

Aurora State Airport Master Plan Project



Planning Advisory Committee Meeting #6
Online Meeting
June 11, 2024

Agenda

Time	Topic
5:00-5:15	Introductions
5:15-5:45	Facility Requirements Summary & Comment Themes
5:45-6:30	Review Preliminary Alternatives
6:30-7:35	PAC Comments
7:35-7:55	Public Comments
7:55-8:00	Next Steps Public comments collected through the website https://publicproject.net/AuroraAirport

Introductions

Oregon Department of Aviation (ODAV)

Kenji Sugahara

Director

Tony Beach

State Airports Manager

Alex Thomas

Planning & Project Manager

Brandon Pike

Aviation Planner

Project Team

Agency Oversight & Funding



Airport Owner (Sponsor)



Planning & Engineering



Public Involvement



Cultural Resources



Archaeological
Investigations
Northwest, Inc.

Environmental Review



AGIS Survey



Project Website Overview

Aurora State Airport Master Plan

[Resources & Documents](#) [Public Meetings](#) [Contact & Comment](#)

AIRPORT MASTER PLAN

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

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

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



<https://publicproject.net/AuroraAirport>

PAC Members & Alternates

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

PAC Meeting Guidelines

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

- Meeting **time for all committee members to speak. We have added more time for dialogue.**
- Comments on **non-agenda items** should be provided in writing.
- Committee members are encouraged to **provide comments at least three days before meetings** to allow members time to review and reflect on comments.

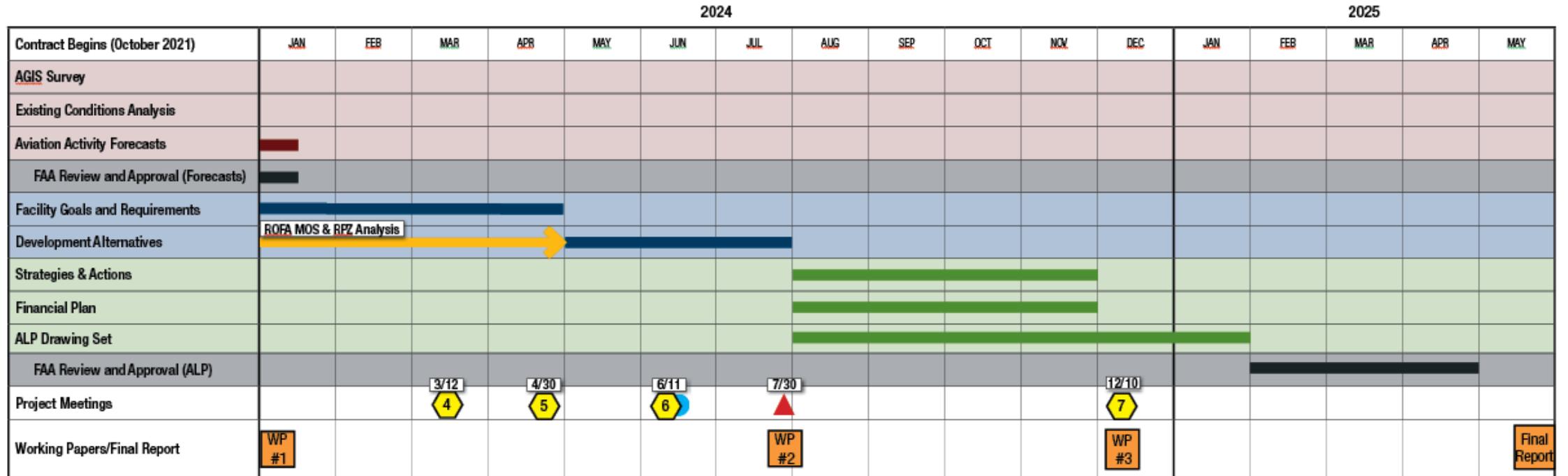
PAC Meeting Guidelines

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

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

Project Schedule – Where are we?

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



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

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

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

Review:

Facility Requirements Summary

Facility Requirements – Summary of Evaluation

- Existing & Future Design Aircraft – Medium/Large Business Jet
 - C-II standards for runway-taxiway system
- Runway Length Evaluation: Justified Length: 5,500 feet
- Addressed Non-Standard Conditions
 - Runway Safety Area
 - Runway Object Free Area
 - Runway Protection Zones
- Pavement Conditions (Predicted 2033)
 - Runway, Parallel Taxiway, and Aprons will require rehabilitation

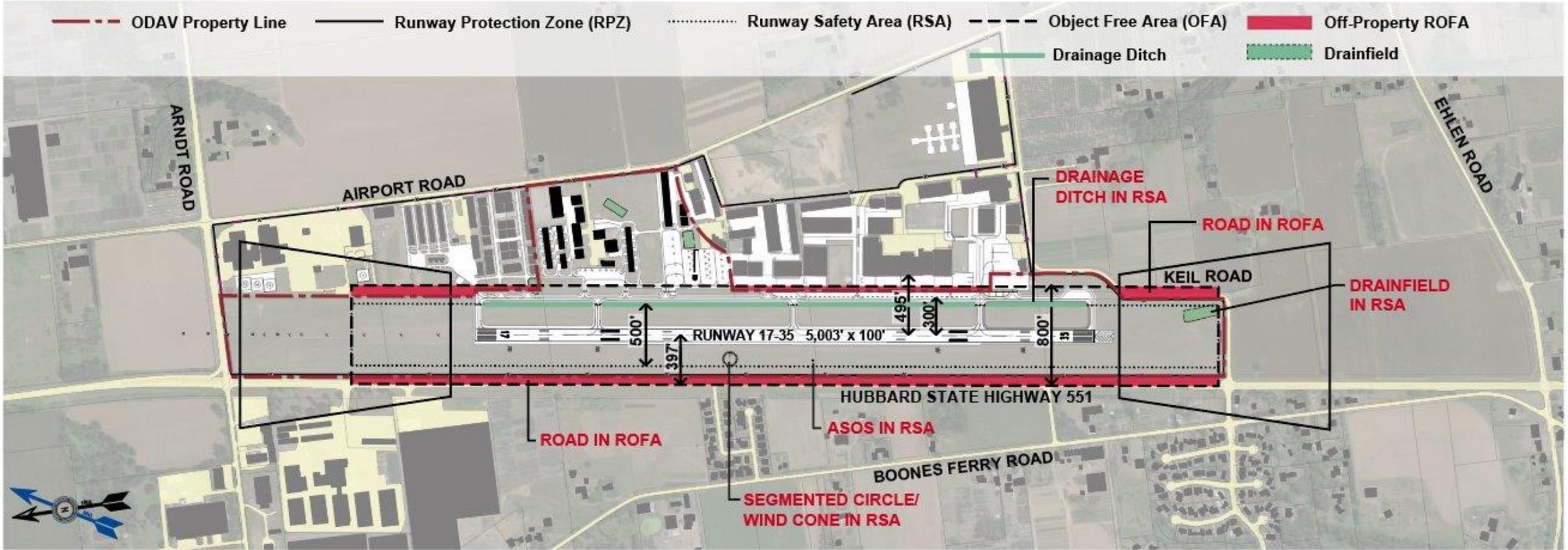
Facility Requirements – Summary of Evaluation

- Landside Facilities (projected demand)
 - Additional Hangar Space
 - +62,750 SF (jet and helicopter)
 - -143,300 SF (small single and multi-engine aircraft)

The net balance of supply and demand will be determined by existing hangar owners and new hangar construction in currently undeveloped areas.

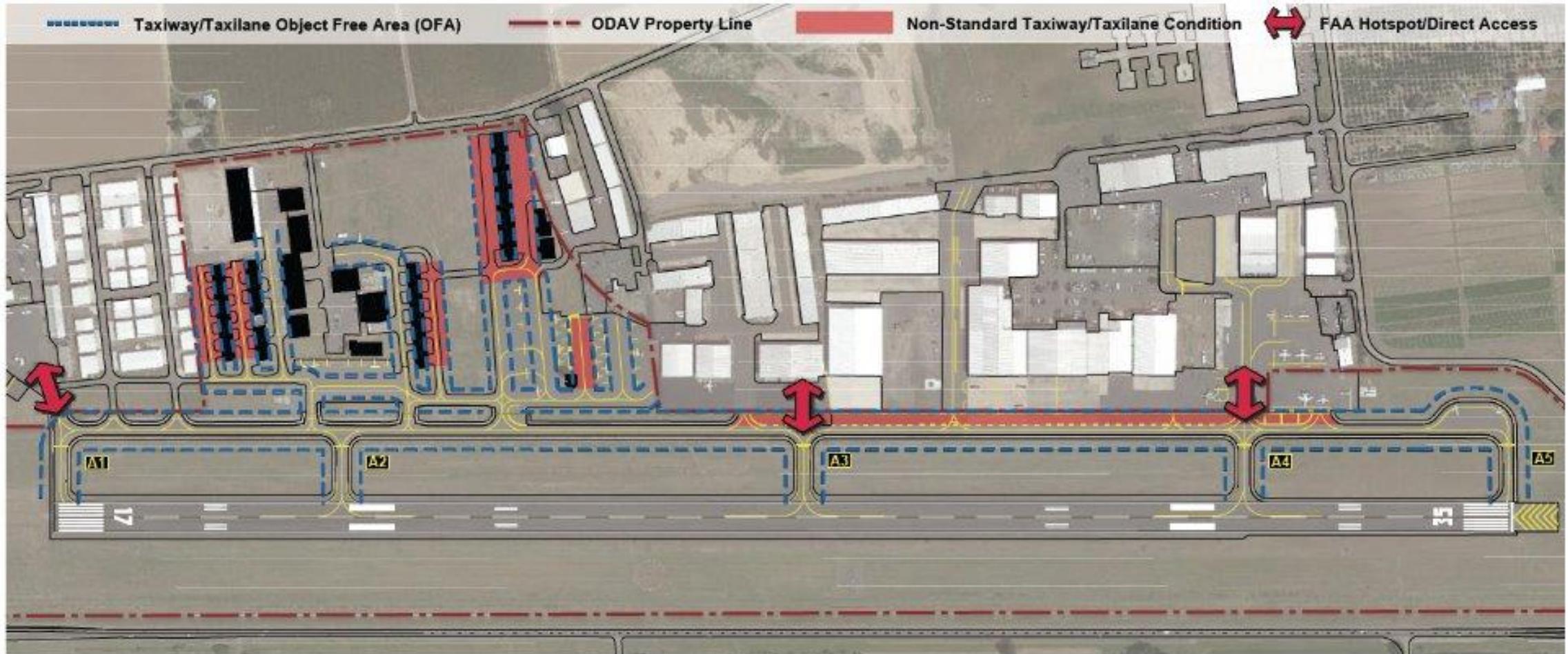
- Aircraft Parking
 - 20-year demand: 9 net additional aircraft parking positions
 - +5 jet/4 turboprop/3 helicopter; -3 single and multi-piston

