ statute mile (sm)	8 Improved instrument approach capability. Visibility minima lower than $\frac{3}{4}$ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	65 No change Remain at ARC B-II	16 No change Remain at ARC B-II	12 Upgrade to ARC C-II	1 Upgrade to ARC C-II
Runway Length	62 No change (total runway length: 5,004')	17 600' extension to north end of runway (total runway length: 5,604')	10 1,000' extension to south end of runway, closure of Keil Rd. (total runway length:	5 No change to length. However, relocation of the parallel taxiway is necessary for
Runway Strength	69 No change - 45,000 pounds DWG	18 Strengthen to 60,000 pounds DWG	9 Strengthen to 60,000 pounds DWG	4 No change - 45,000 pounds DWG
Air Traffic Control Tower (ATCT) Location	<i>Has not yet been determined.</i>	31 ATCT located midfield on the east side.	10 ATCT centrally located within State-owned property, but north of the location in Alternative 1.	5 ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	60 No change	18 Designation of helicopter operations area in the northwest section of State-owned property.	3 Designation of helicopter operations area, situated where the fuel tanks are currently located.	4 Designation of helicopter operations area, north of the current apron.
Fuel Station Location	64 No change	13 Fuel tank relocation south of Aurora Aviation.	6 Fuel tanks relocated northeast of Aurora Aviation.	9 Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	34 No change	23 Fire District's response building located near the air traffic control tower (ATCT).	35 Fire District's response building located adjacent to the water suppression system.	3 The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	66 No change	10 No change	4 Designation of a cargo apron facility, north of Aurora Aviation.	9 The cargo apron centrally located on State-owned property.

Additional comments provided on comment forms:

- 1) The number of air operations does not justify the lengthening of the runway. I support the no build alternative with the exception of the Aurora Rural Fire District facility. I am an elected board member of the Fire District. Aurora was never intended to be a "big jet" airport. It is too constrained both in length and width.
- 2) For the no build alternative, determination of the location for the ATCT is a critical addition.
- 3) Would like C-2, but don't think closing Keil Rd. is a good idea, increases traffic on Airport Rd. Prefer 600' extension to the north.
- 4) No additional growth.
- 5) 600' extension to begin with to the North. After a term of 5 years to help replenish funds extend an additional 600' on the South end (save Keil Rd.)
- 6) Roads are already over capacity!
- 7) Alternative 2 as depicted places a RWY 17 run-up area on Wiley Condo Association property very close to existing hangars with large operable doors. This property is not for sale and is not likely to be. Consideration should be given to an alternative that includes a 600' extension with run-up area at the North end and a 500' extension at the South end to create a 60000' runway with an upgrade to ARC C-11.

- 8) Representing property south of airport “P” zone south of Keil Rd. Totally approximately 75 acres.
- 9) Since you cut the trees down the noise is louder—trees are important to clean the air. I support the tower and fire station. NO expansion. I am very concerned about how the quality of my life will decrease because of the high noise along with the value of my property which will decrease. I live in Dear Creek Estates close to the end of the now runway and in 10 years the noise has increased greatly. Plus planes flying over our home taking a short cut to the airport.
- 10) The removal of the trees by the west opened up more noise. I support the no build plan, the tower and fire station.
- 11) I am a home owner in Aurora.
- 12) Why don't they do something at the airport to actually get pilots of jets to fly the pattern they are supposed to?
- 13) Property owner
- 14) Remove power lines on north end. If the power lines were hit by a plane how would the loss of power to our community. Hospitals, schools, fire police. Shared costs to relocate lines underground—Power Company, City, County, and Oregon Aviation Dept. Educational building for high school students interested in aviation, shared by community colleges and education districts; 2-story building. I have additional ideas. Email me please. (Ronald Sterba, saintesterba@msn.com)
- 15) Comment on Helicopter Parking Location for no build alternative: already done on whose approval?
- 16) Aurora is one of the most significant pieces of history in Oregon. Who benefits from a larger and busier airport? Could you consider doing something in the line of keeping the integrity of this small historic piece? It doesn't lend itself to this noisy alternative. Take an example from Vermont and keep this historic jewel as the treasure it should be.
- 17) Any/all proposed changes need to consider/mitigate the problems that will come outside “the fence” area. Such as east-west traffic and turn lanes, drainage issues, sewer and water supplies up to code, noise and vectoring of air traffic. If the above concerns are not met there will be many irate and vindictive neighbors to deal with going forward. Not a good situation! Given present and mean time future economic situation, we are better to not overbuild especially your way for the very few – the number of operations is still highly questionable! Use your new tower to get accurate numbers prior to any further changes. Runway lengthening and Build options 2 and 3 are not warranted.
- 18) What is tax payer liability for under improvements of Airport Rd? For the entire expansion?
What are impacts of expansion on adjacent properties? Zoning? Usages?
What is the number of regular operators that live in Clackamas or Marion County?
What will be done prior to expansion mobilization to ensure City of Aurora's annexation of Airport?
What are the wildlife and environmental impacts? When were studies completed?
- 19) We have hundreds of large geese in the Charbonneau area which could pose a serious threat to aircraft and civilians. I am not concerned about the lives of the geese—only the people. We have more than enough aircraft emanating from this airport now!

- 20) The noise level now is too high with low flying planes and helicopters who don't seem to care that people would very much appreciate a quiet neighborhood in which to find refuge. It is unfortunate that we in Clackamas County must suffer the consequences of Marion County decisions on this matter. More planes also mean more cars and trucks on our exits and entrances to the I-5 corridor which is awful right now as it is.
- 21) Some Charbonneau residents are curious when we see the map showing the sound pressure level (yellow line) following the exact southern boundary of Charbonneau. Also at the DOA meeting we heard SPL/Ob numbers for aircraft on this boundary to be 65 or 75 Db. Institutions such as MIT and HUD have said that the Db for flushing a toilet is 75 Db and a business office is 85 Db. I have a hard time believing that the planes going over as we dine on our patios are more quiet than a toilet or a business office. We have taken a straw poll of Charbonneau residents, at a recent social function and well over 95% of us are strongly opposed to the airport expansion!
- 22) No more noisy planes over Charbonneau!
- 23) It is hard for me to believe that fuel tax would pay for all the proposed changes. As a tax payer I don't want to have any part of paying for the ability to have more corporate jets landing at the Aurora Airport!
- 24) I have had enough as it is of planes flying over Charbonneau. I came here from Beaverton because of the rural atmosphere and less crowding. Why must it always be ruined?
- 25) To approve any changes is "letting the camel in the tent!" Good, bad, indifferent—the future cannot be controlled. Surely a tower and instrument approach would improve safety but that is the camel.
- 26) Rw 17 run-up area on Alternative 2 is not desirable to owners of Wylee property. It would add constant noise and blast to adjacent hangars. Better solution must be found, preferably adjacent to Willamette Aviation facility on runway extension to north.
- 27) It is my feeling that most Charbonneau residents have little sympathy for the needs and wishes of users of the Aurora Airport, because pilots presently flying in and out of the airport just don't give a shit about avoiding the airspace above Charbonneau. Improved facilities can only mean continued disregard for the neighborhood, on a larger scale.
- 28) Locate ATCT at mid-field west of the highway to Hubbard. This will require land acquisition but will reduce tower height with no loss of 2 acres of airport land. Locate the helicopter parking in the fire suppression system area. This will totally separate helicopter traffic from fixed wing, plus make room for helicopter business and hangars.
A reasonable return on investment should always be a paramount consideration where major investment is required. I don't feel that has happened when consideration for runway strengthening or extension is being considered. To spend millions of dollars for the possibility of a very small return on investment makes no sense, especially when both the state and federal government is broke. Lets get realistic.
- 29) A tower and runway extension is not so good in this climate.
- 30) Who wrote this? Our biggest problem is people who don't have a clue about aviation write questionnaires like this. Get someone involved in aviation to help make airport programs! You are wasting our money.
- 31) Justify all projects by cost.

- 32) The noise over our house is BAD enough as it is. I certainly don't want any increase! I wish there were no Aurora Airport at all.
- 33) Any changes will only benefit a small handful of users of the airport, not the general public.
- 34) We hope that the airport is not enlarged! There is enough jet noise now over Charbonneau!
- 35) Larger jets = more noise
- 36) Runway extension – particularly north will result in heavier noisier aircraft taking off closer (& lower over) populated areas. Noise problem. Environmental problem. Safety problem. Please do not extend runways.
- 37) Planes are flying over Charbonneau even though they are required not to. Expansion would only increase the noise level in this area. Think of the noise level at our Portland International Airport. We don't need to push in that direction. Thanks.
- 38) Aircraft coming and going creates a worsening noise problem for those of us who live in Charbonneau. Making the changes sought will only make a bad problem worse!
- 39) I trust you will not move north. It would be too close to a population of a growing city (Wilsonville and Tualatin).
- 40) See submitted letter and petition from Friends of French Prairie.
- 41) We are concerned about the noise level from larger jets. The hundreds of geese that flock to the small lakes in Charbonneau are a hazard to the jet engines. Longer runways bring larger planes. Larger planes bring freight. Freight needs to be hauled away in big trucks. I-5 in the Wilsonville area and beyond is the most deadly in the State. We don't need more truck traffic and congestion.
- 42) We hate to see an increase in the airport. Already the noise and planes flying low is very unpleasant. Quality of living in a somewhat rural area is suffering from all of this. Homes to the south would really feel this with runway extensions.
- 43) In as much as the Charbonneau is a heavily populated area at the southern most edge of the city of Wilsonville, every effort should be taken to not degrade the environmental and living conditions of the residents while improving or, at the very least, mitigating the physical risk to person and property. To that end, I recommend the following: 1) any fuel storage should be located as far to the southern end of the airport as possible. That provides, by physical distance, the maximum protection to the populace in the case of explosion. 2) Approach capability should NOT be lowered below the current one statute mile minimum. North-to-south approaches typically pass over Charbonneau. Lowering the approach minimum directly increases the risk to the populace by reducing the vertical distance between the aircraft and the ground in case of an in-flight emergency such as mechanical failure, bird strikes, and/or wind shear. Further, the potential for increased air traffic coupled with lowering the approach minimum directly and dramatically degrades the quality of life around the airport by increasing the noise pollution associated the lower approaches. 3) Strengthening the runway only serves to allow larger, louder aircraft to access the airport. This change will result in further increasing noise pollution and dramatically increases the risk of damage to property and person in the case of an aircraft crash. 4) Helicopter operations should be located as far away from heavily populated areas as possible. This dislocation not only affords increased protection for the populace but also reduces the noise pollution associated with these aircraft types.

