

Addendum to PAC Feedback Form:  
Problematic Elements of Refined Alternatives in Aurora Airport Master Plan

- all of the refined alternatives are unsuitable for the constrained site & MAP
- refined alternatives are not reasonable when existing constrained site remains a constrained site
- refined alternatives inadequately address future noise exposure & mitigation
- refined alternatives are not compliant with state land use laws & invite costly litigation
- refined alternatives as well as larger & more frequent aircraft are not supported by local community
- insufficient data provided to demonstrate that airport operations are self-sufficient & sustainable without state & federal funding, while funds from the general fund are budgeted for operations
- Aurora State Airport operates at a loss where self-generated revenue is insufficient
- LUBA rulings & ongoing legal issues are costly, time consuming & adversarial
- acquiring private land currently zoned for agriculture is adversarial & litigious
- relocating state highway (551) & other surface roads is unfeasible, adversarial, impractical & costly
- MAP did not follow procedures in its forecasting, where statistics fail to show basis of need
- expansion is unnecessary when over 85% current use is small aircraft that fit the constrained site
- cost, inconvenience, ROI of relocating existing private hangars is adversarial & impractical
- impact of adjusting take-off & landing fees, & fuel pricing as factors is not taken into account
- insufficient data regarding safety, noise & surface traffic impact of higher number of larger aircraft
- insufficient due diligence in not considering unused capacity at existing regional airports with superior facilities & infrastructure already in place as an alternative option
- lack of transparency regarding airport finances calls into question the validity of MAP
- inadequate accounting of local citizens' negative input especially in light of general fund usage
- local municipalities' & other interests' input unaccounted for & not sufficiently documented
- lack of assessment for alternative of runway addition divided on both north & south ends
- inadequate assessment of negative impact on nearby residential neighborhoods & residents
- state of water, sanitation, fire suppression, & emergency services onsite is deficient
- insufficient assessment on local surface transportation based on refined alternatives
- deficient assessment of environmental factors & public health
- MAP documentation with respect to the airport's 10-15 year safety record is inadequate
- failure of applying reasonable standards to high cost/limited benefits of refined alternatives
- imprudent that ODAV's current budget is partially funded from the general fund with \$250,000 budgeted for litigation legal fees at Aurora Airport while planning costly refined alternatives
- insufficient due diligence without comparative analysis in use of funds for an alternative project at a different airport that has existing facilities & meets runway specifications for larger aircraft
- deficient documentation identifying specific airport stakeholders & aircraft benefiting from MAP
- reparation for stakeholders who are disadvantaged by refined alternatives is not taken into account
- inadequate explanation why Aurora airport isn't candidate or eligible for modified C-II certification
- insufficient explanation why Aurora airport can't return to B-II certification with current use 85% small aircraft, after shifting higher-rated aircraft to regional airport with C-II or higher certification