

Aurora State Airport Master Plan Project



**Planning Advisory Committee Meeting #8
December 10, 2024**

Agenda

Time	Topic
5:00-5:10	Introductions
5:10-5:30	Review Draft Airport Noise Analysis
5:30-5:40	PAC Clarifying Questions
5:40-6:00	Review Nonstandard Conditions & Preferred Alternative
6:00-7:30	Roundtable Discussion <ul style="list-style-type: none">• Opportunity for PAC input on the Preferred Alternative including input received from PAC Meeting #7.
7:30-7:55	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

Policy, Planning & Program Manager

Brandon Pike

Aviation Planner

Project Team

Agency Oversight & Funding



Airport Owner (Sponsor)



Planning & Engineering



Public Involvement



Cultural Resources



Environmental Review



AGIS Survey



Aurora State Airport Master Plan

Resources & Documents Meetings Contact & Comment What's an AMP? FAQs **Public Records**

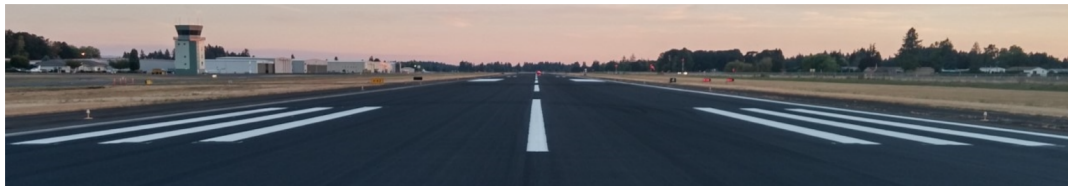
Website Updates

AIRPORT MASTER PLAN

Every airport owner/operator needs to look at the current use of their airport, its relationship to other airports, and expectations for how the airport will need to change in the future. This planning effort takes place every 10-20 years (on average) and helps the airport owner figure out what to study further, what to invest in, and what is crucial to fix for safety and operations.

The Airport Master Plan (AMP) is required by the Federal Aviation Administration (FAA) 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.



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<https://publicproject.net/AuroraAirport>



PAC Members & Alternates

AURORA STATE AIRPORT MASTER PLAN



PLANNING ADVISORY COMMITTEE (PAC) MEMBERS

Below are the approved committee members; updated 12/04/24.

Organization	Name	Alternate
1000 Friends of Oregon	Roger Kaye	
AABC/TLM Holdings	Ted Millar	Aron Faegre
Atlantic Aviation (formerly Lynx Aviation)	Jon Bickford	
Aurora Air Traffic Control Tower (ATCT)	Raul Suarez	
Aurora Airport Improvement Association	Tony Helbling	
Aurora Butteville Barlow Community Planning Organization	Ken Ivey	
Aurora CTE, Inc	Bill Graupp	
Charbonneau Country Club	Dave Mauk	
City of Aurora	Brian Asher	
City of Canby	Jamie Stickel	Don Hardy
City of Wilsonville	Councilor Dr. Joann Linville	Chris Neamtzu
Clackamas County	Commissioner Tootie Smith	
Columbia Helicopters	Dave Tibbetts	Matt Nash
Confederated Tribes of Siletz Indians	Pam Barlow Lind	
Confederated Tribes of the Grand Ronde Community of Oregon	Cheryl Pouley	
Confederated Tribes of Warm Springs Reservation of Oregon		

Deer Creek Estates HOA	Matt Williams	
Friends of French Prairie	Ben Williams	Wayne Richards
Helicopter Transport Service	Robert Fournier	
Life Flight Network	Michael Weimer	
Marion County	Alvin Klausen	Matt Lawyer
Marion County Planning Department	Austin Barnes	Brandon Reich
Oregon Dept of Aviation	Tony Beach	
Oregon Dept of Aviation Board	Cathryn Stephens	
Oregon Dept of Transportation	Naomi Zwerdling	
Oregon Dept of Land Conservation and Development	Melissa Ahrens	Matt Crall
Oregon Farm Bureau		
Oregon Department of Emergency Management	Whitney Stewart	
Positive Aurora Airport Management	Bruce Bennett	
Regional Solutions	Beth Wytoski	
Vans Aircraft	Rian Johnson	Greg Hughes
Willamette Aviation	David Waggoner	
Wilsonville Chamber of Commerce	Patrick Donaldson	Kevin Ferrasci O'Malley

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 on draft work products presented within the allotted review period** provided by the Planning Team.