Facility Requirements Summary – Airside



Source: Century West Engineering

Facility Requirements Summary – Landside



Source: Century West Engineering

PAC Meeting #5

Summary of Comments

PAC Meeting #5

Summary of Questions/Comments

- **Will the analysis of access between the parallel taxiway and adjacent aprons to address non-standard configurations include the hangar frontage associated with adjacent privately owned properties? Will existing easements be considered?**
 - It will include all areas that do not meet FAA standards. Existing easements will be considered if applicable. An acceptable solution will be identified in the development alternatives analysis process.
- **Can the existing airport property accommodate the projected need for landside facilities? Will property acquisition be necessary to meet projected need?**
 - The facility requirements evaluation approximated the 20-year demand for new hangar space and aircraft parking, indicating that the available landside areas on the Airport are sufficient to accommodate the projected demand. The development alternatives analysis will determine how these future facility needs could be met. Since the landside area is limited in size, the alternatives will depict full build out scenarios, some of which may show net increases above projected 20-year demand. These areas would be identified as long-term development reserves if demand exceeds projections.
- **The forecasts show a decrease in based aircraft. Why is an increase in hangar storage projected?**
 - The forecasts project a decrease in single-engine aircraft which typically are stored in small hangars. The increase in projected hangar storage demand is based on the projected increase in jets and turboprops which typically require larger hangars.

PAC Meeting #5

Summary of Questions/Comments Continued

- **Does the runway length analysis consider Part 135 operating requirements?**
 - The runway length analysis follows FAA guidance outlined in AC 150/5325-4B. Meeting operating requirements of Part 135 is the responsibility of the pilot in command of the aircraft based on the conditions of the field at the time of the operation.

- **Are you closing roads as part of this plan?**
 - The facility requirements analysis does not identify future configurations. Any proposed changes to airfield facilities or existing roads will be included in the alternatives analysis.

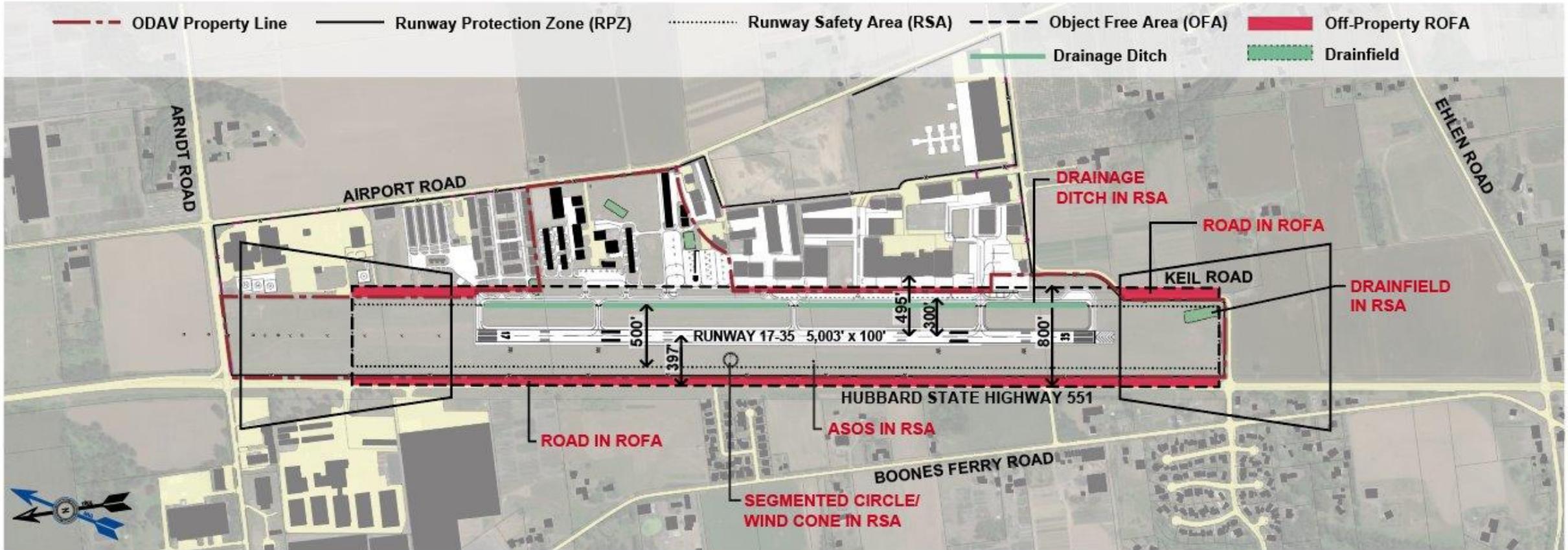
- **How and when will the noise analysis be conducted?**
 - Development of noise contours will take place after the selection of a preferred airside alternative. It will evaluate the existing and future (based on a preferred alternative TBD) runway/taxiway configurations, and FAA-approved forecast fleet mixes for the base year, 5-year, and 20-year time points.

Review:

Preliminary Alternatives

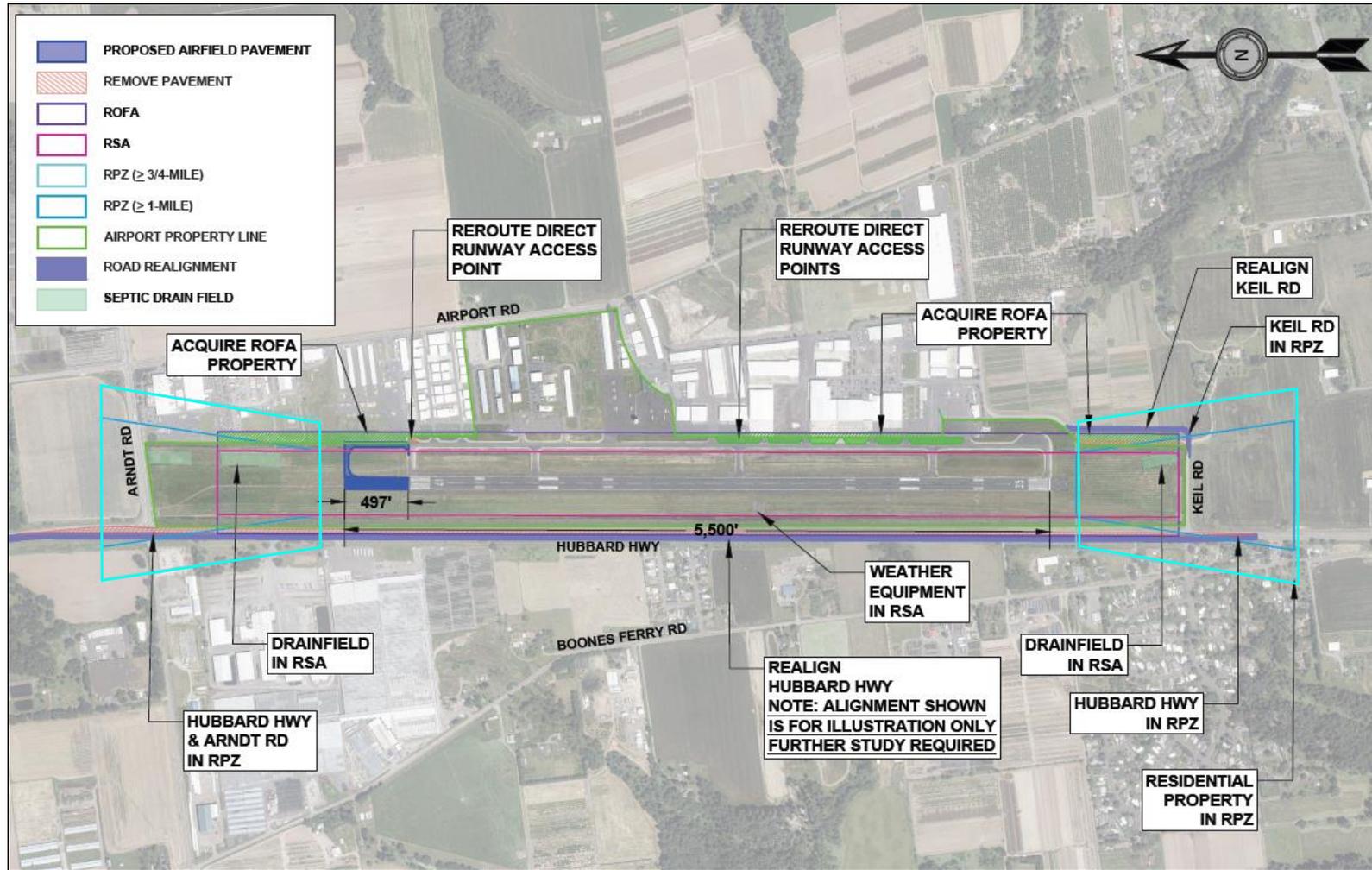
AIRPORT PROPERTY BOUNDARY (NO ACTION ALTERNATIVE)





