



Aurora State Airport

Master Plan

Scope of Work Overview

PRESENTED TO THE OREGON STATE AVIATION BOARD

JULY 15, 2021

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Overview

Aurora State

Upcoming Master Plan Process

- Components
- Schedule
- Public Involvement Program
- FAA Involvement
- State Agency Coordination (SAC)
- NEPA & Planning
- Work Order Contract Information
- Key Team Members



Purpose of a Master Plan

Airports are transportation facilities that undergo periodic planning. These Airport Facility Planning Projects are called Airport Master Plans and for NPIAS airports they are required by the Federal Aviation Administration (FAA) and Federally Funded by the FAA. Because of the federal funding the Master Plan components are relatively rigid and set for by the FAA.

- ALL Master Plans differentiate from federal, state, or region-wide planning efforts.
 - *Airport Master Plans are a comprehensive study of an individual airport to determine the short-(0-5 yrs), medium-(6-10 yrs), and long-(11-20 yrs) term development plans to meet design standards and future aviation demand in a safe, sustainable, and cost-effective manner.*
- Airport Master Plans that are driven by the Federal Aviation Administration (FAA) processes are very specific to the needs of the specific airport facility.
 - Task Items and Work Product must adhere to very specific FAA standards and guidance. Any deviation (*i.e.*, Modification to Standards (MOS)) must be approved by the FAA Airport District Office (ADO) or FAA Headquarters (D.C.). Once a scope of work has been approved by the FAA and a Planning grant has been issued no revisions can be made to that specific Planning grant.
- Master Plans typically have a shelf-life of 10-20 years.
 - **It is time for a new Master Plan at the Aurora State Airport.**

Past Planning Efforts Affecting Aurora State

Prior Master Plans

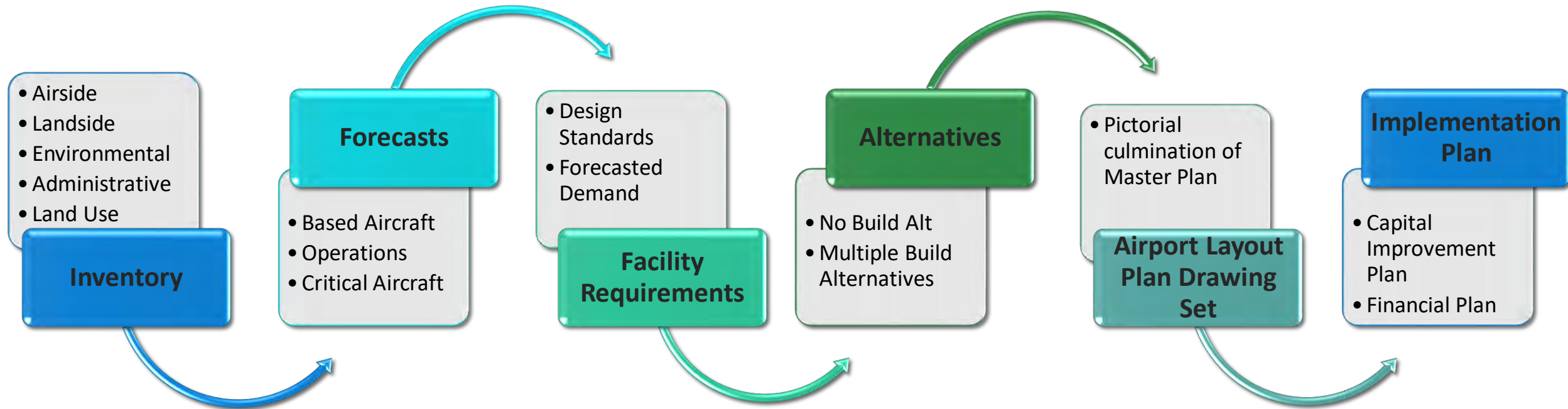
- 1976
- 2000
- 2012
 - *While these documents will be referenced for their historical value, this Project will gather fresh data for all project components, as outlined in FAA Advisory Circulars.*
 - *Of particular note, the Air Traffic Control Tower will provide a more accurate count of aircraft operations and fleet mix data than was available for prior master planning efforts.*

Other Relevant Planning Efforts

- Constrained Operations Runway Justification Study (2019)
- Local Comprehensive, Transportation System, and Utility Plans to incorporate

Master Plan Components

The Board has been previously briefed on standard Master Plan works items, as shown here:



Aurora State Master Plan Components

Task Items from the FAA-approved Scope of Work (SOW) mirror the process shown on the prior slide. Full text of SOW provided in read-ahead materials.