- 44) My husband and I would like our opinion on the Aurora Airport known. I have attached a copy of the survey for the airport. As you can see we have MARKED every box in the "NO Build Alternative" column. We DO NOT want and improvements done to the Aurora Airport. We would like to see the larger jets go to another airport. The noise from the jets is extremely annoying, especially when they come screaming over the house late at night. We have lived here since 1977. We know there will be change. But we DO NOT want the airport any larger or improved from how it is now. The current JETS are loud and at times too low during landing. The size of aircraft is getting too large for this location.
- 45) Helicopter parking location should be in south end only.
- 46) From 1/14/11 to present there have been 127 flights at the intersection of Miley Rd and Airport Rd that are totally out of FAA compliance, according to the flight directory rules. This intersection is 1.6 miles from the airport.
1. Average flight inbound is 337 yards AGL (laser sighted)
 2. All aircraft are flying in an illegal pattern
 3. Noise abatement—some cases rattle windows
 4. Number of aircraft per month is 113 flights
 5. Most critical—who at the State Department did the bird counts for possible bird strikes?
 6. Four witnesses working on counting birds including AGL and direction of flight have been monitoring morning and night
 7. Flocks of over 1,000+ to as few as 25 or 30 generally fly pattern at 020 degrees to 219 degrees. These are the biggest migration pattern for these birds. These birds are directly in the fly pattern of aircraft flying over the intersection of Miley Rd and Airport Rd.
 8. The first engine out bird strike outbound is going to land in the middle of Wilsonville Shopping Center. It is a coincidence that average AGL for aircraft is 337 yards and geese are 215 to 480 yards AGL.

With these documentations and witnesses to what may happen in the event of a major accident, who exactly are we going to sue? All flight in and out of this airport should use the FAA directory per its rules and you will find it is pretty safe flying conditions.

Comments from Online Survey

- 1) I have flown into and out of 3S2/ KUAO for 14 years. The demand for greater volume of aircraft is evident, and improved operational conditions would help Aurora, the local economy and the state of Oregon, whilst improving safety.
- 2) I have no opinion or inadequate information on other choices, what about both extensions? Why only 60,000 pounds; many business jets today push 100,000 pounds.
- 3) The city believes that the Airport should be allowed to grow, But it also believes that no growth should happen outside the existing boundaries of the airport until the airport is annexed into the City Of Aurora. In talking to adjacent property owners it seems they also agree with the City. Please consider our comments in your decision.
- 4) Before selecting the preferred alternative, comprehensive traffic and noise impact studies on surrounding communities need to be completed. The work done on these problems to date is cursory and insufficient for the size of the projects contemplated.

Additional Comments Submitted

Bernice -

Here are some of the questions that need to be addressed along with some additional information that you will need at the meetings that you are going to attend.

1. FLOCKS OF GEESE

Since the meeting on the 12/12/10, my neighbor, Mike Farmer and I, have monitored the geese on the approach pattern from 7:30 am to 5:00 pm. In two days the average elevation was 1100'. The flocks range from 15 to more than 200 geese in the flock. We are going to keep monitoring the geese to prove how unsafe this is for the possibility of aircraft bird stikes.

2. DO THE PILOTS FLYING IN THE AIRSPACE AROUND THE AURORA AIRPORT HAVE TO ABIDE BY REGULATIONS FOR LANDING CONFIGERATIONS AND TAKE OFFS, INCLUDING ANY ABATEMENTS OR RESTRICTIONS WHILE FLYING IN THESE PATTERNS?

3. ARE THERE ANY RESTICTIONS AROUND THE AURORA AIRPORT THAT CONCERNS SOUND ABATEMENT? WE WOULD LIKE YOU TO CLARIFY WHAT DECIBLE READING WOULD BE TOO HIGH FOR THE HOUSING AREA THAT SURROUNDS THE AURORA AIRPORT. IS THIS GOING TO BE A FAA READING OR ONE THAT YOU ARE GOING TO APPROVE ON YOUR OWN?

4. WHAT ARE THE RULES FOR ELEVATIONS FOR AIRCRAFTS AFTER CROSSING THE WILLAMETTE RIVER ON FINAL APPROACH TO AURORA AIRPORT?

5. DON'T JETS HAVE TO FOLLOW THE SAME RULES AND REGULATIONS, INCLUDING LANDING CONFIGERATIONS, AS PER THE FAA LAWS AND RULES THAT ARE IN COMPLETE DETAIL IN THE AIRPORT DIRECTORY THAT IS USED BY ALL PILOTS?

6. WILL THERE BY ANY REGULATIONS THAT CONCERNS "CALM WIND DAYS" WITH WINDS 10 MPH OR LESS? ALL AIR TRAFFIC, IN BOUND AND OUT BOUND, SHOULD BE TAKING OFF FROM THE SOUTH ONLY. THIS WOULD EASE SOME OF THE TENSION FOR THE THOUSANDS OF PEOPLE INVOLVED TO THE NORTH.

All the questions above clearly indicate that no one is monitoring those pilots that are violating the FAA laws. When these laws are broken, will the pilots be fined or lose their license or will a new directory be written by the Aurora Airport to fit their needs?

As of 12/12/10, we have been monitoring incoming and out going aircraft, expecially their elevations (AGL). Just as a note, on 12/15/2010, Aurora Airport manager (FBO) was notified that at 11:16 am, 11:21 am, 11:37 am and 11:46 am, the highest elevation for a DC3 was 301 yds and as low as 257 yds above Prairie View Estates. After the call, the DC3 stopped making its practice runs.

HARLAN REETZ

I do not believe citizens or local property owners benefit from the airport improvements that are going to be adopted by this master plan. I also don't believe it makes any difference if citizen's comment with disapproval, Marion County and the ODA will give the airport whatever they decide it needs or wants.

I've watched a film of a town hall meeting, concerning the master plan, from 10 years ago. Local citizens were very disapproving of all the improvements being offered. It made no difference. Marion County commissioners have allowed unrestrained growth. Now, 10 years later, the airport claims they need a tower because of safety issues, that were brought on by that unrestrained growth. In today's financial crisis, I am appalled that our federal and state governments are funding a tower. Millions of dollars could be put to much better use than to build a tower at Aurora.

I would encourage citizens to take a look at what has happened at the Hillsboro airport. The "improvements" being adopted here are designed to promote private aviation business interests such as flight training or aviation hobbyists whose comfortable lifestyle allows them to own or rent private aircraft.

I am against lengthening or strengthening the runway, the taking of farmland for hangers or the building of a tower. Attracting bigger jets or more aircraft only benefits a small minority and diminishes livability for those who live in the area. The no build option is best for the majority of citizens. The roads are already to busy and tax payers should not have to pay the cost of road and utility improvements, that only benefit a few private aviation businesses.

The Marion County Commissioners have demonstrated their support for aviation development over the environment, livable neighborhoods or protecting farmland. Clackamas County residents have not been given equal representation even though the airport expansion and development affects us as well as Marion County citizens.

The airport needs a tower, but not for making large aircraft accessible. The environmental impact of a busier facility is a detriment to agriculture and to the livability of the entire area.

March 7, 2011

To: PAC of Aurora State Airport

I am concerned with increased noise and air pollution to nearby residents and potential disturbance to wildlife in the area if airport traffic is increased and more jets begin to use the airport. The small, local airport is already here, and we accept that once in a while a small jet flies in. But we are distressed that if it is opened to more and larger jets, our quality of life and property values will be diminished.

Perhaps the addition of a tower and/or runway extension would improve safety at the airport, but the increased noise levels of more jets using the airport are problematic. Jets that are really pounding to gain altitude would definitely affect noise levels. Plus, with the smaller planes that are currently using the airport there is almost no night-time traffic--I'm concerned that with more jets, we would have more noise and increased safety risk at night. I am also concerned about the possibility of more around the clock jet cargo traffic in the future.

The FAA performs extensive noise tests on hundreds of models that fly in the United States, making generalizations difficult. However, according to figures taken from FAA records, the median decibel level upon takeoff of all models of two common small jets, Learjet and Gulfstream, at 76 decibels, is somewhat higher than those of two common small propeller plane manufacturers, Piper and Cessna, at 69 decibels. Even a small increase in jet traffic would have an adverse noise impact. *(Longmont Ledger, April 23, 2010)*

Lorna Dove, who lives in Georgetown near Seattle, has devoted extensive hours toward researching and measuring chemicals like benzene and toluene, byproducts of jet fuel and plane exhaust. Dove's strongest ally has been the Agency for Toxic Substances and Disease Registry in Atlanta, which, after conducting a risk assessment of air quality in 1998, found that Georgetown residents had "a higher risk for leukemia and thyroid cancer" than the population at large. I would like to see studies of environmental impact of increased air traffic on our area. *(The Stranger, July 2, 2008)*

Our area is called French Prairie. Let's talk about the historical significance of this area and the importance of preserving it. A larger commercial airport will undermine the agricultural character and general livability of our community.

Look at CAAP (Citizens Against Airport Pollution), a community based organization that seeks to reduce pollution caused by airport operations.

July 20, 2010

Citizens Against Airport Pollution [CAAP] has filed a lawsuit against the City of San Jose because the City recently approved a major amendment to the Airport Master Plan without an Environmental Impact Report describing what adverse affect these amendments will have on the environment.

The suit alleges that the City failed to conduct the proper environmental investigation necessary prior to the approval of a major amendment to the Airport Master Plan, as required by CEQA. Air pollution impacts, noise pollution impacts and impacts on wildlife are unknown. In an effort to avoid litigation, CAAP previously requested the City to defer action approving the major amendment so that these issues could be evaluated and discussed without litigation. The City chose to ignore these concerns and approved the major amendment to the Airport Master Plan without a clear understanding of its impact on the environment.

For over 20 years, Citizens Against Airport Pollution has been the only watchdog organization committed to protecting the environment from pollution caused by Mineta San Jose International Airport. CAAP has always supported a first class airport to serve the needs of the Southbay. Protecting the quality of life for San Jose residents and maintaining a first class airport is doable. However, it requires thoughtful planning and a keen sensitivity to environmental protections. If Silicon Valley is to become the center of "green" technology, the City of San Jose must make every effort to make its airport environmentally sensitive and a good neighbor. CAAP believes that the protection of the quality of life in the neighborhoods should be the highest priority to the City of San Jose. <http://www.caap.org/>

I hope the ones who finally make the decision in this matter will take into consideration the appeals of their neighbors, and not jeopardize their ability to continue living comfortably in their homes. Please slow down the premature rush to expand this airport.

Patti Oleson
7465 SW Bunker Post Ct.
Wilsonville, OR 97070

AOPA MAGAZINE - MAR. 2011

BY ROBERT E. BREILING
FOUNDER, ROBERT E. BREILING ASSOCIATES

Statistics that improve safety

Compiling business jet and turboprop accident statistics has been an objective of mine since the early 1960s. When I was a Navy carrier pilot

and safety officer—and later a Pan Am pilot—I met an insurance executive who was concerned about insuring the new business jets and turboprops being bought by corporations. As I had some 3,000 flight hours, I was retained as a consultant by the underwriter to visit and evaluate its operations. When Pan Am furloughed junior pilots, I went to work for the insurance underwriter to perform new-aircraft analyses, establish an engineering department, and super-size the company's fleet of 12 piston aircraft. There I began to compile business turbine aircraft statistics.

More than 50 percent of the bizjet accidents and incidents continue to occur in the landing phase year after year (for turboprops, it's 43 percent).

During this period I served on the NBAA board of directors, as head of its safety committee, and made numerous statistical presentations at Flight Safety Foundation's Corporate Aviation Safety Seminar, Bombardier's Safety Standdown, and others. I also worked with Donald Engen to establish the AOPA Safety Institute's light aircraft database.