Source: Century West Engineering

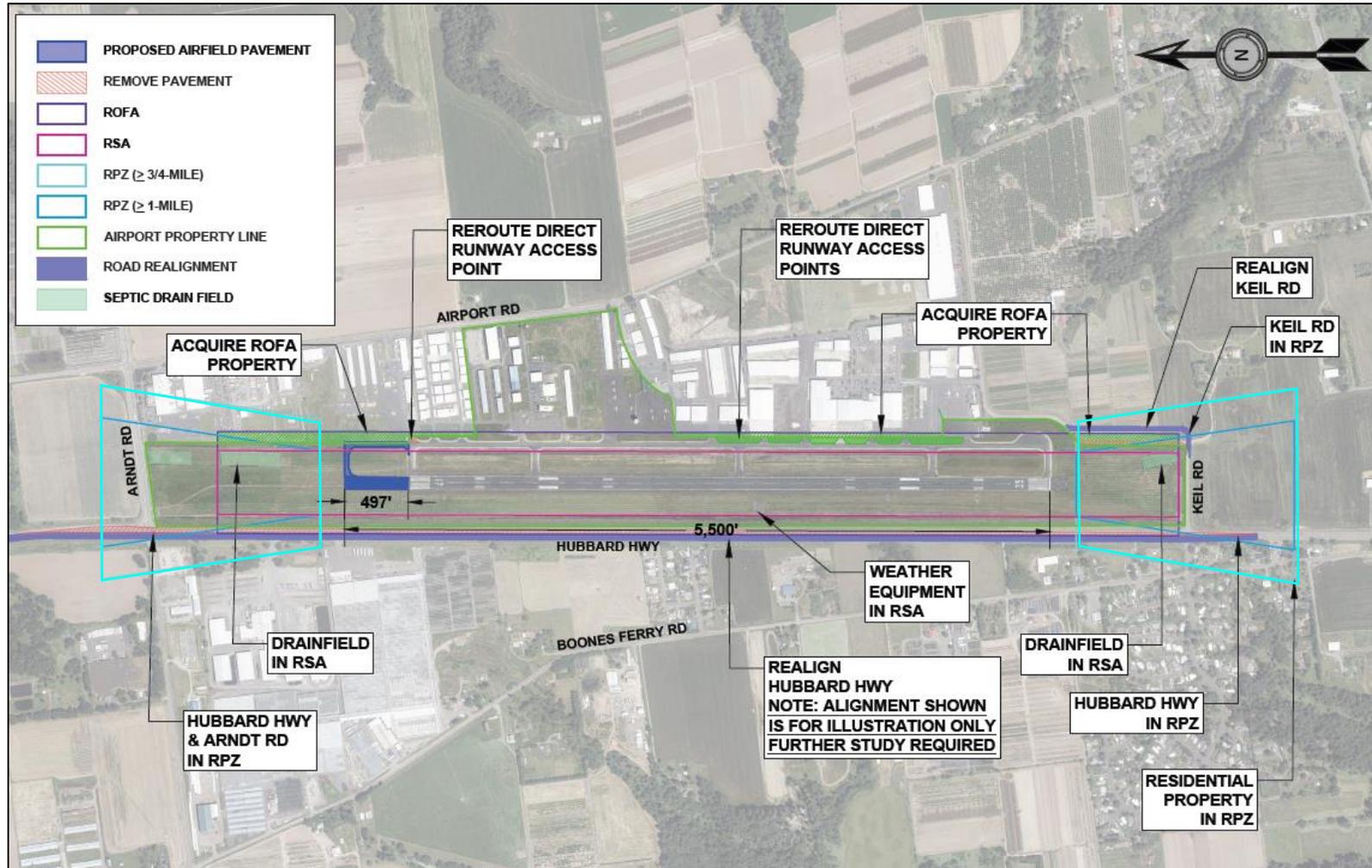
Maintain C-II, Realign Hubbard Highway and Extend Runway North



Primary Components:

- Realigns Hubbard Highway outside of Runway Object Free Area (ROFA). As proposed, the highway is shifted approximately 30 to 35 feet west, within existing ODOT-owned highway right-of-way.
 - Note: The roadway alignment depicted is for illustration only. Further study and coordination with ODOT will be required to identify final roadway alignment needed to clear/control ROFA.
- Maintains 100 feet runway width (C-II standard).
- Extends runway 497 feet to the north resulting in a total length of 5,500 feet.
- Extends parallel taxiway (Taxiway A) to the north with runway.
- Property acquisition is required to accommodate east sections of ROFA (northeast and southeast).
- Keil Road is realigned to the outside of the ROFA.
- Reconfigure/relocate existing TTF access taxiway connection at current north end of Taxiway A to remove direct runway access at that location.
 - Realigned TTF access to be coordinated with adjacent property owner.
- Install painted islands between Taxiway A and the adjacent southern TTF properties to address direct runway access and V/PD issues.

Maintain C-II, Realign Hubbard Highway and Extend Runway North



Issues Addressed by Alternative:

- Extends runway to justified length of 5,500 feet.
- Clears ROFA of existing public roads.
- Airport control of ROFA achieved through property acquisition.
- Addresses direct runway access and V/PD issues through pavement removal and painted islands.

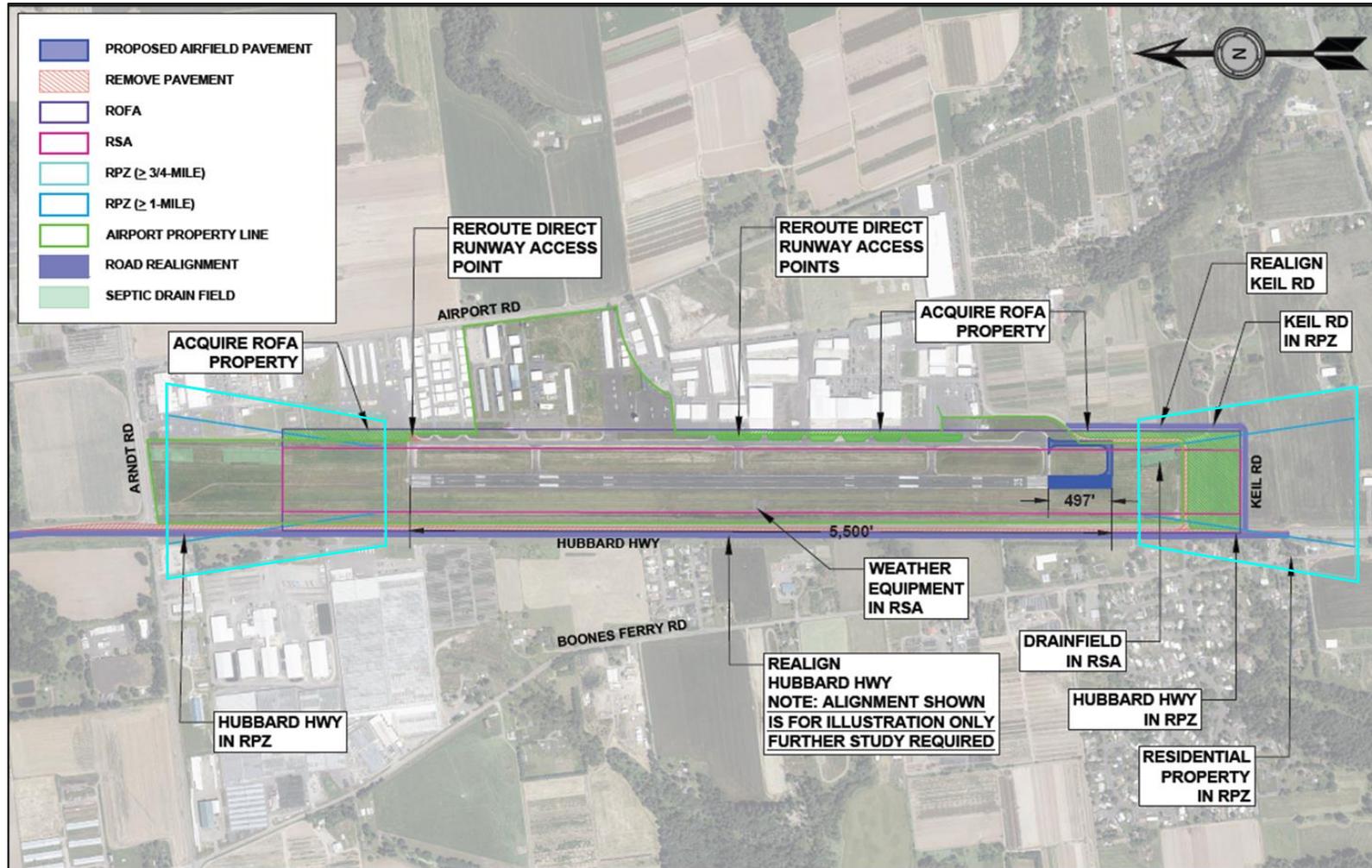
Other Issues to be Addressed:

- Septic drainfield remains in south end of RSA.
 - Further study is required to relocate drainfield out of RSA.
- Wind cone and weather equipment (ASOS) remain in RSA and ROFA.
 - Further study is required to identify new locations for equipment.
- Existing incompatible land uses (Hubbard Highway, Keil Road, Boones Ferry Road and residential areas) remain in RPZs.