Inventory

Airport
Geographic
Information
System
Survey (SOW
Task 3) &
Existing
Conditions
Analysis
(SOW Task 4)

Forecasts

Aviation
Activity
Forecasts
(SOW Task 5)

Facility Requirements

Facility Goals
&
Requirements
(SOW Task 6)

Alternatives

Airport
Facility
Development
Alternatives
(SOW Task 7)

Implementation Plan

Implementation
Plan: Capital
Improvement
Program &
Financial Plan
(SOW Task 8)

Airport Layout Plan Drawing Set

Drawings
detailed in
SOW Task 9,
to include
ALP, Area
Plans,
Airspace
Plans, Land
Use Plans,
and Exhibit A
Property Map

Recycling & Solid Waste Management Plan

FAA
requirement,
detailed in
SOW Task 10

Aurora State Master Plan Components

Working Paper #1

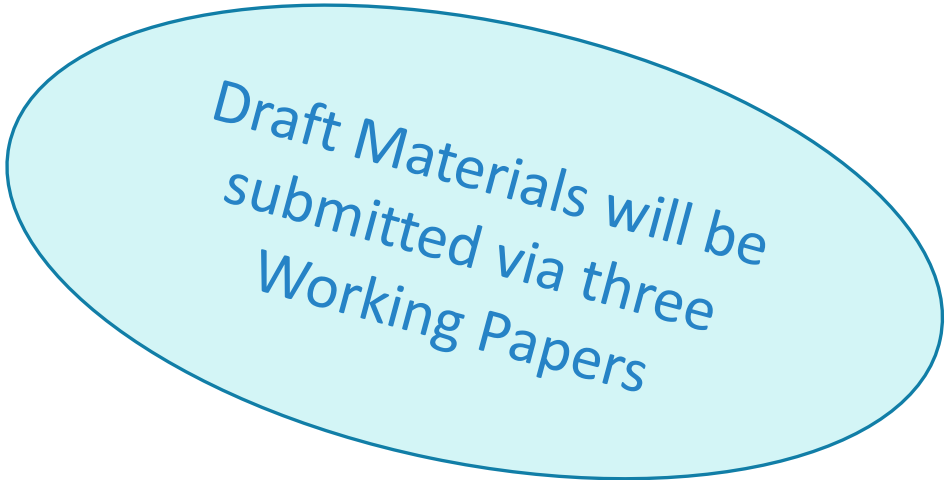
- Introduction
- Inventory / Existing Conditions Analysis
- Aviation Activity Forecasts