I was then offered an opportunity to join the start-up team of SimuFlite, where one of my objectives was to secure an FAA exemption to use "advanced" simulators for training in lieu of aircraft. I showed the FAA that 52 business-jet accidents occurred during in-aircraft training from 1964 through 1980. I received the exemption, which benefitted both SimuFlite and FlightSafety International, the two training companies at the time. The accident rate began to fall (improve) so much that underwriters offered a reduced hull rate if companies trained in advanced simulators for both jets and turboprops. In 1985 we saw a need for this data by aviation insurance underwriters and corporate operators and began publishing the *Annual Business Turbine Aircraft Accident Review*, where identified by specific aircraft the accident rates, phase of



operation in which the accident occurred, causal factors, and other pertinent information.

In review of this data over the years, we found several dominant trends. For example, more than 50 percent of the bizjet accidents and incidents continue to occur in the landing phase year after year (for turboprops, it's 43 percent). Surprisingly, 76 percent of the jet accidents occur on 5,000-foot or longer runways, 10 percent on 4,000- to 5,000-foot-long runways, and 8 percent on runways shorter than 4,000 feet. Sixty-five percent were in VMC, and 24 percent were on contaminated runways. It is obvious that pilots are not adhering to positive landing techniques. They continue to land long, add a few knots to V_{REF} —which is already 30 percent above stall speed—"grease it on," delay reverser use, and use positive braking.

With respect to turboprops, accidents in the approach phase are higher with 17.6 percent occurring here, versus 7 percent in bizjets. My opinion is that many approach accidents involve single pilots, where it is apparent that the pilot gets to minimums and, being unfamiliar with the missed approach procedure, goes lower or performs an improper missed approach. I might add that single pilots have a 50-percent greater accident rate than aircraft flown by two pilots.

Single-engine turboprops, mostly flown by single pilots, are involved in a higher number of high-altitude upsets than other turboprops. It seems apparent that pilots are over-relying on the autopilot and when a malfunction occurs, loss of control follows. More instrument flight proficiency and upset training may be necessary.

Also noted over the years is that the number of reported incidents is increasing, and many result in serious damage. It is interesting to note that a turboprop can land gear up, and cause serious damage, yet this is classified as an incident—whereas a light jet can experience a gear collapse while taxiing, causing relatively light damage, and it is classified as an accident.

We believe that our annual reviews are invaluable to any bizjet or turboprop operator to aid in identifying specific aircraft problems, support the fact that short runways should not be used, and illustrate how business aviation safety compares to charter air taxi, fractionals, airline operations, single-pilot involvement, et cetera.

We publish the review annually and offer the complete study, including turbine helicopters, for \$375; the jet section or turboprop section can be purchased separately for \$175 each. For more see our website (www.breilinginc.com) or call us at 561-338-6900.

AOPA

From: RobrtC@aol.com [mailto:RobrtC@aol.com]
Sent: Monday, March 21, 2011 3:03 PM
To: christopher.cummings@state.or.us
Cc: Anderson, Rainse
Subject: Comment: Aurora State Airport Master Plan

I attended the meeting earlier this month but unfortunately could not stay for the public comment portion that was begun at the end of the meeting.

One of the questions I have and I posed it to several people at the breakout session: Why is the Aurora Airport the subject of expansion when McNary Field is 20 miles away and has an existing longer runway than Aurora? Most of the responses to my questions were "convenience and closer to downtown Portland". I think that the overall public may be better served by exploring the options of McNary Field in Salem instead of embarking on this costly expansion.

If this expansion at Aurora proceeds the State of Oregon needs to impose stringent and enforced noise abatement procedures for the surrounding neighborhoods. This would mean monitoring by the control tower of violators and the imposition of fines and or license suspensions for pilots of aircraft that do not comply. To help with noise abatement the arrival/departure flight path from/to the north should be directed over the I-5 corridor and not Wilsonville.

Lastly, has an environmental impact study been conducted as to the affects of wildlife on airport operations. This area of the Willamette valley is a

large flyway for Canada geese. Wouldn't this be a safety issue?

I would appreciate your thoughts on my comments.

Rob Callan

7260 SW Fountain Lake Drive.

Wilsonville Oregon. 97070

Adrienne DeDona

From: Joel Joslin [joelandlynell@mac.com]
Sent: Monday, March 21, 2011 10:23 PM
To: Adrienne DeDona
Subject: Aurora Airport

Dear Adrienne,

Thank you for taking the time to listen to the residents concern about the proposed expansions to the Aurora airport.

I live nearby in an area that is supposed to be a "no fly" zone. It is anything but. We have planes flying over frequently and sometimes very low. Low enough on occasion that I am concerned they are in distress and are about to crash.

An expansion would only increase these problems with the addition of increased jets and larger planes in the area and the subsequent noise issues.

It seems there are enough larger airports in the vicinity already with PDX and Hillsboro, both with greater activity and facilities than here. Please do not turn this area into another large airport and all the noise and safety issues that would go with it.

Keep us safe and quiet!

Thank you for taking our welfare into your consideration.

A local resident and neighbor of the Aurora Airport.

Lynell Cooper-Joslin
Charbonneau

I, Kenneth W. Hawken agree with the proposal noted below. Please add my name to the petition.
my address :
24751 NE Prairie View Dr.
AURORA, OR 97002-9545
Phone 503-678-2280

Aurora Airport Master Planning Process
Petition to the Oregon Department of Aviation
from
Aurora Airport Neighbors in the Prairie View Community

Whereas, the Aurora State Airport lies less 1 1/2 miles south of the Prairie View residential community and over-flights of Prairie View are already frequent and noisy and

Whereas, the Oregon Department of Aviation is considering the possible inclusion of an extension of the existing runway and/or strengthening the runway to accommodate heavier aircraft in the current master planning process,

We, the undersigned residents of Prairie View support the petition from Charbonneau residents and express our grave concern about the number of larger jets that such an extension would bring, with the resultant increase in noise pollution for neighboring communities. We oppose such action for the following reasons:

1. At this airport, landings to the south require jets and others to fly low over dense residential areas of Wilsonville and surrounding communities. The proposed control tower, operating only during daylight hours, will not be able to fully mitigate this problem.
2. The environmental impact of a runway extension or strengthening, bringing additional and larger jet traffic, will be to reduce property values for many Wilsonville residents including those living in Charbonneau and Prairie View.
3. The extension proposed is sought by a very small number of operators, most of whom regularly use its current runway. At a time of extreme State and Federal budget difficulties it is unacceptable to consider spending large sums of taxpayer money on development to benefit so few special interests.
4. This Airport is constrained on all sides by roads and residences, by one runway, and by private infrastructure close to the taxiway and runway, all hampering long term expansion. For example, it is not practically possible, nor financially feasible, to reduce the approach minimums, something that would make the Airport a more reliable destination in bad weather. If a longer runway is required in the region this should be done at a rural area airport with many fewer constraints, such as Mulino.

For all the above reasons we request that consideration of a runway extension and/or strengthening the weight-bearing load of the runway at Aurora Airport be postponed to allow study of the most appropriate location and timing for such developments and any extension or strengthening be excluded from the current Master Plan update.

To who it may concern, we agree with the proposal below.

Stanley P. Kaveckis
25031 NE Prairie View Drive
Aurora, OR 97002

Suzanne M. Kaveckis
25031 NE Prairie View Drive
Aurora, OR 97002

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Louisa Farmer
25089 N.E. Prairie View Drive
Aurora, Oregon 97002

Michael Farmer
25089 N.E. Prairie View Drive
Aurora, Oregon 97002

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I, Karen J. Hawken agree with the proposal noted below. Please add my name to the petition.

My address:
24751 NE Prairie View Drive
Aurora, OR 97002
Phone 503-678-2280

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I agree with this proposal:
Dana Stephens
14550 NE Mulligan Ct.
Aurora, OR 97002

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I agree with the proposal noted below and would like to add the following:

As a tax paying citizen, it is appalling to me that millions are going to be spent to build a tower at the Aurora Airport. It is obvious the ODA at the State of Oregon and the FAA will promote private aviation business interests over those of neighboring property owners. Marion County should not legally be allowed to expand the airport when it affects the residents of Clackamas County without equal representation. Sitting on an advisory committee outnumbered by airport business interests is not representation.

IT IS THE SPECIAL INTERESTS OF A SMALL MINORITY THAT BENEFITS BY DIMINISHING THE RIGHTS AND LIVIBILITY OF PROPERTY OWNERS.

Christine Warren
15777 NE Becke Rd
Aurora, Or 97002

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I agree with the proposal noted below.
Victoria Arck
24035 Butteville Rd, Aurora, OR 97002

> if you want to send me the petition, I will sign it. The points
> addressed are significant and will affect all tax payers. Even 'tho
> I live quite a distance from the A/P I am concerned!
> Vik

>> Aurora Airport Master Planning Process
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>>
>> Aurora Airport Neighbors in the Prairie View Community
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> >
> >=

We agree with the proposal noted below:

Hellen Safronchik
15651 NE Browndale Farm Rd,
Aurora, Oregon 97002

Paul Safronchik
15651 NE Browndale Farm Rd
Aurora, Oregon, 97002

Rebecca Safronchik
15651 NE Browndale Farm Rd
Aurora, Oregon, 97002

Alexander Safronchik
15651 NE Browndale Farm Rd
Aurora, Oregon 97002

In a message dated 3/5/2011 5:04:08 P.M. Pacific Standard Time,
berniceativeyacres@hotmail.com writes:

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Whereas, the Oregon Department of Aviation is considering the possible inclusion of an extension of the existing runway and/or strengthening the runway to accommodate heavier aircraft in the current master planning process,

We, the undersigned residents of Prairie View support the petition from Charbonneau residents and express our grave concern about the number of larger jets that such an extension would bring, with the resultant increase in noise pollution for neighboring communities. We oppose such action for the following reasons:

1. At this airport, landings to the south require jets and others to fly low over dense residential areas of Wilsonville and surrounding communities. The proposed control tower, operating only during daylight hours, will not be able to fully mitigate this problem.

2. The environmental impact of a runway extension or strengthening, bringing additional and larger jet traffic, will be to reduce property values for many Wilsonville residents including those living in Charbonneau and Prairie View.

3. The extension proposed is sought by a very small number of operators, most of whom regularly use its current runway. At a time of extreme State and Federal budget difficulties it is unacceptable to consider spending large sums of taxpayer money on development to benefit so few special interests.

4. This Airport is constrained on all sides by roads and residences, by one runway, and by private infrastructure close to the taxiway and runway, all hampering long term expansion. For example, it is not practically possible, nor financially feasible, to reduce the approach minimums, something that would make the Airport a more reliable destination in bad weather. If a longer runway is required in the region this should be done at a rural area airport with many fewer constraints, such as Mulino.

For all the above reasons we request that consideration of a runway extension and/or strengthening the weight-bearing load of the runway at Aurora Airport be postponed to allow study of the most appropriate location and timing for such developments and any extension or strengthening be excluded from the current Master Plan update.

=

Bernice,

First a thank you for all the time and effort you put in for all of our sakes. We both appreciate it.

We agree with the attached proposal, namely the Petition to the Oregon Department of Aviation from the Aurora Airport Neighbors in the Prairie View Community.