New Issues:

- New incompatible land use (Arndt Road) in Runway 17 RPZ.
- Septic drainfield located in north end of extended RSA.
 - Further study is required to relocate drainfield out of future RSA.

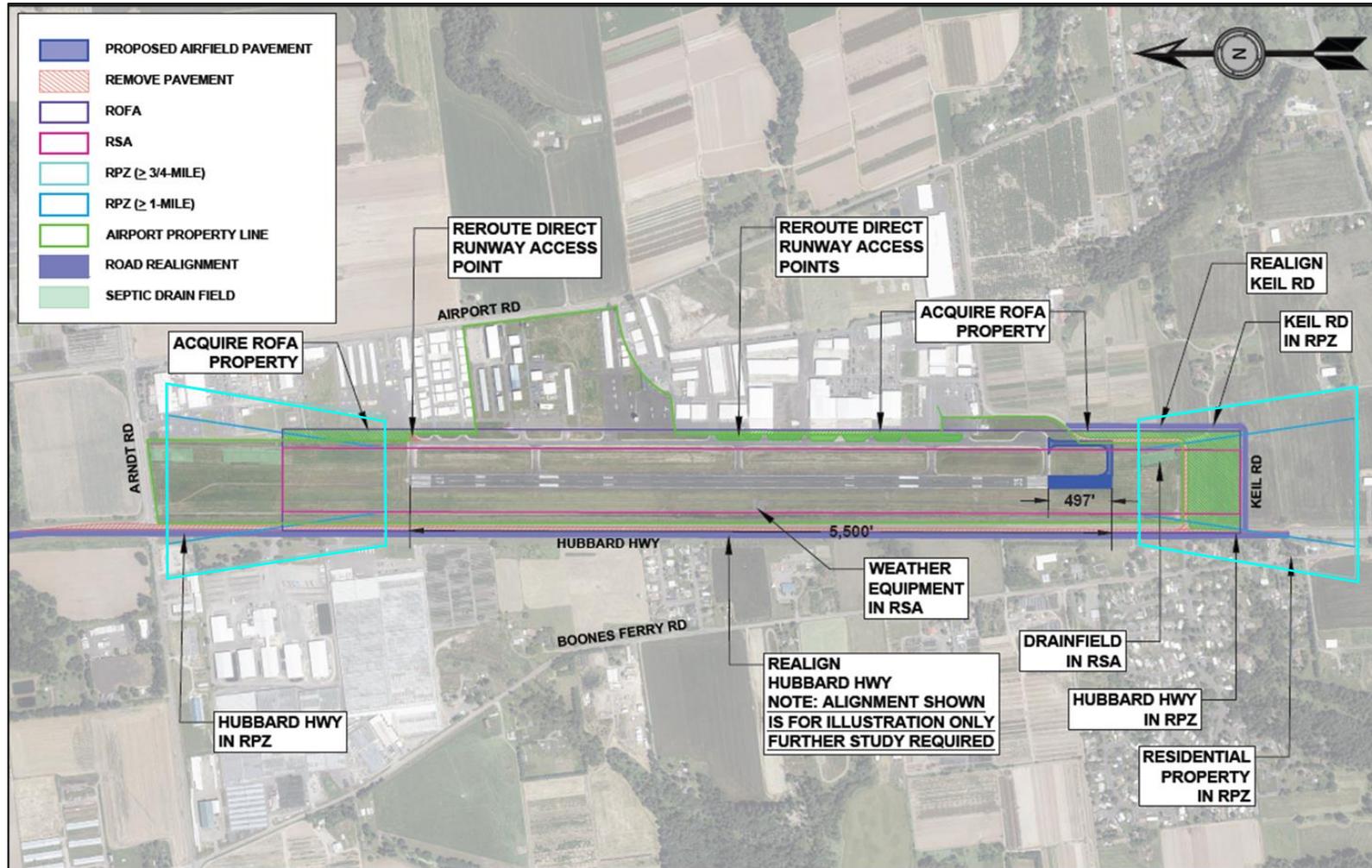
Maintain C-II, Realign Hubbard Highway and Extend Runway South



Primary Components:

- Realigns Hubbard Highway outside of Runway Object Free Area (ROFA). As proposed, the highway is shifted approximately 30 to 35 feet west, within existing ODOT-owned highway right-of-way.
 - Note: The roadway alignment depicted is for illustration only. Further study and coordination with ODOT will be required to identify the final roadway alignment needed to clear/control ROFA.
- Maintains 100-foot runway width (C-II standard).
- Extends runway 497 feet to the south resulting in a total length of 5,500 feet.
- Extends parallel taxiway (Taxiway A) to the south with runway.
- Property acquisition is required to accommodate east sections of ROFA (northeast and southeast).
- Keil Road is realigned to the outside of the existing and future ROFA.
- Reconfigure/relocate existing TTF access taxiway connection at current north end of Taxiway A to remove direct runway access at that location.
 - Realigned TTF access to be coordinated with adjacent property owner.
- Install painted islands between Taxiway A and the adjacent southern TTF properties to address direct runway access and V/PD issues.

Maintain C-II, Realign Hubbard Highway and Extend Runway South



Issues Addressed by Alternative:

- Extends runway to justified length of 5,500 feet.
- Clears ROFA of existing public roads.
- Airport control of ROFA achieved through property acquisition.
- Addresses direct runway access and V/PD issues through pavement removal and painted islands.

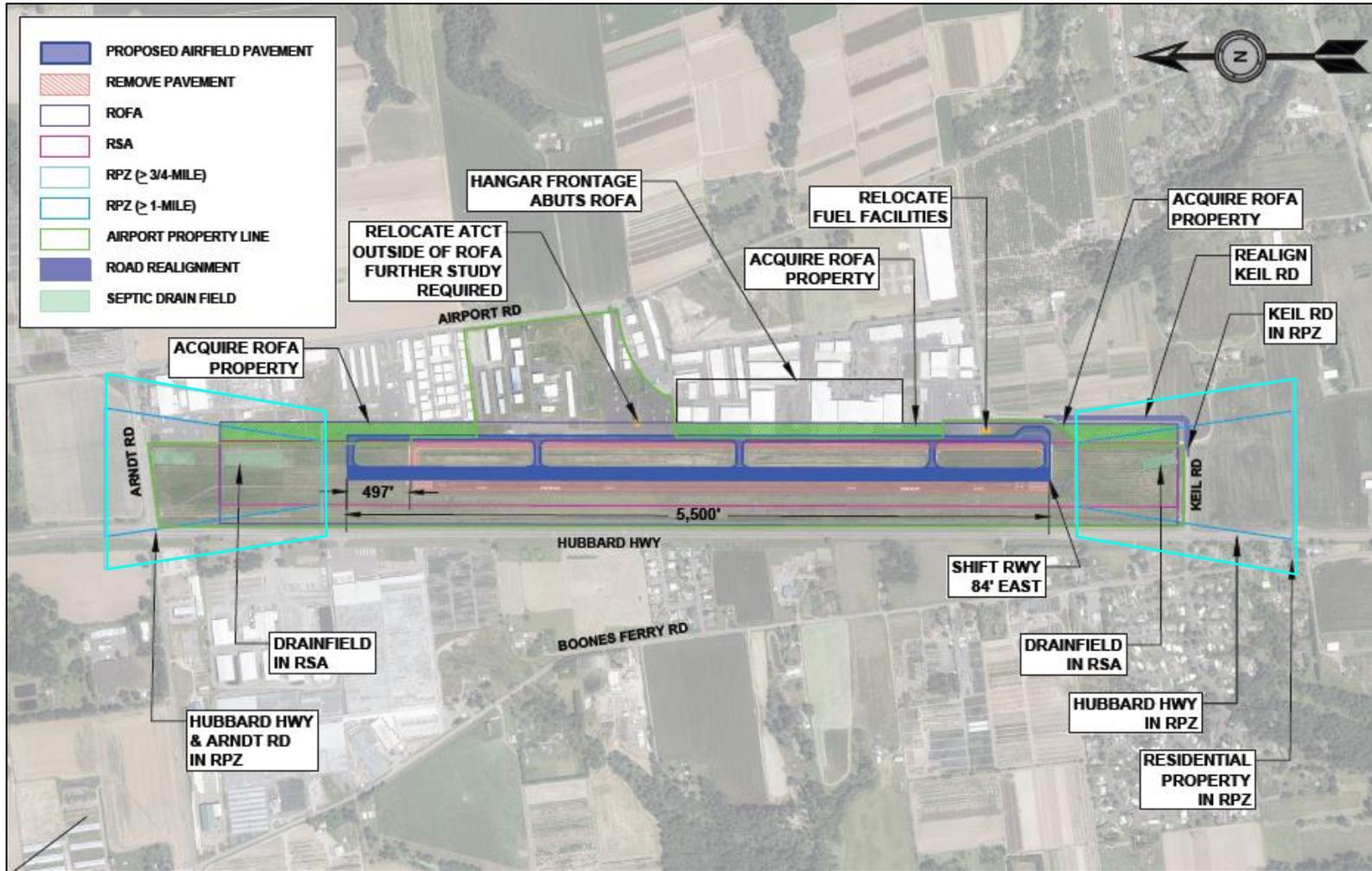
Other Issues to be Addressed:

- Septic drainfield remains in south end of RSA.
 - Further study is required to relocate drainfield out of RSA.
- Wind cone and weather equipment (ASOS) remain in RSA and ROFA.
 - Further study is required to identify new locations for equipment.
- Existing incompatible land uses (Hubbard Highway, Keil Road, Boones Ferry Road and residential areas) remain in RPZs.