Working Paper #2

- Facility Requirements
- Development Alternatives

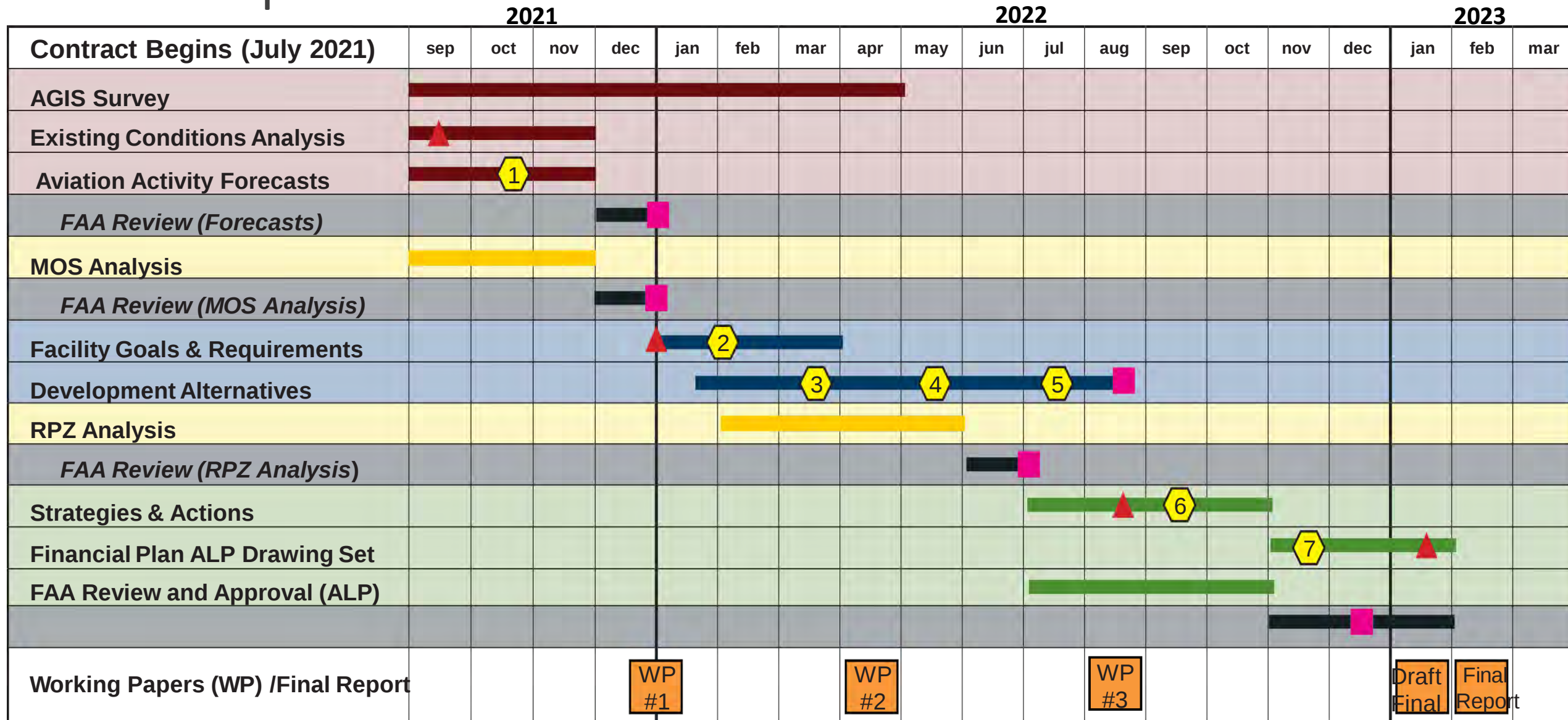
Working Paper #3

- Implementation Plan (Strategies & Actions; Financial Plan)
- ALP Drawing Set
- Solid Waste & Recycling Plan



*Draft Materials will be
submitted via three
Working Papers*

Proposed Schedule



Public Involvement Program¹

Advisory Committee Meetings (always open to public)

- *Seven (7) Planning Advisory Committee (PAC) Meetings, possibly up to nine (9)*
- *Citizen Advisory Committee (CAC) may be developed (if CAC is developed and implemented, these meetings will be held publically, in accordance with FAA guidance)*

Public Information Meetings / Open Houses

- *Four (4) Open Houses: two (2) in-person and two (2) virtual*

Stakeholder Meetings

- *To be scheduled, as needed, with community, special interest, and neighborhood groups (Only if CAC is Developed)*

Public Awareness Campaign

- *Informational and educational materials will be posted to the project website, along with Meeting Information and Working Papers.*

¹ Per FAA Advisory Circular 150/5070-6B, Airport Master Plans

Planning Advisory Committee (PAC)

Membership: To Date

AABC/TLM Holdings - Ted Millar

AAIA - Bruce Bennett

Aurora ATC - TBD

Aurora CTE, Inc - Bill Graupp

City of Aurora - Brian Asher

City of Canby - TBD

City of Wilsonville - Julie Fitzgerald

Clackamas County - Tootie Smith

Columbia Helicopters - Rob Roedts

DLCD - Matt Crall

Lynx Aviation, FBO - Tristan Dorian

Marion County - Danielle Bethell

Marion County Planning Dept. – Austin Barnes

ODA - Tony Beach, Airport Manager

ODOT - Naomi Zwerdling

Oregon Aviation Board - John Barsalou

Oregon Farm Bureau - Mary Anne Cooper

PAAM - Tony Helbling

Governor's Office - Regional Solutions - Jody Christensen

Vans Aircraft - Rian Johnson

Willamette Aviation, FBO - David Waggoner

Wilsonville Chamber of Commerce - Kevin O'Melley

Citizen Groups Requesting to Participate as PAC/CAC Member(s)