Robert C. Brooks 14510 NE Mulligan Court, Aurora, OR 97002
Susan G. Brooks 14510 NE Mulligan Court, Aurora, OR 97002

Thank you.

**Aurora Airport Master Planning Process
Petition to the Oregon Department of Aviation
from
Aurora Airport Neighbors in the Prairie View Community**

Whereas, the Aurora State Airport lies less 1 1/2 miles south of the Prairie View residential community and over-flights of Prairie View are already frequent and noisy and

Whereas, the Oregon Department of Aviation is considering the possible inclusion of an extension of the existing runway and/or strengthening the runway to accommodate heavier aircraft in the current master planning process,

We, the undersigned residents of Prairie View support the petition from Charbonneau residents and express our grave concern about the number of larger jets that such an extension would bring, with the resultant increase in noise pollution for neighboring communities. We oppose such action for the following reasons:

1. At this airport, landings to the south require jets and others to fly low over dense residential areas of Wilsonville and surrounding communities. The proposed control tower, operating only during daylight hours, will not be able to fully mitigate this problem.
2. The environmental impact of a runway extension or strengthening, bringing additional and larger jet traffic, will be to reduce property values for many Wilsonville residents including those living in Charbonneau and Prairie View.
3. The extension proposed is sought by a very small number of operators, most of whom regularly use its current runway. At a time of extreme State and Federal budget difficulties it is unacceptable to consider spending large sums of taxpayer money on development to benefit so few special interests.
4. This Airport is constrained on all sides by roads and residences, by one runway, and by private infrastructure close to the taxiway and runway, all hampering long term expansion. For example, it is not practically possible, nor financially feasible, to reduce the approach minimums, something

that would make the Airport a more reliable destination in bad weather. If a longer runway is required in the region this should be done at a rural area airport with many fewer constraints, such as Mulino.

For all the above reasons we request that consideration of a runway extension and/or strengthening the weight-bearing load of the runway at Aurora Airport be postponed to allow study of the most appropriate location and timing for such developments and any extension or strengthening be excluded from the current Master Plan update.

Aurora Airport Master Planning Process
Petition to the Oregon Department of Aviation
from the
Residents of the Charbonneau Community in Wilsonville

Whereas, the Aurora State Airport lies less than 2 miles south of the Charbonneau residential community and over-flights of Charbonneau are already frequent and noisy and,

Whereas, the Oregon Department of Aviation is considering the possible inclusion of an extension of the existing runway and/or strengthening the runway to accommodate heavier aircraft in the current master planning process,

We, the undersigned residents of Charbonneau, express our grave concern about the number of larger jets that such an extension would bring, with the resultant increase in noise pollution for neighboring communities. We oppose such action for the following reasons:

1. At this airport, landings to the south require jets and others to fly low over dense residential areas of Wilsonville and surrounding communities. The proposed control tower, operating only during daylight hours, will not be able to fully mitigate this problem.
2. The environmental impact of a runway extension or strengthening, bringing additional and larger jet traffic, will likely have a negative effect on property values for many Wilsonville residents including those living in Charbonneau.
3. The extension proposed is sought by a very small number of operators, most of whom regularly use its current runway. At a time of extreme State and Federal budget difficulties it is unacceptable to consider spending large sums of taxpayer money on development to benefit so few special interests.
4. This Airport is constrained on all sides by roads and residences, by one runway, and by private infrastructure close to the taxiway and runway, all hampering long term expansion. For example, it is not practically possible, nor financially feasible, to reduce the approach minimums to less than $\frac{3}{4}$ mile, something that would make the Airport a more reliable destination in bad weather. If a longer runway is required in the region this should be done at a rural area airport with many fewer constraints, such as Mulino.

For all the above reasons we request that consideration of a runway extension and/or strengthening the weight-bearing load of the runway at Aurora Airport be postponed to allow study of the most appropriate location and timing for such developments and any extension or strengthening be excluded from the current Master Plan update.

We, the undersigned people, support the:

**Petition to the Oregon Department of Aviation
from the
Residents of the Charbonneau Community in Wilsonville
Regarding the Aurora Airport Master Planning Process**

PRINT NAME

SIGNATURE

JERRY TILLEY

Jerry Tilley

Mary T. Tilley

Mary T. Tilley

MARY BORUD

Mary Borud

CANDACE PLANT

Candace Plant

BILL & JENIFER BRONTSEMA

Brontsema

JENIFER BRONTSEMA

Jenifer Brontsema

ELEANOR MURRAY

Eleanor Murray

IAN MURRAY

Ian Murray

JEANNETTE NIELSEN

Jeannette M. Nielsen

THEO W. NIELSEN

Theo W. Nielsen

FREDERICK RESSON

Frederick Resson

Loopy

BURNADEEN HANDEWITA

BURNADEEN HANDEWITA

Gloria Shaw Walker

Gloria Shaw Walker

PATRICIA TEWELL

Patricia TEWELL

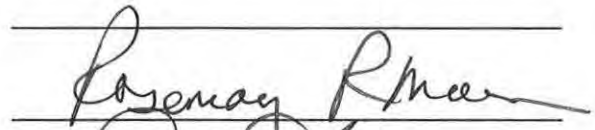
We, the undersigned people, support the:

Petition to the Oregon Department of Aviation
from the
Residents of the Charbonneau Community in Wilsonville
Regarding the Aurora Airport Master Planning Process

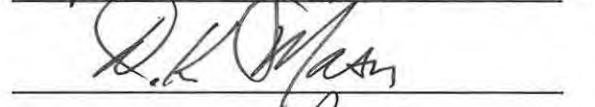
PRINT NAME

SIGNATURE

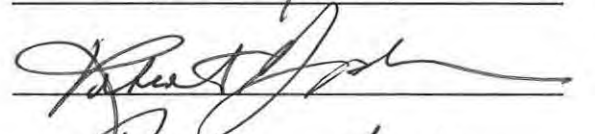
Rosemary R. Mason



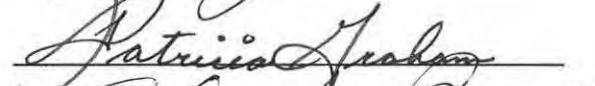
Dan Mason



ROBERT GRAHAM



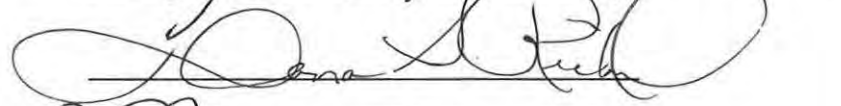
PATRICIA GRAHAM



Elizabeth Barrett



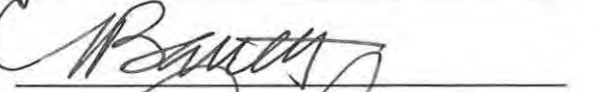
Dana Richmond



MIKE RICHMOND



Tom Barrett



Larry Hankler



Pauline Hankler



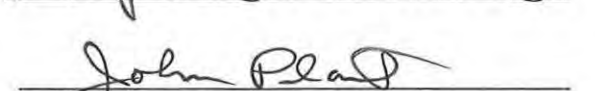
Dennis Barton



Eugene Freeman



John Plant



We, the undersigned people, support the:

**Petition to the Oregon Department of Aviation
from the
Residents of the Charbonneau Community in Wilsonville
Regarding the Aurora Airport Master Planning Process**

PRINT NAME

SIGNATURE

Susan T. Roison

Susan T. Roison

Sara L Bennett

Sara L Bennett

Joan Rene

Joan Rene

Robert Rene

Robert Rene

DAN ROISON

Dan Roison

CARMELLA A. WEBB

Carmella Webb

Barbara J Myers

Barbara J Myers

DAVID SANVILLE

David Sanville

Cherie Sanville

Cherie L. Sanville

SHEILA M BARTON

Sheila M Barton

HAROLD W PARKER

Harold W Parker

Joey Hadfield

JOEY HADFIELD

Joey Hadfield

Michael W. Tewell

MICHAEL W. TEWELL

We, the undersigned people, support the:

Petition to the Oregon Department of Aviation
from the
Residents of the Charbonneau Community in Wilsonville
Regarding the Aurora Airport Master Planning Process

PRINT NAME

SIGNATURE

Carol E Zinsli

Carol E Zinsli

Lynn Gearhart

Lynn Gearhart

Lentyn M Gearhart

Lentyn Gearhart

Charles K. Patterson

C. K. Patterson

Judith M. Patterson

Judith M. Patterson

James H. Gibbons

Jim Gibbons

John Paque

John Paque

Ruth Sue Eggleston
with Hagan

Ruth Hagan

Sally Onisko

John Onisko

SALLY ONISKO

John Onisko

Maridel Wise

Maridel Wise

Pat Holm

Pat Holm

Robert Holm

Robert Holm

We, the undersigned people, support the:

Petition to the Oregon Department of Aviation
from the
Residents of the Charbonneau Community in Wilsonville
Regarding the Aurora Airport Master Planning Process

<u>PRINT NAME</u>	<u>SIGNATURE</u>
^{Pat.} Ed Olson	Ed Olson
Lindy Anderson	Lindy Anderson
STEPHEN PERRY	Stephen Perry
BERNICE A PERRY	Bernice A Perry
SANDRA G. SHAPIRO	Sandra G Shapiro
DEMAIS KRIESKE	Devin Krieske
ROBERT E JOHNSON	Bob Johnson
Jacquelyn A. JOHNSON	Jacquelyn A Johnson
Karol I. Wall	Karol I Wall
JON L. WOERNER	Jon L Woerner
MICHAEL R. MULLER	Michael P. Muller
JANET L. WOERNER	Janet L Woerner
CHARLOTTE ALLERT	Debrae Brauer
Yehrice BROWER	Jess Pero
Jess Pero	J

We, the undersigned people, support the:

**Petition to the Oregon Department of Aviation
from the
Residents of the Charbonneau Community in Wilsonville
Regarding the Aurora Airport Master Planning Process**

PRINT NAME

SIGNATURE

<u>JAMES R. GREENE</u>	<u>James R. Greene</u>
<u>Stanley J. Wall</u>	<u>Stanley J. Wall</u>
<u>Thomas S. COUNCELL</u>	<u>Thomas S. Councell</u>
<u>MARILYN J COUNCELL</u>	<u>Marilyn J Councell</u>
<u>FARA N. STEELE</u>	<u>Dorothy Steele</u>
<u>C. Stanley Hays</u>	<u>C. S. Hays</u>
<u>Sara Frank</u>	<u>Sara Frank</u>
<u>ANGELA C GREENE</u>	<u>Angela C Greene</u>
<u>Shirley Scrivens</u>	<u>Shirley Scrivens</u>
<u>Ronald hehl</u>	<u>Ronald Hehl</u>
<u>Jack Scrivens</u>	<u>Jack B. Scrivens</u>
<u>Kathleen S Fuller</u>	<u>Kathleen S Fuller</u>
<u>Benjamin LAWSON</u>	<u>Benjamin Lawson</u>
<u>KATHIE BARTON</u>	<u>Kathie Barton</u>

We, the undersigned people, support the:

**Petition to the Oregon Department of Aviation
from the
Residents of the Charbonneau Community in Wilsonville
Regarding the Aurora Airport Master Planning Process**