PAC Meeting Guidelines

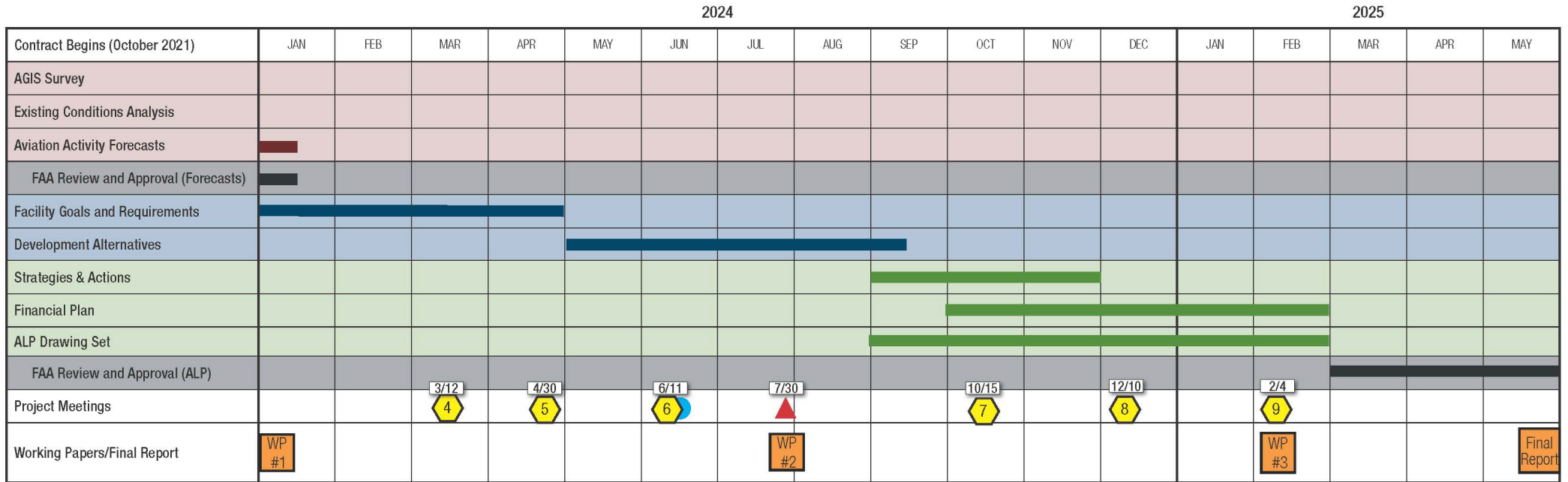
As a committee, we agree to **approach this work with honesty, openness, and willingness to work together.**

- 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 PAC members to name/identify themselves.** Duplicates will be removed from the meeting.

Project Schedule – Where are we?

Updated December 2024

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 & Refined Alternatives

⬡ 7 Alternatives Review

⬡ 8 Noise Analysis & Roundtable Discussion

⬡ 9 CIP, ALP, and Draft Final for FAA Review

Review:

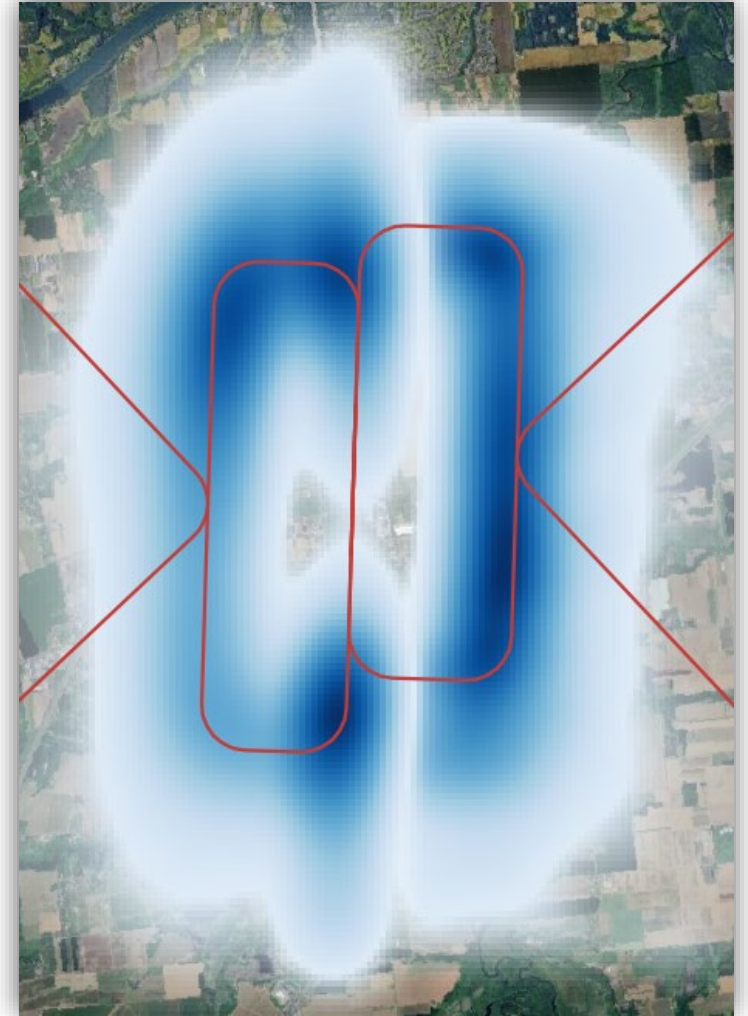
Noise Analysis Summary

Noise Analysis Overview

- Airport Noise was modeled using FAA software: Airport Environmental Design Tool (AEDT).
- AEDT creates a model of cumulative noise exposure in terms of annual day/night average sound level (DNL).
 - DNL is a representation of noise exposure over time, **NOT** individual noise events
 - Modeled noise exposure quantified in decibels (dB) DNL
 - DNL applies a 10 dB penalty to night-time operations
 - 65 dB DNL is the FAA standard threshold for significant aircraft noise exposure