New Issues:

- Additional incompatible land uses (residential properties, and realigned Keil Road) enter Runway 35 RPZ.
- Requires relocation/replacement or decommissioning of localizer navigational aid (located at Runway 35 end).

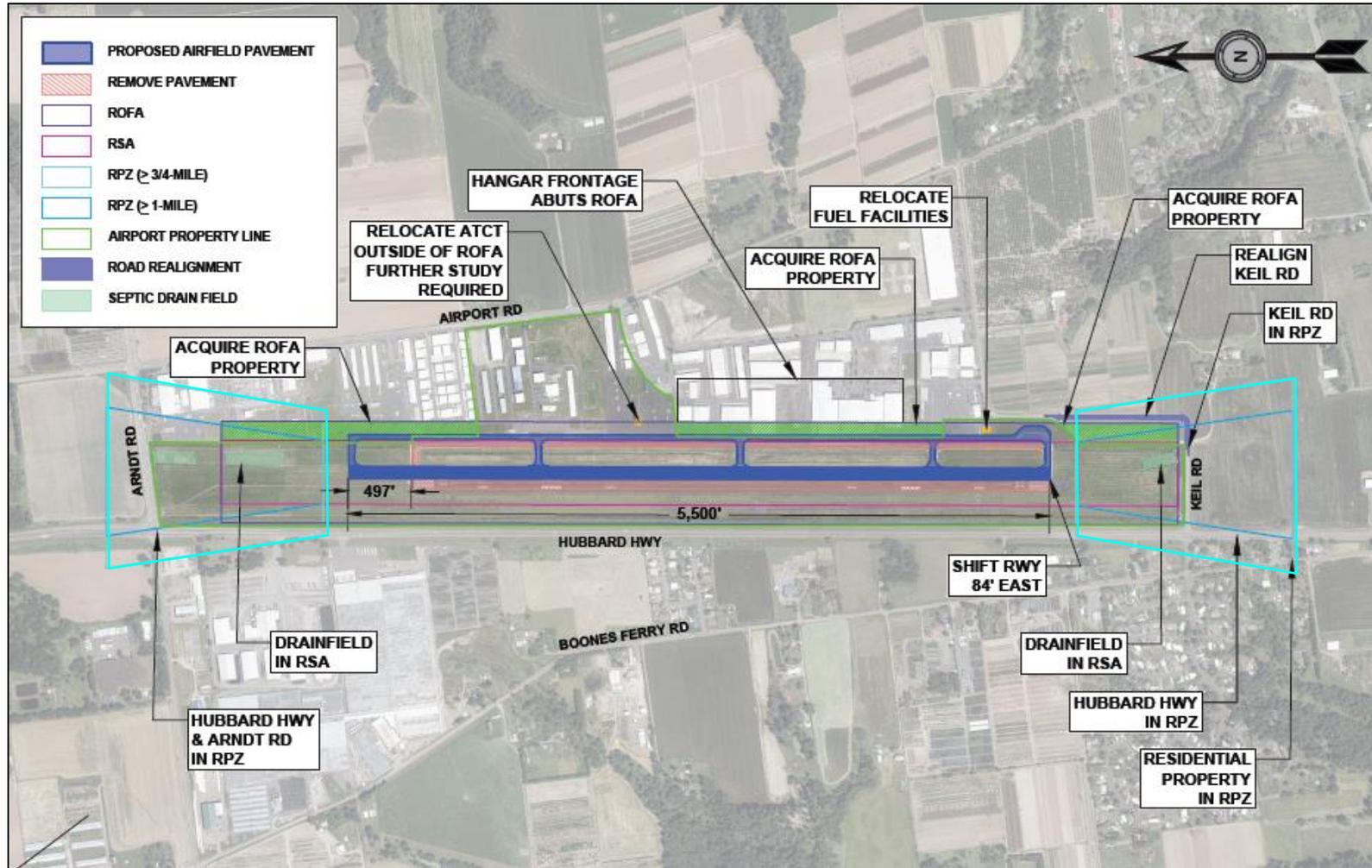
Maintain C-II, Shift Runway East, and Extend Runway North



Primary Components:

- Shifts runway 84 feet east to bring west edge of ROFA onto Airport property.
- All runway and parallel taxiway surfaces (ROFA, RSA, OFZ, RPZ, etc.) are shifted east based on the shifted runway centerline location.
- ATCT and other aviation use facilities (fuel, helicopter parking, etc.) to be relocated outside of ROFA.
 - Further study is required to determine new locations.
- Maintains 100-foot runway width (C-II standard).
- Extends runway 497 feet to the north resulting in a total length of 5,500 feet.
- Extends parallel taxiway (Taxiway A) to the north with runway.
- All property within the shifted/extended ROFA not owned by the Airport to be acquired.
- Keil Road is realigned to the outside of the ROFA.
- Reconfigure/relocate existing TTF access taxiway connection at current north end of Taxiway A to remove direct runway access at that location.
 - Realigned TTF access to be coordinated with adjacent property owner.
- Install painted islands between shifted Taxiway A and the adjacent southern TTF properties, where feasible to address direct runway access and V/PD issues.

Maintain C-II, Shift Runway East, and Extend Runway North



Issues Addressed by Alternative:

- Extends runway to justified length of 5,500 feet.
- Clears ROFA of existing public roads.
- Airport control of ROFA achieved through property acquisition.
- Direct runway access and V/PD issues to be addressed in redesign of Taxiway A.
- Wind cone and ASOS are no longer in ROFA or RSA.

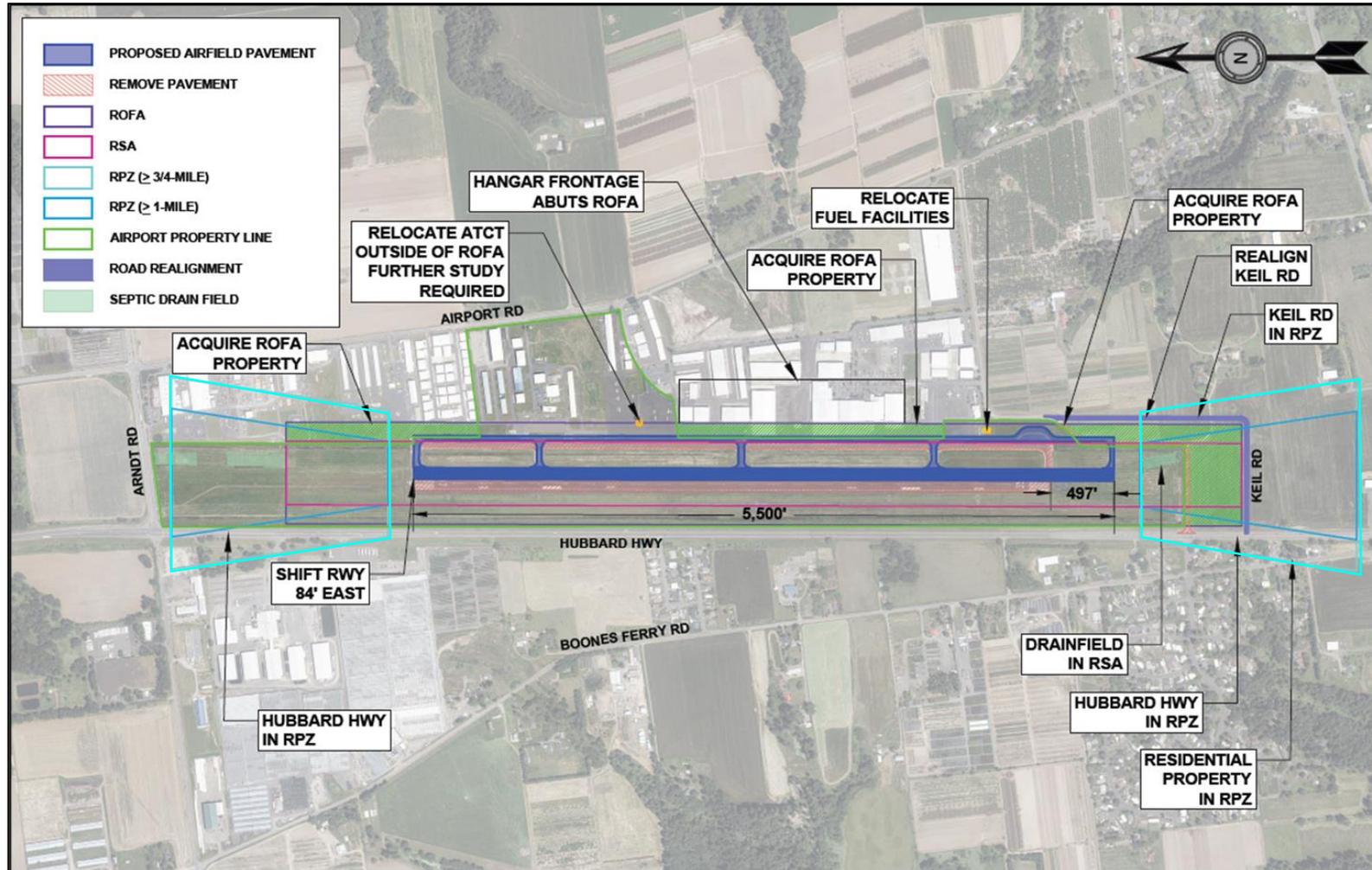
Other Issues to be Addressed:

- Septic drainfield remains in south end of RSA.
 - Further study required to relocate drainfield out of RSA.
- Existing incompatible land uses (Hubbard Highway, Keil Road, Boones Ferry Road and residential areas) remain in RPZs; some mitigated by runway shift.

New Issues:

- ATCT must be relocated/reconstructed outside of ROFA.
- Atlantic Aviation fuel equipment to be relocated outside of ROFA.
- ROFA directly abuts hangar doors for south TTF properties.
- The septic drainfield is located in the north end of (extended) RSA.
 - Further study required to relocate drainfield out of future RSA.
- New incompatible land use (Arndt Road) in Runway 17 RPZ.
- Requires relocation/replacement or decommissioning of localizer navigational aid.

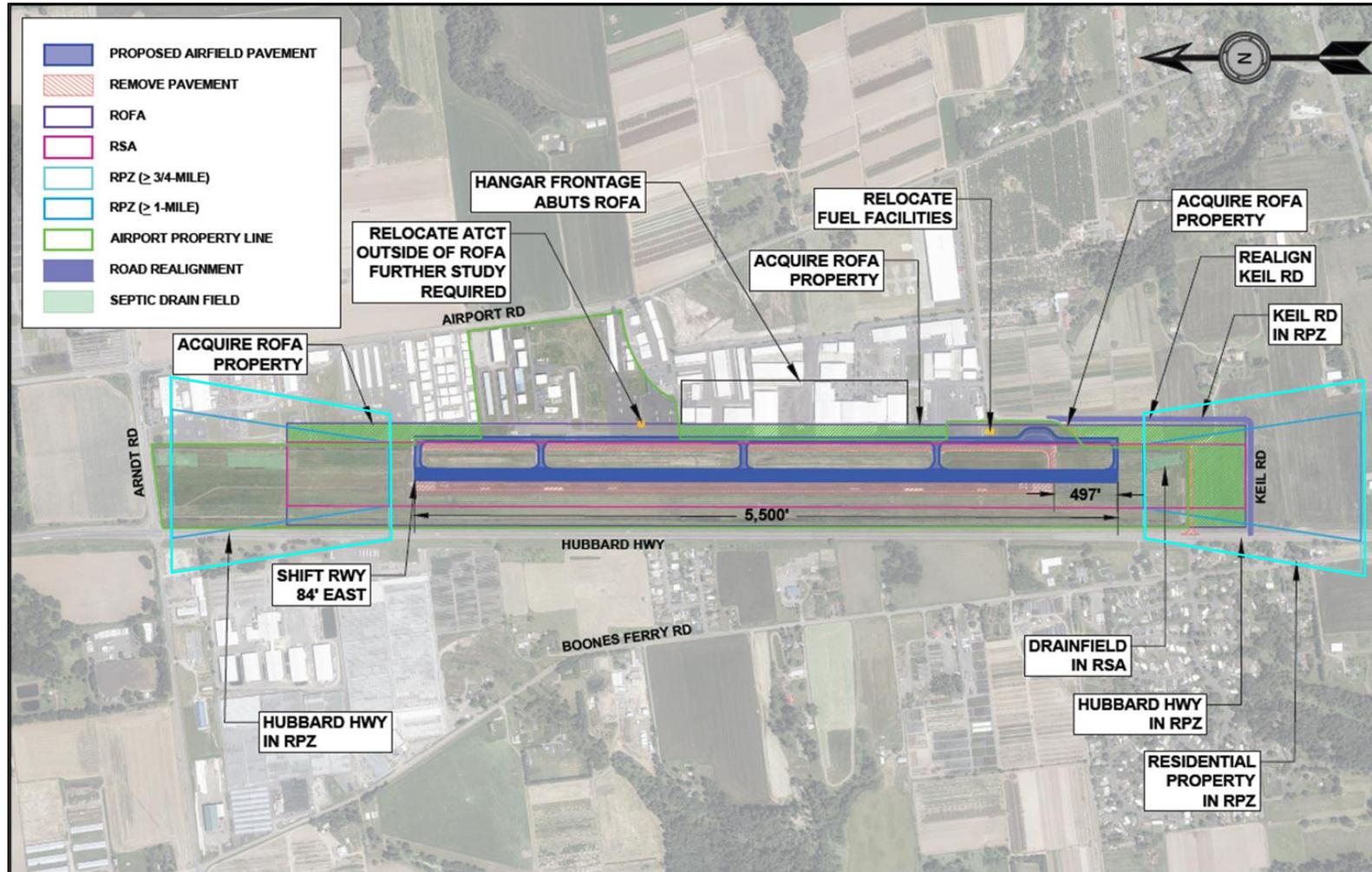
Maintain C-II, Shift Runway East, and Extend Runway South



Primary Components:

- Shift runway 84 feet east to bring west edge of ROFA onto Airport property.
- Extends runway 497 feet to the south resulting in a total length of 5,500 feet.
- Maintains 100-foot runway width (C-II standard).
- Extends parallel taxiway (Taxiway A) to the south with runway.
- All runway and parallel taxiway surfaces (ROFA, RSA, OFZ, RPZ, etc.) are shifted east with shifted runway centerline.
- ATCT and other aviation use facilities (fuel, helicopter parking, etc.) to be relocated outside of ROFA.
 - Further study is required to determine new locations.
- All property within the shifted/extended ROFA not owned by the Airport to be acquired.
- Keil Road is realigned to the outside of the existing and future ROFA.
- Reconfigure/relocate existing TTF access taxiway connection at current north end of Taxiway A to remove direct runway access at that location.
 - Realigned TTF access to be coordinated with adjacent property owner.
- Install painted islands between shifted Taxiway A and the adjacent southern TTF properties, where feasible to address direct runway access and V/PD issues.

Maintain C-II, Shift Runway East, and Extend Runway South



Issues Addressed by Alternative:

- Extends runway to justified length of 5,500 feet.
- Clears ROFA of existing public roads.
- Airport control of ROFA achieved through property acquisition.
- Direct runway access and V/PD issues to be addressed in redesign of Taxiway A.
- Wind cone and ASOS are no longer in ROFA or RSA.