PRINT NAME

SIGNATURE

Shirley K Rieseke

Shirley Kieseke

Michelle Giroux

Michelle Giroux

NADINE HANSON

Nadine Hanson

MAXINE A HANSON

Maxine a Hanson

JENNIE BRANDSTROM

Jennie Brandstrom

HUCK BRANDSTROM

Huck Brandstrom

ANTHONY HOLT

Anthony Holt

Susanna Holt

Susanne Holt

Ron Stetta

Ron Stetta

CHAROLE Stetta

Carole Stetta

BUBBA HEARD

Bubba Heard

ED CROFT

Ed Croft

Teresa Bean

Teresa Bean

Elizabeth E. Heard

Elizabeth Heard

We, the undersigned people, support the:

**Petition to the Oregon Department of Aviation
from the
Residents of the Charbonneau Community in Wilsonville
Regarding the Aurora Airport Master Planning Process**

PRINT NAME

SIGNATURE

DONALD F. KLOSTERMAN

Donald F. Klosterman

Veralyn J. Klosterman

Veralyn J. Klosterman

Kim Lawson

Kim Lawson

WILLIAM F. LAWSON

William F. Lawson

CLARK RANDY

Clark Randy

Robert Cortright

Robert Cortright

Katherine Rode

Katherine Rode

Glenn Liffick

Glenn Liffick

LYNN LIFFICK

Lynn Liffick

Sharon Thomas

Sharon Thomas

Sally Bond

Sally Bond

CAROL S. MOORE

Carol S. Moore

BARBARA

Barbara Sutton

ANITA McFARLAND

Anita McFarland

(I object to flights over homes)

We, the undersigned people, support the:

**Petition to the Oregon Department of Aviation
from the
Residents of the Charbonneau Community in Wilsonville
Regarding the Aurora Airport Master Planning Process**

<u>PRINT NAME</u>	<u>SIGNATURE</u>
<u>Barbara B. Sebastian</u>	<u>Barbara B. Sebastian</u>
<u>G. E. SEBASTIAN</u>	<u>Ed Sebastian</u>
<u>Bui Freck</u>	<u>Bui Freck</u>
<u>Judy Freck</u>	<u>Judith m Freck</u>
<u>Pat Struckman</u>	<u>Pat Struckman</u>
<u>Debra Schramm</u>	<u>Debra Schramm</u>
<u>Debbie Stonebraker</u>	<u>Debra Stonebraker</u>
<u>Janet Moore</u>	<u>Janet Moore</u>
<u>ANN KEDDIE</u>	<u>Ann Keddie</u>
<u>Frieda Jackson</u>	<u>Frieda Jackson</u>
<u>Maryanna Wiese</u>	<u>Maryanna Wiese</u>
<u>KATHY MILLER</u>	<u>Kathy Miller</u>
<u>JULIE CLARK</u>	<u>Julie Clark</u>
<u>Reginald L. Keddie</u>	<u>Reginald L. Keddie</u>

We, the undersigned people, support the:

**Petition to the Oregon Department of Aviation
from the
Residents of the Charbonneau Community in Wilsonville
Regarding the Aurora Airport Master Planning Process**

PRINT NAME

SIGNATURE

JACK E. KAHLE

Jack E. Kahle

Farol L. Kahle

Farol L. Kahle

Keith Olson

K Olson

Nancy Olson

Nancy Olson

Dorothy Wallulis

Dorothy Wallulis

Robin D Santos

Robin D Santos

JOHN M. SANTOS

John M Santos

W R Steele

W R Steele

Susan Steele

SUSAN STEELE

Lila McCarthy Langford

LILA MCCARTHY-LANGFORD

LATIMER FRAZIER

Saturnis Frazer

Siddu Van Guelpen

SIDDU VAN GUELPEM

Susan J. Preston

Susan Preston

BARBARA A. Anderson

Barbara A. Anderson

We, the undersigned people, support the:

Petition to the Oregon Department of Aviation
from the
Residents of the Charbonneau Community in Wilsonville
Regarding the Aurora Airport Master Planning Process

PRINT NAME

SIGNATURE

Jeanie Paquie

Jeanie Paquie

Susan DeFrancisco

Susan DeFrancisco

Elaine Brunmeier

Elaine Brunmeier

JANE DEPROSPERO

Jane DeProspero

Irja Telfer

Irja Telfer

MARGARET HARRINGTON

Mrs. Margaret Harrington

Leonard A DeFrancisco

Leonard A DeFrancisco

KARI MULDRON
Kari Muldrow

Kari Muldrow

VIRGINIA L. HORLER
~~Virginia~~

Virginia L Horler

LINDA WATKINS

Linda Watkins

Arlo K. Amundson

Arlo K. Amundson

ROY HENEGAN

R

Jerome B. Zeller

Jerome B Zeller

JOSEPH SWYT

Joseph Swyt

We, the undersigned people, support the:

**Petition to the Oregon Department of Aviation
from the
Residents of the Charbonneau Community in Wilsonville
Regarding the Aurora Airport Master Planning Process**

<u>PRINT NAME</u>	<u>SIGNATURE</u>
Joyce Swan	Joyce Swan
Edwin H. Peirce	Edwin H. Peirce
Edwin H. Peirce	Edwin H. Peirce
GEORGE ANDERSON	George Anderson
ARTHUR JOHNSON	Arthur Johnson
ROGER GARRETSON	Roger Garretson
M. Ruhlleder	M. Ruhlleder
B. Ruhlleder	B. Ruhlleder
SALLY KINGSTON	Sally W. Kingston
JACQUELINE PETERS	Jacqueline Peters
RICHARD PETERS	Richard Peters
Robert Henry	Robert Henry
M. June Henry	M. June Henry
Jacqueline Powell	Jacqueline Powell

We, the undersigned people, support the:

**Petition to the Oregon Department of Aviation
from the
Residents of the Charbonneau Community in Wilsonville
Regarding the Aurora Airport Master Planning Process**

PRINT NAME

SIGNATURE

LINDA LANDRE

Linda Landre

Martha Griggs

Martha Griggs

Millie Keylock

Millie Keylock

Kathy Gibbons

Kathy Gibbons

Jane C. King

Jane C. King

Jeanie Pague

Jeanie Pague

Sandra Wicht

Sandra Wicht

Peter M Watkins

Peter M Watkins

Andy Miller

Andy Miller

Verna L. Westbury

Verna L. Westbury

R. Bruce Westbury

R. Bruce Westbury

DONALD LOFF

Donald Loff

Jean Loff

Jean Loff

SALLY FELL

Sally Fell

We, the undersigned people, support the:

**Petition to the Oregon Department of Aviation
from the
Residents of the Charbonneau Community in Wilsonville
Regarding the Aurora Airport Master Planning Process**

PRINT NAME

SIGNATURE

<u>JOHN WALKER III</u>	<u>John Walker III</u>
<u>DON HANDEWICH</u>	<u>Don Handewich</u>
<u>NANCY McELWAIN</u>	<u>Nancy McElwain</u>
<u>ALAN KIRK</u>	<u>Alan Kirk</u>
<u>Don Higgins</u>	<u>Don Higgins</u>
<u>Shirley Higgins</u>	<u>Shirley M. Higgins</u>
<u>JANET D. OLMSTED</u>	<u>Janet D. Olsted</u>
<u>LARRY EISCHEN</u>	<u>Larry Eischen</u>
<u>Mildred L. Duprau</u>	<u>Mildred L. Duprau</u>
<u>Judith S Eischen</u>	<u>Judith S Eischen</u>
<u>CAROL K. HANSON</u>	<u>Carol K. Hanson</u>
<u>Gloria M. Brayson</u>	<u>Gloria M. Brayson</u>
<u>Betty Mathison</u>	<u>Betty Mathison</u>
<u> </u>	<u> </u>

Jusie -
503-694-5783

1 March 2011

We, the undersigned people, support the:

**Petition to the Oregon Department of Aviation
from the
Residents of the Charbonneau Community in Wilsonville
Regarding the Aurora Airport Master Planning Process**

PRINT NAME

SIGNATURE

KRIS FULTON

Kris Fulton

Penny Kirk

Penny Kirk

Connie K. Taylor

Connie K. Taylor

Lee Zinski

Lee Zinski

Larry Hill

Larry Hill

Janie Olson

Janie Olson

A. Bruce Olson

A. Bruce Olson

RONALD L. LEEPER

Ronald L. Leeper

ELAINE JUNTA

Elaine Junta

Frank Catania

Frank Catania

Suzanne W Sanford

Suzanne W Sanford

Don Larson

Don Larson

Leroy Ostrem

L. O. Ostrem

Peter Vaccana

Peter Vaccana

2

March 2011

We, the undersigned people, support the:

**Petition to the Oregon Department of Aviation
from the
Residents of the Charbonneau Community in Wilsonville
Regarding the Aurora Airport Master Planning Process**

PRINT NAME

SIGNATURE

JIM & JUDY CONOVER

Judy Conover

JAMES W. OBERG

James W. Oberg

Linda Schultze

Linda Schultze

KATHLEEN PAXSON

Kathleen Paxson

RON LEEPER

Ron Leeper

Dennis Jablonski

Dennis Jablonski

James S. Muldrow

James S. Muldrow

James A. Sanford

James A. Sanford

DAVE MASSING

Dave Massing

~~ALICE BORDEN~~

~~*Alice Borden*~~

ROBERT BORDEN

Robert Borden

SONJA CATANIA

Sonja Catania

LILA LANGFORD

Lila Langford

RICK SAWYER

Rick Sawyer

March 2011

3

We, the undersigned people, support the:

**Petition to the Oregon Department of Aviation
from the
Residents of the Charbonneau Community in Wilsonville
Regarding the Aurora Airport Master Planning Process**

PRINT NAME

SIGNATURE

ROLAND L. TAYLOR
ROBERT M CHRIST
Robert W. Cole
LAWRENCE E. HANCOX
CLAIRE A. SIMMONS
ROBERT HARVON
ELIZABETH MASSING
Judy Miller
Bob Juxta
Susan Taylor
Thomas Taylor
RICHARD MILLER
William Payson
Sherry Jablonski

[Signature]
[Signature]
Robert W. Cole
Lawrence E. Hancox
Claire Simmons
[Signature]
Elizabeth Massing
Judy Miller
Bob Juxta
Susan Taylor
Thomas M. Taylor
[Signature]
WILLIAM PAYSON
Sherry Jablonski

We, the undersigned people, support the:

**Petition to the Oregon Department of Aviation
from the
Residents of the Charbonneau Community in Wilsonville
Regarding the Aurora Airport Master Planning Process**

PRINT NAME

SIGNATURE

RUTH M. JOHNSON

Ruth M Johnson

Catherine E. Fahy

Catherine E Fahy

Tony Davey

Tony Davey

MARY V. DAVEY

Mary V Davey

X PETER HOFF

Peter Hoff

JON WOERNER

Jon Woerner

David Jones

David Jones

Celeste Suzanne Jones

Celeste Suzanne Jones

Larry Baugh

Larry Baugh

Friends of French Prairie

Friends of French Prairie
is an Oregon non-profit corporation

PO Box 403 | Donald, Oregon 97020 | www.friendsoffrenchprairie.org



March 10, 2011

Chris Cummings
Oregon Department of Aviation
3040 25th Street
Salem, OR 97302

Mr. Cummings;

As you know, Friends of French Prairie is a land use organization who's area of interest is French Prairie, the historic and agricultural center of Oregon. The Aurora Airport happens to sit in north east French Prairie, and is surrounded principally by farmland zoned EFU that are comprised of Class I and II soils. Our greatest concern is the preservation of farmland.