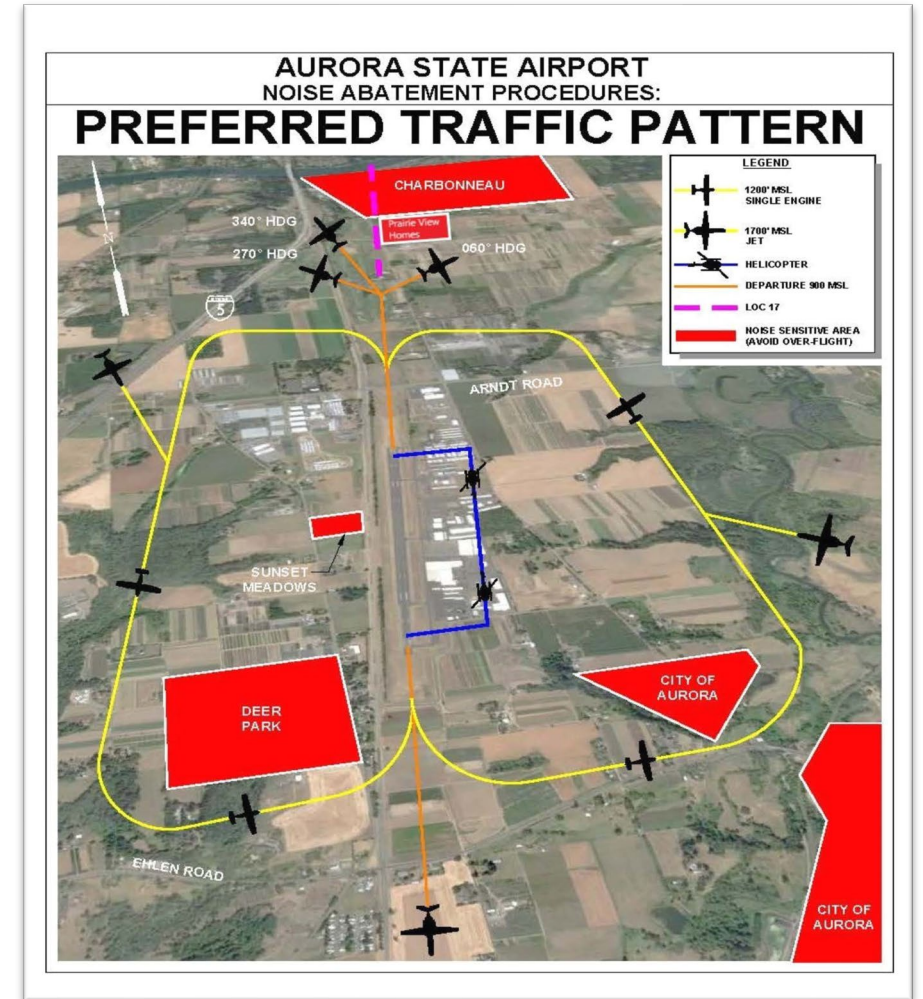
Noise Analysis Overview

- Data inputs
 - Aircraft operations – *What aircraft are flying, when, and how often?*
 - FAA approved operations forecast and fleet mix from AMP
 - TFMSC and ADSB data were referenced to assist with further refinement of the fleet mix
 - Flight tracks – *Where are the aircraft flying?*
 - Flight tracks **approximate** the most common paths that aircraft use to fly to, from, or around the airport.
 - ADSB position data were used to identify local pattern tracks
 - Published procedures were referenced to identify for IFR traffic tracks
 - Helicopter tracks were based on operator input