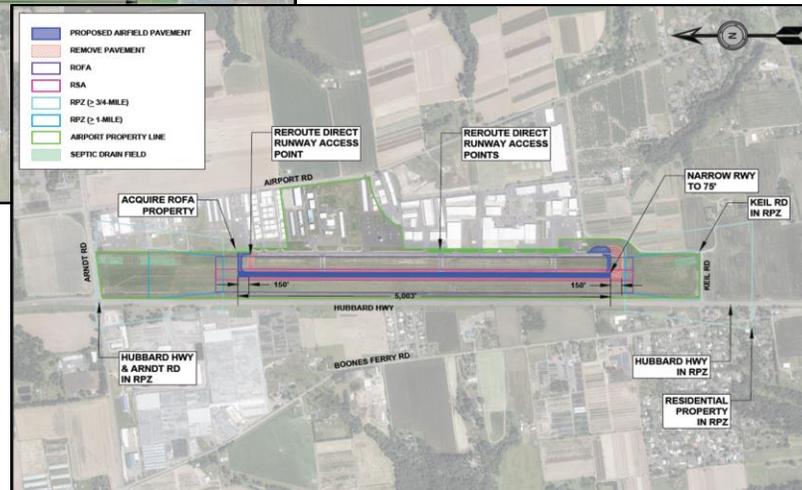
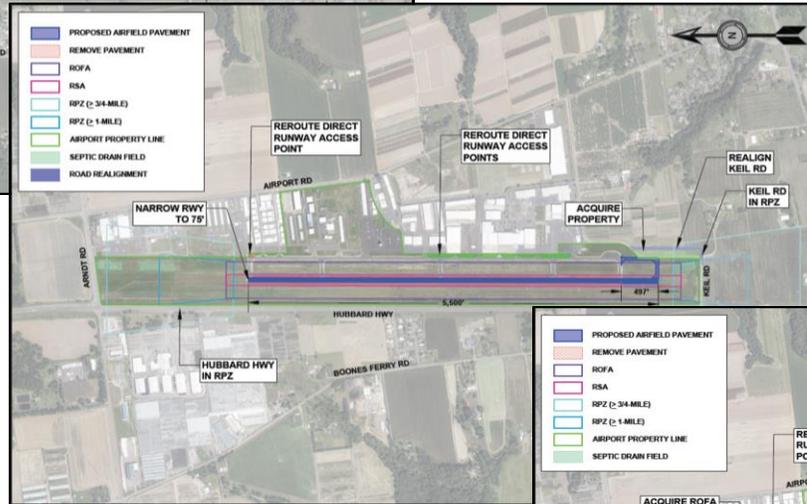
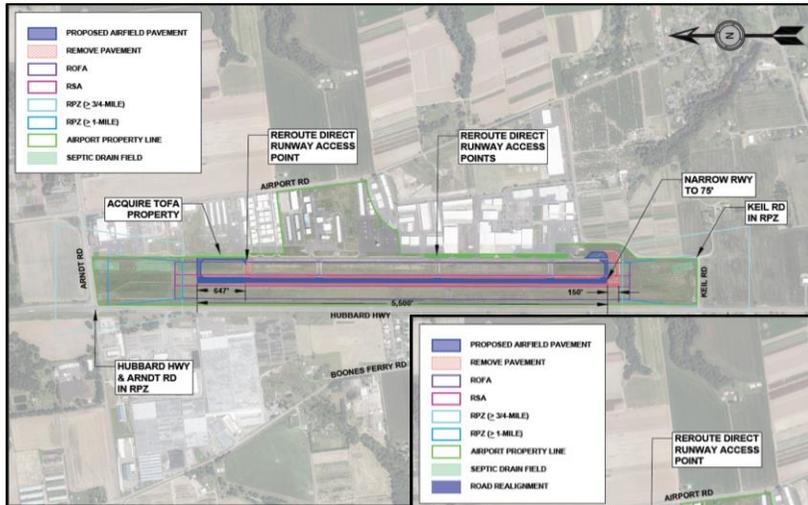
Other Issues to be Addressed:

- Septic drainfield remains in south end of RSA.
 - Further study required to relocate drainfield out of RSA.
- Existing incompatible land uses (Hubbard Highway, Keil Road, Boones Ferry Road and residential areas) remain in RPZs; some mitigated by runway shift.

New Issues:

- ATCT must be relocated/reconstructed outside of ROFA.
- Atlantic Aviation fuel equipment to be relocated outside of ROFA.
- ROFA directly abuts hangar doors for south TTF properties.
- Additional incompatible land uses (residential properties, and realigned Keil Road) enter Runway 35 RPZ.
- Requires relocation/replacement or decommissioning of localizer navigational aid (located at Runway 35 end).

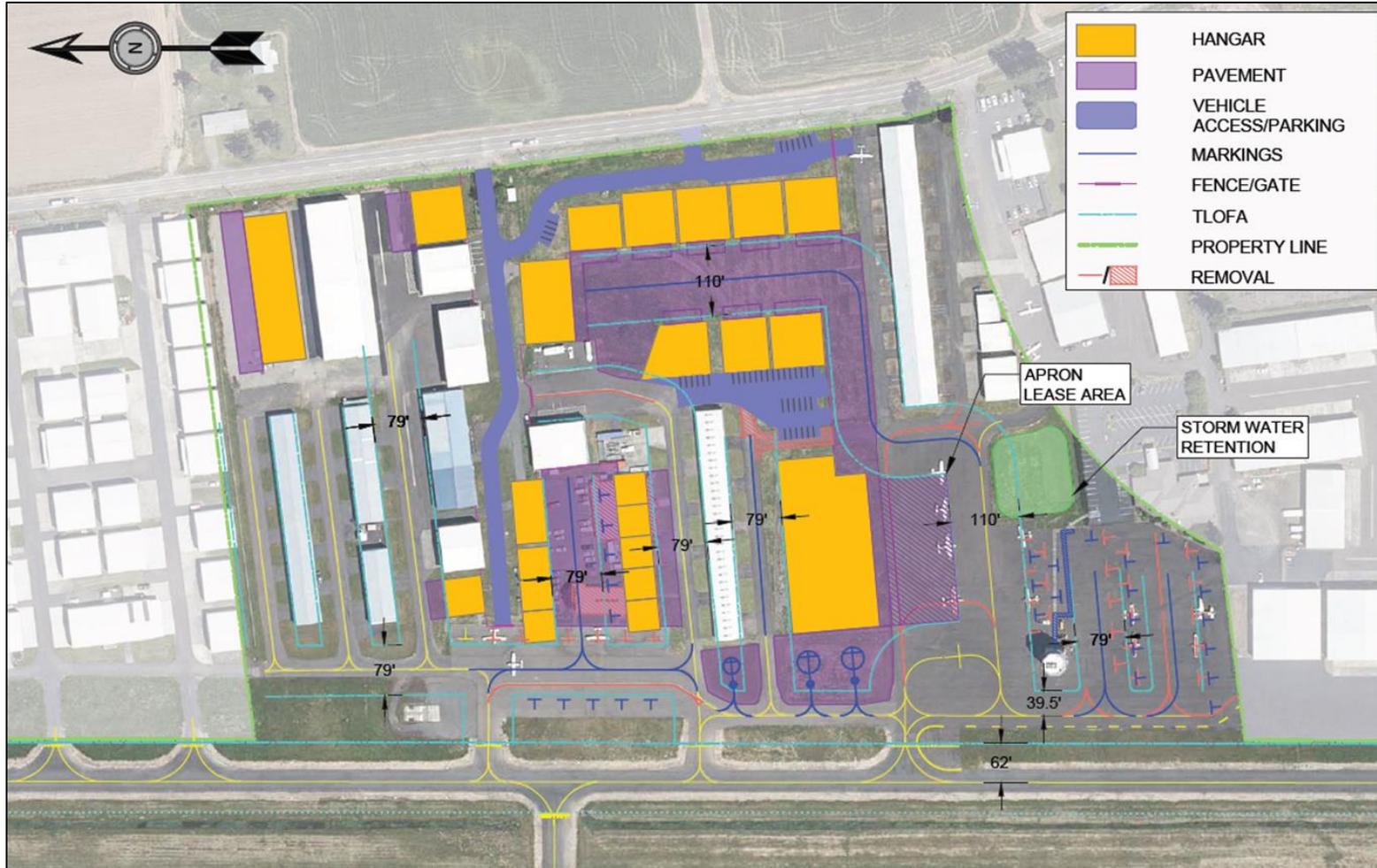
AIRSIDE ALTERNATIVES 5, 6, & 7 Change to B-II Scenarios



**AFTER COORDINATION WITH
FAA, B-II ALTERNATIVES ARE
NOT VIABLE AND WILL NOT BE
CONSIDERED FURTHER**

**Clarifying
Questions?**

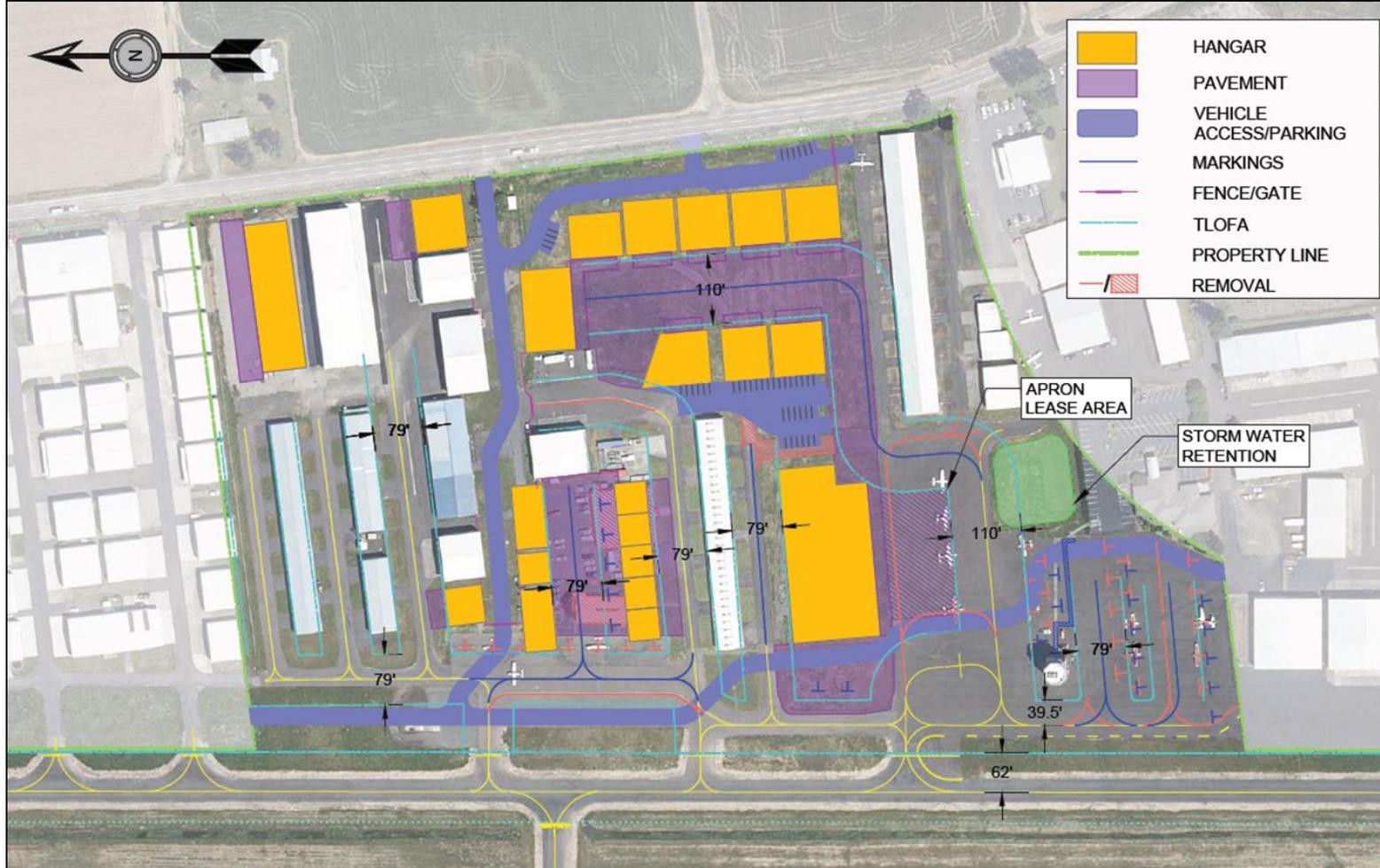
Commercial Hangar and FBO Development with Reconfigured Flight School Apron