We are opposed to expansion of the Aurora Airport, because all such expansion occurs at the expense of farm land. The airport was expanded in the '90s (resulting in the reconfiguration of Kiel Road), which in turn allowed the airport to handle larger aircraft. This attracted not just aircraft owners with larger aircraft, but aviation industry, which in turn led to more traffic, etc. The result of which is the current "safety problem" that has to be resolved with an air traffic control tower. Marion County has abetted this process by approving zone changes that have increased aviation activity, in as much as they see the airport as a tax revenue source and appear not to be concerned that the consequence is loss of farm land. The most recent and egregious example is the rezoning of EFU land allowing Helicopter Transport Corp. to relocate to the southwest corner of the airport will greatly increase helicopter traffic, and removes 30 acres of farm land.

While we support improved air traffic safety, and thus the air traffic control tower, we support the No-Build Alternative found in Chapter 5 of the current Aurora Airport Master Plan document. The airport should continue as is, with necessary and required maintenance. All the other proposed alternatives either increase the runway length or accomodate precision approach which means more larger aircraft which means airport expansion. We note that Alternatives 1 proposes moderate runway lengthening within the current airport boundary, but Alternatives 3 and 4 are expansion of such scope as to be substantially expand the Runway Object Free Area and the 35' Building Restriction Line, and as such are intolerable.

The efforts of Oregon Department of Aviation, Marion County, and the local aviation industry over the past two decades have not only expanded the airport, but have created a domino effect of actions leading to contemplated and unanticipated results which require another action--all characterized by expansion and loss of farm land.

The current master planning process will continue this outcome if the airport is expanded yet again. Agriculture is a major economic sector in the state and in Marion County. French Prairie has the best soils in the United States. Both need to be protected.

Please see attached petition signed by members of Friends of French Prairie, uniformly in opposition to expansion of the Aurora Airport.

Sincerely

A handwritten signature in blue ink, appearing to read "Benjamin D. Williams". The signature is fluid and cursive, with the first name being the most prominent.

Benjamin D Williams

President, Friends of French Prairie

Jan House Jan House
Name Signature
23082 yeary lane Aurora, OR 97002
Address

David Rebner David R. Rebner
Name Signature
Box 480 St. Paul, OR 97137
Address

Joe Casale Jr Joe CASALE JR
Name Signature
13000 NE Dembrook Rd AURORA OR 97002
Address

Joe Casale III Joe Casale III
Name Signature
P.O. Box 542 Donald OR. 97020
Address

Ryan Fowler Ryan RL
Name Signature
12877 Nephelium Ct NE Aurora, OR 97002
Address

Twila Wettstein Twila M Wettstein
Name Signature
9533 Ferguson Rd Aurora OR 97002
Address

Sheila Lemons

Name

Sheila Lemons

Signature

10207 Matthew Ln, Aurora OR 97005

Address

Dick & Mary Lundy

Name

Dick Lundy

Signature

12300 SW Fore Rd, Sherwood OR 97108

Address

JACK + SUZANNE MARVIN

Name

Jack Marvin

Signature

23253 BENTS RD, AURORA OR 97002

Address

PAUL + JUDY KNOPP

Name

Paul Knopp

Signature

10499 Champoreg RD, Aurora OR 97002

Address

GREG + SALLIE KOLBERT

Name

Sallie Kolbert

Signature

13652 ARNDT RD, AURORA OR 97002

Address

Bill + Valerie Madison

Name

Valerie Madison

Signature

22365 Bents Rd, Aurora OR 97002

Address

**PETITION CONCERNING THE MASTER PLANNING PROCESS
FOR THE AURORA STATE AIRPORT**

To be submitted to OREGON DEPARTMENT OF AVIATION

by FRIENDS OF FRENCH PRAIRIE

Whereas the Aurora State Airport is located in the French Prairie part of Marion County, the historic and agricultural heartland of Oregon, primarily comprised of agricultural land characterized by the finest soils in the United States.

Whereas Oregon Department of Aviation is currently conducting an update to the Aurora State Airport Master plan, we the undersigned hereby express our concern with the potential negative impacts of the Master planning process, and specifically oppose:

- The contemplated lengthening of the runway which has the potential to attract more aviation operations and **negatively impact nearby roads and traffic**;
- Expansion of the Aurora Airport beyond the current boundaries as a result of implementing "precision approach" and the consequent **loss of farm land**.

Signed by

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Aurora State Airport Master Plan

Planning Advisory Committee (PAC) Meeting #5

June 7, 2011
Maplewood Grange Hall, Aurora, OR

MEETING SUMMARY

Attendees

Oregon Department of Aviation (ODA) –Sandra Larsen, John Wilson and Mitch Swecker (also a PAC member)

WHPacific – Rainse Anderson and Sarah Lucas

JLA Public Involvement –Adrienne DeDona and Sylvia Ciborowski

Public Advisory Committee (PAC) – Patti Milne, Bruce Bennett, Jim Bernard, James Meirow, Tony Holt, Steve Hurst, Nick Kaiser, Rick Kosta, Ted Millar, Fred Netter, Dan Riches, Ray Phelps, Craig Wilmes, Randy Carson, Tony Helbling, Roger Kaye and Dave Waggoner. (PAC Member not in attendance: Jim Hansen)

Public Attendees – see attached sign in sheets

Welcome and Introductions

Rainse Anderson kicked off the meeting and thanked everyone for coming. He explained that this was the fifth PAC meeting. The meeting had been moved up to address the preferred alternative and the various add-on scenarios developed in March. Rainse introduced himself, Sarah Lucas from WHPacific and Mark Gardiner from the Oregon Aviation Board. Mark Gardiner introduced himself as the Chair of the Oregon Aviation Board and added that Joe Smith and Jack Loacker from the Oregon Aviation Board were also in attendance. Mark explained that this project has been through quite a process and a lot has gone on. He said that initially a preferred alternative and a couple of scenarios were developed and reviewed by the Aviation Board. The Board is interested in hearing what people think of each of the scenarios. Mark said that one scenario included an 800 foot displaced threshold to the north. He felt that this scenario balanced as many varying factors as possible. He added that many people feel this scenario is a viable alternative for the airport, while still meeting the community needs. However, he said that he is not confident that they will get cooperation from FAA related to this scenario. Because of this, they are still looking at an extension to the south. Mark said that they are still in process of balancing the needs of the airport and needs of the community.

Rainse asked for show of hands from the audience whether or not this was the first meeting they had attended. There were several people who raised their hands; approximately one quarter of the group.

Rainse reviewed the meeting agenda and explained there would be public comment at the end of the meeting. Each person would likely have about 2 minutes to speak. He said the meeting should be wrapped-up and adjourned around 7 p.m.

Presentation: Draft Preferred Alternative

Rainse explained that the master plan is a 20 year guide for airport development in order to obtain funding from the FAA. He said that so far in this process, they have completed Chapters 1 through 5 [Chapter 1: Introduction (*master plan issues and goals and airport role*), Chapter 2: Airport Inventory (*current airport facilities, zoning and aviation activity*), Chapter 3: Aeronautical Activity Forecast (*forecast for 20-year planning period*), Chapter 4: Facilities Requirements (*airport needs to meet future forecasted demand*), and Chapter 5: Airport Alternatives (*how to address the needs identified in Chapter 4*)]. They are currently moving towards developing Chapters 6 and 7: the Airport Layout Plan (ALP) and Capital Improvement Plan (CIP). The ALP must be approved by the FAA, to enable funding from the FAA.

Rainse said that this meeting was moved up from the last meeting, which would have covered the Master Plan' final draft, so that the preferred alternative and the various add-on scenarios could be reviewed with the PAC and the public. The last meeting has been eliminated in order to provide for this meeting.

Rainse explained that the draft alternatives were presented to the PAC on March 10th. Following that meeting, public comments were collected until March 24th. A presentation was given to the Oregon Aviation Board on March 31st and again on April 28th. Due to the comments that were received related to the draft alternatives and the need for extended runway, a discussion took place regarding adding a displaced threshold.

Rainse reminded everyone that this meeting was intended as a work session for the PAC and requested that members of the public hold their comments until the public workshop session or during public comment.

Sarah Lucas reviewed the process since the last PAC meeting. She said that they had received 30 comment forms at the last meeting and 60 were sent in following the meeting. Over 100 people took the online survey. The results were fairly split between the no-build and alternative 2. Common themes throughout all of the comments were related to the airport reference code, runway length, runway strength.

PAC Discussion: Draft preferred Alternative

Tony Holt asked if the slide regarding public comments was presented to the Aviation Board. He said that he was not sure how many of the comments were recorded since he had submitted a petition with 260 signatures that were not included and supported no runway extension. He added that this seems to be cherry picking the comment data. Sarah responded that the comments were not 1 for 1 weighted and there were other communities that submitted petitions. Sarah clarified that this is a summary of the input received from the comment forms.

Tony asked how they came to the conclusion of developing the preferred alternative and the displaced threshold scenarios. Rainse responded that the comment forms are all available online. There were many comments received from airport users that requested a runway extension and that they are trying to balance the input received. Rainse stated that this has been an open process; trying to juggle all of the needs. Mitch explained that ODA values all of the input received and they consider all input equally; they don't put more weight on some input than others. He added that they've met with the FAA numerous times and the FAA believes they have justified constrained operations for a runway extension. Tony reiterated that his issue is with the decision that was made related to the preferred alternative. Rainse explained that based on the input collected, along with the input from the Board, they determined the preferred alternative.

Bruce Bennett said he would like to point out that there were various alternatives considered that made up the outcome of the preferred alternative.

Sarah reviewed the draft alternative that was presented to the Oregon Aviation Board:

- No runway extension
- Increased pavement strength (load capacity), which would match the parallel taxiway's pavement strength. This would allow for heavier aircraft to takeoff and land on the runway.
- To the south shows increased RPZ for a larger safety area with an approach greater than three quarter statute miles. Some impacts to residential and farm properties due to acquisition needed.

Sarah explained that at their last meeting, the Aviation Board requested further public comment on the preferred alternative and add-on scenarios. Since that time, they have received 42 e-mails. Most comments received were in support of the preferred alternative: increased runway length and increased runway strength. A few people made comments in support of or against improved instrument approach capability. A couple of people were against the upgraded airport reference code and the cargo apron. One person made a comment in support of the Rural Fire Protection District Facility. Sarah stated that all of the comments are listed online in Appendix K.

A PAC member commented on the strength and length of the runway. Sarah explained that comment summary is related to the comments received. Another PAC member asked if there was someone on the team that is an expert in statistical analysis. Sarah explained that this isn't a statistically valid survey.