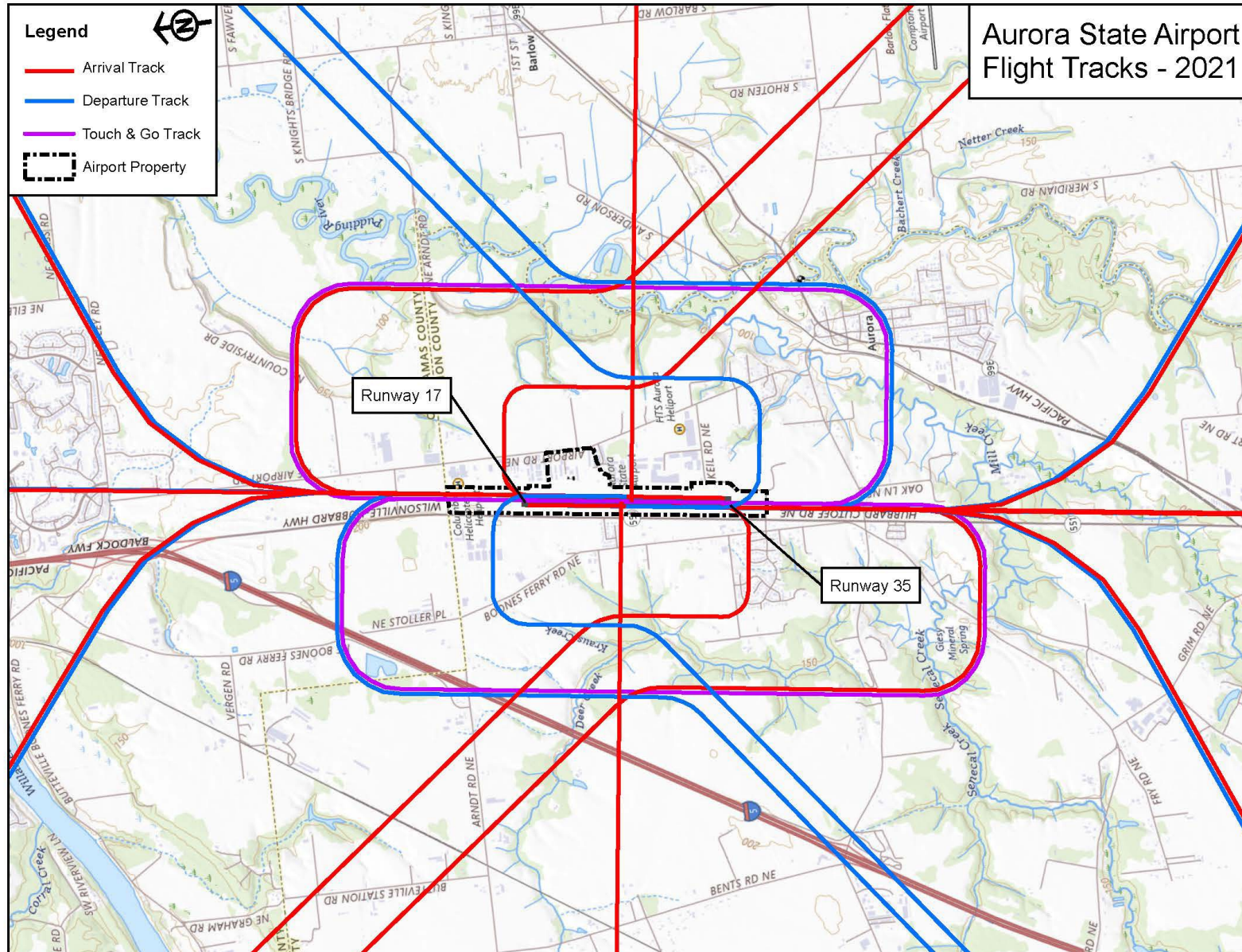


Noise Analysis – Flight tracks

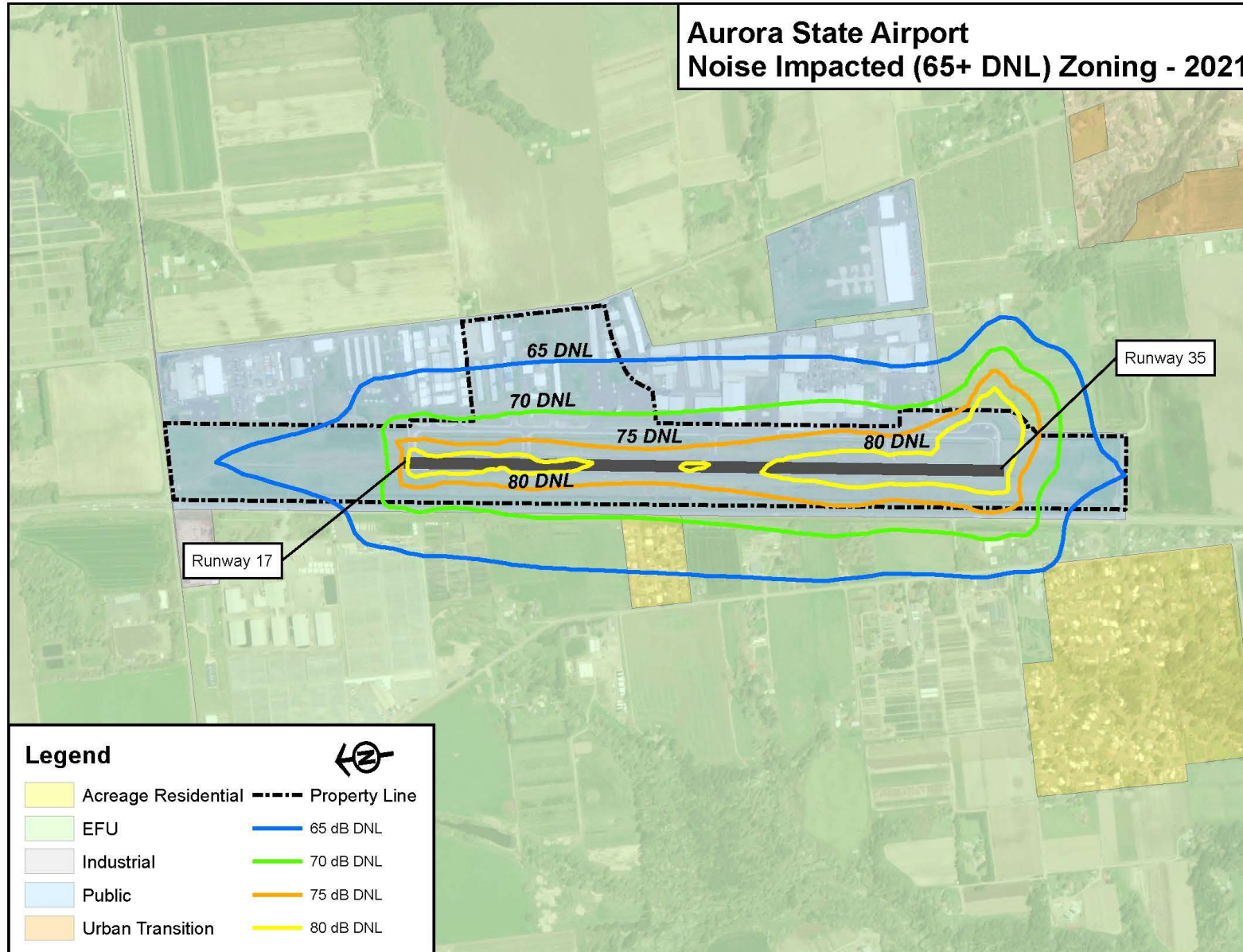
- Tracks for year 2021 were compared against the preferred traffic pattern depicted in the published noise abatement procedures.
- Noise abatement procedures are voluntary. Pilots are ultimately responsible for operating the aircraft in a safe manner based on the conditions at the time.
- During periods when ATCT is in operation, ATC provides clearance and routing.