Charbonneau Country Club - TBD

Deer Creek Estates - TBD

Prairie View Estates - TBD

Aurora-Butteville-Barlow CPO - TBD

1000 Friends - TBD

Friends of French Prairie - TBD

Seismic/Wildfire/Emergency Management –DEOM – TBD

Local Farmer's Representative - TBD

FAA Involvement

The FAA only approves components of the Master Plan:

- Forecasts
- Selection of Critical Aircraft
- Airport layout plan (ALP)



From these elements, FAA makes a determination regarding eligibility of Airport Improvement Program (AIP) funding for proposed development.

Approval of these items does NOT constitute approval for design or construction. All federally-funded projects must undergo additional National Environmental Policy Act (NEPA) review.

Once FAA approves the final Master Plan ALP, the ODA Board may approve with the master plan upon staff recommendations.

SAC Agreement

The State Agency Coordination (SAC) Program and Agreement's purpose it to assure ODA's land use programs are carried out in *compliance* with statewide planning goals, in a manner that is compatible with acknowledged comprehensive plans.

Draft Plans are distributed to all parties of record to identify conflicts and ensure *coordination* with local comprehensive plans within the governing jurisdiction (however, ODA will distribute the draft plan to all interested parties and neighboring jurisdictions as well.)

- Per Department of Land Conservation and Development – ORS 187.180; OAR 660-30 & 31

The Aurora State Airport Master Plan effort will be in accordance with OAR 738-130, as it includes Federal, State, Local, Special Districts, and Interested Parties with multiple public meetings.

NEPA Process & Master Planning

Good planning is the foundation for project justification and Purpose & Need (P&N). Please Note: there is no NEPA or Environmental Action of a Master Plan. NEPA & EA's are defined by the Purpose and need statements and will be done when the projects they are associated with. The environmental component of a master plan is only an overview to inform the development of the NEPA scope at project design for implementation

The P&N statement is key to successful Environmental Analysis

- Establishes the reason why a project is being proposed
- Clearly describes the Proposed Action in a well-defined, concise statement
- Regardless of NEPA review level (Categorical Exclusion, Environmental Assessment or Environmental Impact Statement), FAA will not approve funding if the P&N statement is weak or lacking proper justification

Justification for P&N is a product of solid planning

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Recent planning, backed up with strong data and forecasts

NEPA Process & Master Planning

To ensure any proposed project is NEPA Review-ready, the Planning Team has addressed several items in the SOW:

- Inventory of environmental categories early in process
- Review of potential environmental impacts from proposed Development Alternatives and address potential mitigation/avoidance, if necessary
- Anticipated Environmental Review efforts to be built into the CIP
- Strong Public Involvement Program
- Bi-Weekly FAA Coordination Meetings (FAA is Lead Agency for all NEPA)

Contract Information



Century West Engineering has been retained as Prime for this Master Plan Contract.

- Century West's aviation project experience includes all elements of airport environmental studies, planning, design, and construction management

Teaming:

- **JLA Public Involvement** will head up public relations and meeting facilitation.
- **David Evans and Associates** will conduct an environmental inventory, as well as a brief of potential impacts from Development Alternatives

Total budget, not-to-exceed amount, for the Work Order Contract is \$974,764.

Key Project Team Members

Oregon Department of Aviation

- Betty Stansbury, Director, Project Sponsor
- Heather Peck, Project Manager
- Sarah Lucas, Aviation Planning Project Coordinator
- Seth Thompson, Land Use Project Coordinator

Century West Engineering

- Matt Rogers, Project Manager
- David Miller, Senior Planner
- James Kirby, Project Engineer



Thank You.

QUESTIONS? HEATHER.PECK@AVIATION.STATE.OR.US