Sarah said that the add-on scenarios were developed based upon the comments received following the last PAC meeting. She reviewed the concept of displaced thresholds, which are a very technical design for runway extensions/declared distances that typically only pilots understand. Sarah read the definition of displaced thresholds: *The purpose of declared distances in airport design is to provide an equivalent Runway Safety Area (RSA), Object Free Area (ROFA), or Runway Protection Zone (RPZ) in accordance with the design standards at existing constrained airports where it is otherwise impracticable to meet standards by other means. Declared distances are also employed when there are obstructions in the runway approaches and/or departure surface that are beyond the ability of the airport owner to remove.* Sarah said that what that means is that there are four proposed declared distances:

Add-on Scenario 1: Sarah explained that in this scenario, the threshold stays the same, but pavement would be extended 200 ft to the north and 600 ft to the south for a total of 800 feet.

	Runway 35	Runway 17
Takeoff Run Available (TORA)	5,604'	5,204'
Takeoff Distance Available (TODA)	5,604'	5,204'
Accelerate-Stop Distance Available (ASDA)	5,804'	5,804'
Landing Distance Available (LDA)	5,004'	5,004'

There was a question from a PAC member regarding relocating fuel tanks: If ODA can afford to move the fuel tank, why can't we ask property owners to move their facilities to provide for a runway extension? Mitch explained that funding hasn't been identified. Sarah explained that fuel tanks will be moved when they reach their life expectancy.

Add-on Scenario 2: Sarah explained that the distances will remain the same in this scenario, but with no additional added pavement to the north. Traffic departing to the south would have additional runway, but traffic departing to the north would not. Departing to the south is against the calm wind recommendations.

	Runway 35	Runway 17
Takeoff Run Available (TORA)	5,004'	5,804'
Takeoff Distance Available (TODA)	5,004'	5,804'
Accelerate-Stop Distance Available (ASDA)	5,804'	5,804'
Landing Distance Available (LDA)	5,004'	5,004'

Rainse explained that the scenarios were reviewed by the FAA and they were not thrilled with the idea of displaced threshold, and said that there is justification for a runway extension. ODA requested an official position from the FAA which was received today. Copies were provided to the PAC members. Rainse summarized the letter from the FAA. The FAA feels that displaced thresholds would only be used in a limited capacity and anything additional is a runway extension. To take the Runway Protection Zones (RPZ), object free areas and move them out impacts operators, particularly Columbia Helicopters on the north. The same thing would occur on the south side which would cross Keil Road. The benefit of the displaced threshold goes away with the FAA's position. The FAA indicated they will not participate in funding partial or limited use of a runway extension.

A PAC member asked about the closure of Keil Road which is an important farming access road. He asked if the FAA plans to pay for relocation. Rainse replied that often times these types of road relocations are paid for by the FAA.

Add on Scenario 3: Sarah explained that this scenario includes a 1,000 ft extension to the south and takes pavement out to the current airport property RPZ another 1,000 ft. This option would require closure of Keil Road. Scenario 3 shows the declared distance of 6,004 ft.

	Runway 35	Runway 17
Takeoff Run Available (TORA)	6,004'	6,004'
Takeoff Distance Available (TODA)	6,004'	6,004'
Accelerate-Stop Distance Available (ASDA)	6,004'	6,004'
Landing Distance Available (LDA)	6,004'	6,004'

Rainse asked if there were further questions from the PAC.

Tony Holt stated that this was a planning process, not a funding process and his understanding was that the FAA does not have to approve the master plan. Rainse explained that they have to sign the ALP, but not the master plan. The State has to approve and update the capital improvement plan each year. Tony asked if we have to conform to the FAA through this process. Rainse replied there is a lot of demand driven items in this process such as hangars, tie-downs, etc. That is why the user survey was completed at the outset of this process in order to justify the process. The State doesn't have money in the foreseeable future for this project. Mitch explained that this is a long-range plan based upon the needs of the aviation community. The FAA will not fund improvements without approval of the ALP. Tony said that part of his problem is how to get to the ultimate decision considering the feedback received. Mitch responded that the FAA thinks the extension is justified based up on the constrained operations.

Jim Bernard, Clackamas County Commissioner, said he understands that many PAC members feel that the needs analysis was cooked. He also supports economic development and job growth. There will be impacts on Clackamas County that they don't know how to pay for. Will an extension increase the use at the airport? An analysis of the impact on public facilities needs to take place. Was there any analysis of closing Keil Road? Will Mulino be the next rural airport that needs to be expanded? There needs to be an analysis of farm land and farming practices. Has ODA analyzed the impact of the Salem Airport extension? Will ODA commit now to do the analysis later? Mitch responded that we have talked about a lot of these issues all along and a study would have to be done on the runway extension. It would not be fair for ODA to do all the traffic analysis study. Jim Bernard added that the Mayor of Canby has also said they do not have the money to accommodate the impacts of expansion. I-5 will be impacted. Communities to the north will be impacted. He added that he would greatly appreciate the analysis of these impacts. Mitch said ODA would consider cost sharing when the time comes and added that it is not reasonable for the airport to bear the cost when airport traffic is only a small percentage of the total traffic. Rainse said that prior to any runway extension there would have to be an environmental process that would have to take place, which would analyze traffic, endangered species, social impacts, etc. before construction was approved by the FAA.

Fred Netter commented that when this first came out the first concern was safety. Now looking at an extension, he's not sure if the safety impacts have been addressed. Rainse explained that on the last scenario there were three locations identified for the control tower. Fred said that the Fire District has talked about the Fire District facility, but he doesn't see a location for where that would be designated when funding is identified. He asked if a location will be guaranteed. Mitch said that they would like to have that space designated for a fire facility.

A PAC member commented that we were informed that a tower would be added to improve safety. He doesn't understand how lengthening the runway would improve safety whether there is a tower or not because there would be larger planes with more fuel. Rainse said the two aren't necessarily connected. Planes can come in and land, but are constrained when taking off. The additional runway will allow for better take off.

It was added that engine failure could occur at any time and additional runway allows more space and prevents emergency landing in fields or residential areas. Also, increased airport use takes cars off the road. The Keil Road closure could be relocated to Ehlen road.

Tony Holt stated that the issue of safety is obscured because there will be larger aircraft coming in. Larger aircraft will have the same safety problem as smaller airplanes. The logic is not there.

It was commented that the infrastructure doesn't meet the current demand of the airport. The PAC member added that he's not against growth, but he's concerned about how growth will be handled and how it affects the City of Aurora.

Another PAC member said this doesn't necessarily mean larger aircraft will come to Aurora unless it allows for it based upon the strength of runway.

A PAC member stated we are strengthening runway, so we would be allowing for larger planes. Rainse replied that if you look at the airport's current use, there are currently 60,000 pound aircraft. This change would be preserving the life of the pavement by strengthening it.

Bruce Bennett stated that most people wouldn't notice difference between 45,000 and 60,000 pound aircraft. The 60,000 pound aircraft are just larger business aircraft which tend to be quieter. These larger planes will allow for more jobs which will bring in revenue.

Public Workshop

Rainse reviewed the format for the public workshop and explained there would be 25 minutes for the public and the PAC to interact with staff to ask questions and review information about the preferred alternative.

After the 25 minute public workshop, Rainse reconvened the PAC session. Rainse explained that the PAC would now have the opportunity to discuss the preferred alternative and add-on scenarios and give input on the direction for the preferred alternative.

PAC Discussion

Mark Gardiner responded to some of the questions raised by the PAC earlier in the meeting. He said that related to the analysis of public facilities, traffic counts were done and airport traffic is a minor impact currently and is not a factor in any meaningful percentage between Canby and I-5. He added that at the last Aviation Board meeting, a person from Canby and a major employer in the area testified in favor of airport improvements. Airport users will not be forced to move anywhere, but may choose to move to Mulino due to the tower. Mark explained that intersections will be addressed through a planning process the airport will go through as part of the land use planning requirements. There has been consideration for prime farm land in the area and they have tried hard to limit any impacts to farmland. They are working hard to extend to the north vs. the south for that reason and will look at how to mitigate that. None of the recommendations will adversely impact farming. Keil Road is a minor facility and is not currently a source of traffic problems. The Salem Airport is outside of the Aurora airport market area, this would be the same thing as saying people would go to Portland although there are no hangars in Portland. Mark added that they will absolutely analyze the impacts, as required by the State's planning laws.

Steve Hurst, Wilsonville City Council, explained that during the breakout period he placed a copy of a letter on everyone's chair which states Wilsonville City Council's list of preferences related to the Master Plan:

- Improve management of aircraft approaching the airport that would result in the enhanced safety and reduced noise on Wilsonville.
- Eliminate the need to expand to the north.
- Preserve farmland
- Support concurrency by recognizing surface transportation improvements
- Recognize importance of preserving existing use of Keil Road for farm use

Patty Milne, Marion County Commissioner, stated that safety is most important to her. Farm and Agriculture in Marion County is extremely important to her and the Marion County Commissioners. Over the years, Marion County has made many specific statements about preserving farmland. Economic Development is extremely important to Marion County and the surrounding communities and they want to protect that. Everyone is well aware of the positive impact the businesses at the airport have on the City of Wilsonville, Clackamas County, and Marion County. Roads and transportation will need to be a joint effort with Clackamas County. When a master plan is determined, that will be the time to look at the conditions of the surrounding roads and identify the responsible parties. At that time, we will know how to identify the most important projects and prioritize them on the Marion County capital improvement plan and working with Wilsonville and Clackamas County. We will also look to federal and state government to help fund those projects.

Nick Kaiser said that since this project came out originally with preferred alternative, he has felt that it was a compromise and thought that it was a valid approach. He doesn't support a runway extension. He said they have the ability to deal with some of the safety issues without extending the runway and preserving the viability of the airport. Nick added that he had some other issues that he will address at a later time.

Randy Carson, Mayor of Canby, stated that he wears two hats. He works for Columbia Helicopters as well. He has watched the traffic increase over the years. He believes we need more transportation dollars on this side of the county. We should work to improve infrastructure to tie into I-5 and the airport. He believes there needs to be some build-out within the airport. Randy added that the big need is infrastructure and how we can work together to make that happen.

Roger Kaye said Keil Road is an important farm road and cannot be looked at primarily based on traffic counts. It's an important connector road as well. He previously wrote a letter to Mitch and ODA. He opposes lengthening the runway and disagrees that there is no noise difference between 45,000 and 60,000 pound planes.

Fred Netter of the Aurora Fire Protection District said he is happy to say that they have sited a facility at the truck stop which will improve response times to the airport. Keil Road is important for emergency access; without access through a gate or otherwise, emergency vehicles will have to go all the way around the airport. A gate could serve their purpose, but wouldn't help farmers. He wondered if Keil Road could be put below where there wouldn't be issues, or relocated further towards Ehlen Road. Fred said that he is adamantly opposed to any alternative that would remove access to Keil Road. If more traffic was added to Boones Ferry Road it would make it even more unsafe. There are currently numerous traffic incidents on Keil Road at Highway 551 which would be moved to Boones Ferry. He would like to make sure that the fire station has a dedicated spot on the airport property that cannot be taken away.

Tony Holt, representative of Charbonneau Country Club and residents, stated that he somewhat reluctantly supported the first preferred alternative because he felt it was a fair compromise and because that was put forward as a preferred alternative, he did not write numerous letters following the meeting. Tony stated that the summary of the comment forms does not stand up. He would like to know how ODA arrived at the decision for the preferred alternative.