Primary Components:

- Commercial hangar development with ADG II taxilane access, large FBO hangar, vehicle access and parking.
- The existing apron south of proposed FBO hangar proposed as tenant lease in conjunction with main ADG II access taxilane shift.
- Reconfigured small airplane tiedown apron adjacent to ATCT to provide appropriate wingtip and meet ADG I taxilane object free area (TOFA) clearances.
- Proposed apron reconfiguration to meet FAA standards results in a net decrease of four small airplane tiedowns and one large aircraft drive through parking position compared to the current aircraft parking configuration.
- Two large helicopter (35-foot rotor) parking positions and one small helicopter (25-foot rotor) parking positions are added.
- Realigned taxilane west of current Aurora Flight School facility to accommodate five additional small airplane tiedowns.
- New apron at current flight school area.
- Reconfigured fence and vehicle access road (outside the fence access provided to Aurora Flight School facility).
- Additional hangar infill is proposed for all available lots on the Airport.
- Approximately 154,000 square feet of additional hangar space, as depicted.
- Storm water retention area is identified east of ATCT apron.

Commercial Hangar and FBO Development with Reconfigured Flight School Apron and Vehicle Service Road



Primary Components:

- Identical to Landside Alternative 1A with the following exceptions:
 - A north/south vehicle service road (VSR) is proposed to provide dedicated vehicle access from the north boundary of the landside area to the south boundary of the landside area.
 - The proposed five tiedowns west of Aurora Flight School, the three proposed helicopter parking positions, and six proposed tiedowns on the ATCT apron are omitted to create space for VSR.
 - Two additional tiedowns are proposed west of the large FBO hangar, on the west side of the VSR.
 - This configuration results in a net decrease of 13 tiedowns compared to the existing aircraft parking configuration.

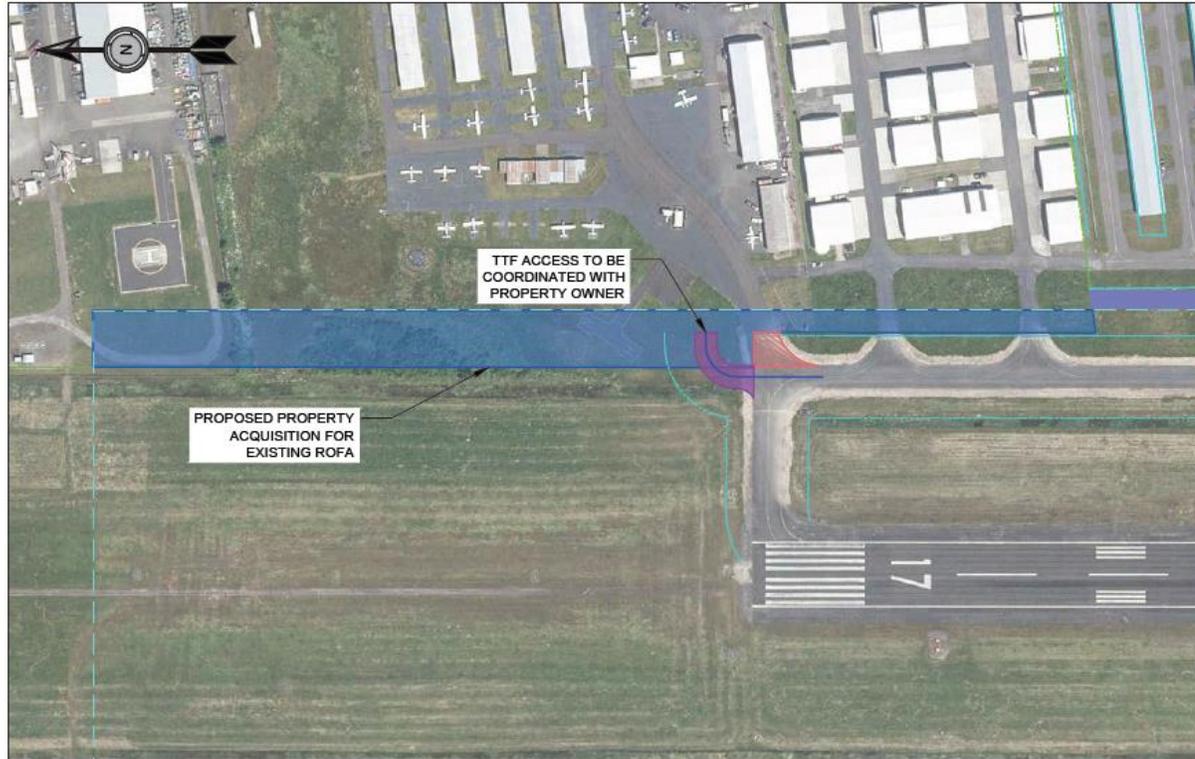
Commercial Hangar and FBO Development with Reconfigured Flight School Apron and Vehicle Service Road



Primary Components:

- Commercial development with ADG II taxilane access, large FBO hangar, and vehicle access and parking.
- The apron adjacent to the ATCT is reconfigured to include two drive through large aircraft parking positions on the south end of the apron.
 - Approximately three feet of the south edge of the taxilane object free area (TLOFA) for the drive through parking encroaches upon private property to the south. Coordination with adjacent property owner and/or an easement may be necessary for development.
- Remaining ATCT apron is reconfigured to provide small aircraft tiedown parking with ADG I wingtip spacing.
- Realigned taxilane west of current Aurora Flight School facility to allow additional small aircraft tiedown parking.
- Proposed apron reconfiguration to meet FAA standards results in a net decrease of five tiedowns compared to the current aircraft parking configuration.
- Two large helicopter (35-foot rotor) parking positions and one small helicopter (25-foot rotor) parking positions are added.
- Storage building east of Aurora Flight School is removed to accommodate additional hangars on north side of existing ADG I hangar taxilane.
- One multi-unit T-hangar is replaced with small condo-style box hangars.
- Reconfigured fence and vehicle access road (outside the fence access provided to Aurora Flight School facility).
- Additional hangars infill is proposed for all available lots on the Airport.
- Approximately 145,000 square feet of additional hangar space is proposed.
 - Includes removal of 15,000 square feet of existing space and construction of 160,000 square feet of new space.
- Storm water retention area is identified east of ATCT apron.

Remove Direct Access - North End



This Figure depicts a proposed reconfiguration of the existing TTF taxilane connection to Taxiway A1. The change in configuration would create a new taxi route between the adjacent apron and the runway, including a 90-degree turn to access Taxiway A and a second 90-degree turn to access Taxiway A1. This would eliminate the direct aircraft access configuration on Taxiway A1. The proposed changes require a new taxiway section and coordination with the adjacent private property owner. It is noted that a portion of this private property is also located in the ROFA for the existing Runway 17/35, which is recommended for property acquisition to meet FAA standards.

Parallel Taxiway Islands - South End



This Figure depicts proposed painted islands in the large expanse of airfield pavement to differentiate the apron and parallel taxiway. Limiting the number of direct access points from adjacent aircraft aprons to parallel taxiways is consistent with FAA design guidance. Aircraft movement and hangar access on the apron would be consolidated for the existing TTF users. Longer-term improvements may replace the painted markings with pavement removal as part of a major taxiway reconstruction project that may require additional stormwater drainage improvements.

**Clarifying
Questions?**

PAC Comments?

Public Comments?

Next Steps

Next Steps

- Public Open House – June 13th, 2024 (4-7pm)
 - North Marion High School – Commons Room (20167 Grim Rd NE, Aurora, OR 97002)
- Review PAC/Public Input into Preliminary Alternatives
 - PAC feedback form will be emailed to members (1 form per member)
 - Public feedback form will be posted on the website
 - Feedback forms are due to ODAV & Planning Team by Sunday, June 23rd.
- Refine Preliminary Alternatives & Narrow to Top Options
- Present Refined Preliminary Alternatives at - July 30th Working Session

Thank You

Alex Thomas – ODAV

Tony Beach – ODAV

Brandy Steffen – JLA Public Involvement

David Miller – Century West Engineering



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