Ted Millar, representative of airport users, said that they have held many public meetings for airport users at which they have come to understand the needs of the airport and the safety issues. A lot of pilots live in Charbonneau also. He believes there are two issues: safety first and jobs second. It has been well documented that there is a need for a runway extension. There have been noise studies that have been completed that prove that 60,000 pound airplanes are much quieter than the planes that currently land at Aurora Airport. Also with the longer runway, they are allowed to use noise abatement procedures. He has worked with the surrounding communities to establish instrument departures. On economic development, the job growth won't be at the airport. Big job growth will be within the surrounding communities that use aircraft at Aurora. He prefers scenario #2 because it fits within the needs of the surrounding community and it meets the needs of the airport users; a longer runway.

Bruce Bennett said he would like to point out that the Aurora airport has been there for 70 years. He has been involved with his family business that has been there over 40 years. He's also been involved in airport departure facilities that will abate noise and improve safety. The only way to do quieter takeoff is with more runway length. He believes we have worked hard to compromise with neighbors and

farmers and for that reason, he prefers scenario 2. Bruce added that additional runway is needed to takeoff safely for commercial aircraft. If FAA won't support scenario 2, then he would support scenario 3.

David Waggoner, business operator at the airport and resident of Clackamas County, said he appreciates the amount of revenue that Clackamas County generates for the airport, but he is frustrated that Clackamas County doesn't appreciate the amount of money that is generated at Aurora and gets funneled to Clackamas County. This is hugely beneficial to Clackamas County. He added that if managed correctly, there won't be an impact on Clackamas County. He supports scenario 2, but if the FAA doesn't, he would go back and support build alternative 1.

Tony Helbling, Wilson Construction, said he operates three fixed wing airplanes at Aurora. His company has various business locations in the United States and being able to get in and out of Aurora airport is critical to their business. When locating there, they looked at what is the best place, safest for employees, and allows growth that provides jobs for the people that live in the community. He added that money that comes in from out of state is brought to this community. He supports scenario #2 or a runway extension. He said that someone asked him if there are standard procedures for approach and he replied that pilots follow a highway in the sky. There are procedures that pilots are required to follow by the FAA. Not everyone follows these procedures, but this is comparable to automobile drivers who do not obey the speed limit. Most follow the regulations, but a few don't.

Jim Bernard said that Clackamas County does not oppose economic development or jobs. He just wants to be sure that the issue of traffic impacts is addressed. He said people can't deny that passenger planes and job growth won't increase cars on the road and he wants that addressed. Clackamas County does support economic development and growth. He feels their concerns were simply not addressed. They are concerned about the traffic impacts should the airport someday expand and want to see a study completed.

Mitch Swecker thanked everyone for providing their input from various viewpoints and said they are really trying to accommodate everyone and their feedback.

Rick Kosta, representative of Deer Creek Estates, said they are the closest community to the airport. If the runway is expanded to the south, they will be within 500 feet of the airport. The noise is currently an extreme factor. He does not support a runway extension, but does support runway strengthening. At previous meetings he has commented on the noise issues and has been told Deer Creek would be beyond the noise boundary. Rainse added that would be part of the social impacts study necessary for construction.

Craig Wilmes, area business representative, said he supports scenario #2 for increased safety and opportunities for business expansion.

Dan Riches, Columbia Helicopters, said he agrees with Craig. He explained that Columbia is a global company. They located at Aurora to be able to respond to their business needs. Columbia has spent a large amount of time ensuring they are a good neighbor. He believes the economic impacts on both

sides of the County line are significant. He supports expansion of the runway for safety reasons and prefers scenario #1. He added that he tempers his input with continuing to defend the use of their property.

Jim Meirow, City of Aurora, said he struggles with how we got from original alternative to where we are today, but has said in the past the City would support an extension within the airport property. Therefore, he supports scenario #2. He added that some adjustments could be made so that everybody can work with it.

Ray Phelps, Wilsonville Chamber, asked if there would be a later opportunity to comment. He explained the Chamber is not as nimble as this process is requiring. Their Board hasn't had a chance to take an official position and they want to do it correctly. He added that most people who work at the airport live in Clackamas County. Those are important people to us (600 of the 900 people). Rainse said that would be going to the Aviation board on the 23rd of June and requested that have comments in by then. Tom also said that many of the large businesses use the airport for airport traffic (Costco, State Farm, etc.).

Mitch Swecker again thanked everyone for input and said they had a tough act to complete.

Public Comments

Members of the public were each given two minutes to provide oral testimony regarding the draft alternatives.

Keith Amundson (Retired urban planner with state federal and local experience and a Charbonneau resident): The data and analysis only supports the no build alternative. Reluctantly, I would go along with idea of the preferred alternative, and reiterate the comments made by Tony Holt and the Clackamas County Commissioner.

Jeff Purr (Charbonneau resident): Against expansion of the runway. I have not heard a survey of residents of the area. There are 50,000 residents. How many of those people actually use the airport? Why are we expanding an airport for a small number of people? I hear jets in the middle of the night. There are other airport options, such as Hillsboro, Portland, and Salem. People can drive to those airports. There is no need to have residents hearing jets so close by. The airport is functioning as is, and there is no need to expand it. If companies want to grow, they can use other airports. I would rather use funds to build a second bridge across the Willamette than to use funds for this airport expansion.

Mike Iverson (French Prairie Board of Directors): French Prairie is opposed to expansion of airport, the closing of Keil Road and taking away farmland. The FAA and the Board seem to go against their statements in the preferred alternative, including stating that any expansion would not prove feasible. What has suddenly made expansion feasible? We should not use tax payer dollars to benefit a small number of people. I also farm land south of the runway and have holdings on the east and west side of the airport. I have 30 employees working for me and we cross Keil Road many times daily, so you can't say that it is not used. We have lots of farm equipment we need to move, and using Arndt Road would

be a disaster. Ehlen Rd would also be impossible. I am also an ex pilot. Surface transportation interruptions caused by the 1,000 ft expansion would be inconceivable to be compatible with farming.

Rob Callan (Charboneau resident): We are not using the best method of getting public comment. You need to talk to the people. There are a lot of pilots that don't follow the rules. 5:30 this Sunday morning there was a jet over Charboneau—and that is the norm, not the exception. Whatever you do is going to increase the traffic at this airport. We don't understand why we need expansion when 25 miles down the road we have a very long runway. Aurora airport is a convenience to big companies. To have that convenience be to the detriment of homeowners and farms is unconscionable. Salem airport is a fine alternative. Tax payer money will be spent on Aurora, which functions now. Would like to count on Marion and Clackamas County to implement noise abatement ordinances if the expansion goes through.

Janet Olmstead (Wilsonville resident): My biggest concern is the traffic—the road traffic will be impacted terribly if we expand the airport. This whole thing seems to be a plan to enrich a few people and leave the rest of us in noise and traffic.

Glen Liffick: This seems to be airport creep. I have been involved with the evolution of a couple of local airports to regional airports. There is usually an incremental increase in runway length/strength justified by safety, which results in more traffic. Then there are increased taxiways and finally a crosswind of perpendicular runway to handle bigger airplanes. I believe this is the first step in evolution to Aurora regional airport. I encourage citizens to stay involved in this process if they are concerned. Citizens must continue to speak up.

Phil Swain (Chief pilot of Aurora Aviation): I also do safety management consulting in aviation. It is not true to say longer runways don't promote safety. Safety plans need to look at the capacity of the airport. Aurora is extremely limited with the approaches we have. That in and of itself means you can't get into Aurora. Also, we have a lot of mixed traffic—jet aircraft, reciprocating aircraft. Trying to forestall a tower and runway lengthening demonstrates a lack of foresight into what the future will bring in terms of economic growth, whether we like it or not. We need to look at this from a safety and usability perspective. This is not just about a few big businesses coming in. This is an area that needs the economic growth. We need to look down the road for future and economic viability.

Brian Oliver (Employee at Aurora Aviation and resident of Multnomah County): I am an employee that commutes to Aurora. I stop in the stores in Wilsonville and eat in restaurants. I shuttle visitors to the area. The economic growth is there. I have learned that growth is inevitable. We will all experience it. The airport will continue to grow. I am a student pilot. I have been fascinated to hear the armchair aviation that occurs in these kinds of public forums. A lengthened runway will increase safety. We need to listen to the experts and those who understand aviation. We can't look at an airplane on a ramp and make a judgment on it just because we are impacted by something tangential to the safety issue.

Ken Ivey (Chair of an unincorporated communities planning organization in Clackamas County): The noise plans are not being respected very much. In Charboneau, I had a leer jet over my house, and that is common. People aren't following the noise abatement routes. If you want to justify expansion, you need to control your pilots and get noise abatement in place.

Annie Kirk (Aurora citizen and Marion County resident): I appreciate the comments made about mitigating noise. I would ask that when Charbonneau residents make noise comments, you would include the City of Aurora. I am against lengthening of the runway and agree with the Charbonneau representative that strengthening is okay. If any other alternatives come to pass, those on mailing list should understand they have an opportunity to comment. When the add-ons were made, I was unaware so did not comment.

Next steps

Rainse explained that the comment form would be online for the next two weeks. The next item of business will be a presentation to the Oregon Aviation Board looking for direction from them as to how to move forward with the ALP and the CIP on the 23rd of June. A PAC workshop will follow regarding the ALP and the CIP.

Joe Smith, Oregon Aviation Board said that he came to the meeting to listen and he listened very carefully. He has taken the time to read every comment on the website, and by June 23rd, will read everything on the website and that comes his way. He said there are a couple of things that people should be aware of: First, he is totally in favor of there being a tower for safety and for the best way to see that pilots are obeying flight patterns and noise abatement procedures. Second, he said he has to confess that he's very underwhelmed by the road/traffic arguments. The idea that there is going to be a significant increase in traffic is hard to believe. Before any extension happens, a number of studies would have to take place, and people would have to be compensated for their property. The thing to remember is that what goes into the ALP is not necessarily going to happen, but what doesn't won't happen. He said he really appreciates people attending, staying late and providing feedback.

Tony Holt asked what preferred alternative will be presented to the Aviation Board. Joe responded that he doesn't know where the idea of a preferred alternative came from. He said it's not the business of the consultant. It is the business of the consultant to look at all the possible options. He believes the word preferred has to go away. Rainse responded that they have to get to an ALP and to do so, they will get together with staff from ODA and Mark Gardiner from the Aviation Board to determine how they will present the material to the Aviation Board. Mitch added that it is a Board decision and they will make the call. They have postponed that decision twice. Mitch said that all feasible alternatives will be presented to the Board for consideration and decision.

The meeting adjourned at approximately 7:45 p.m.

Aurora State Airport Master Plan Update - Planning Advisory Committee (PAC) Meeting #5

June 7, 2011
Maplewood Grange Hall
5:00 - 7:00 pm

SIGN IN SHEET

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Bob Oleson	self	bob@oleson.com		Wilsonville

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Ken & Jane Tennon	Charbonneau	7668 SW Village Greens Cir	503-694-8076	
Paul & Wylean Schott	Charbonneau	7610 S.W. Delta Glen Ct	503 694 1230	
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