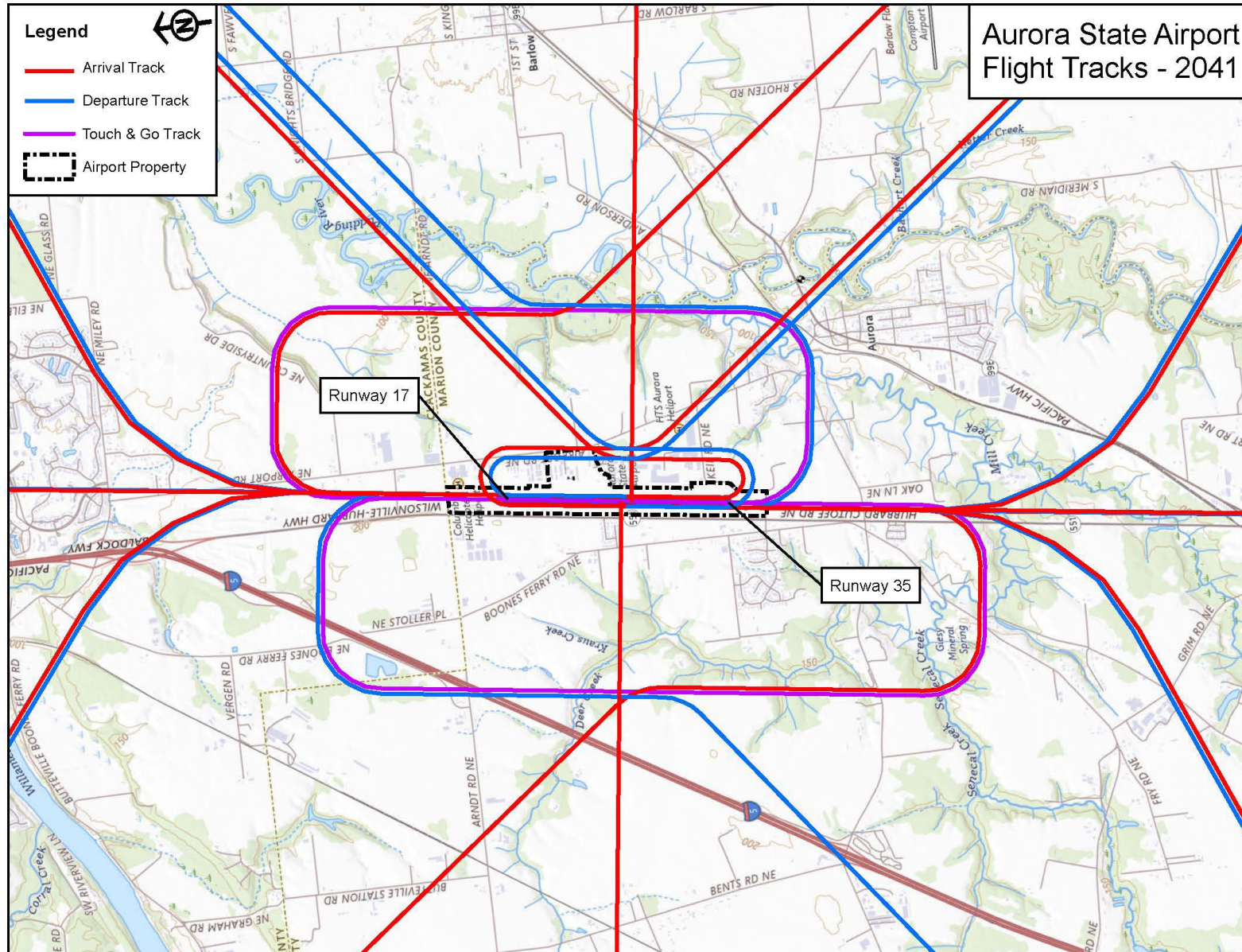
Noise Analysis – Flight Tracks – 2021



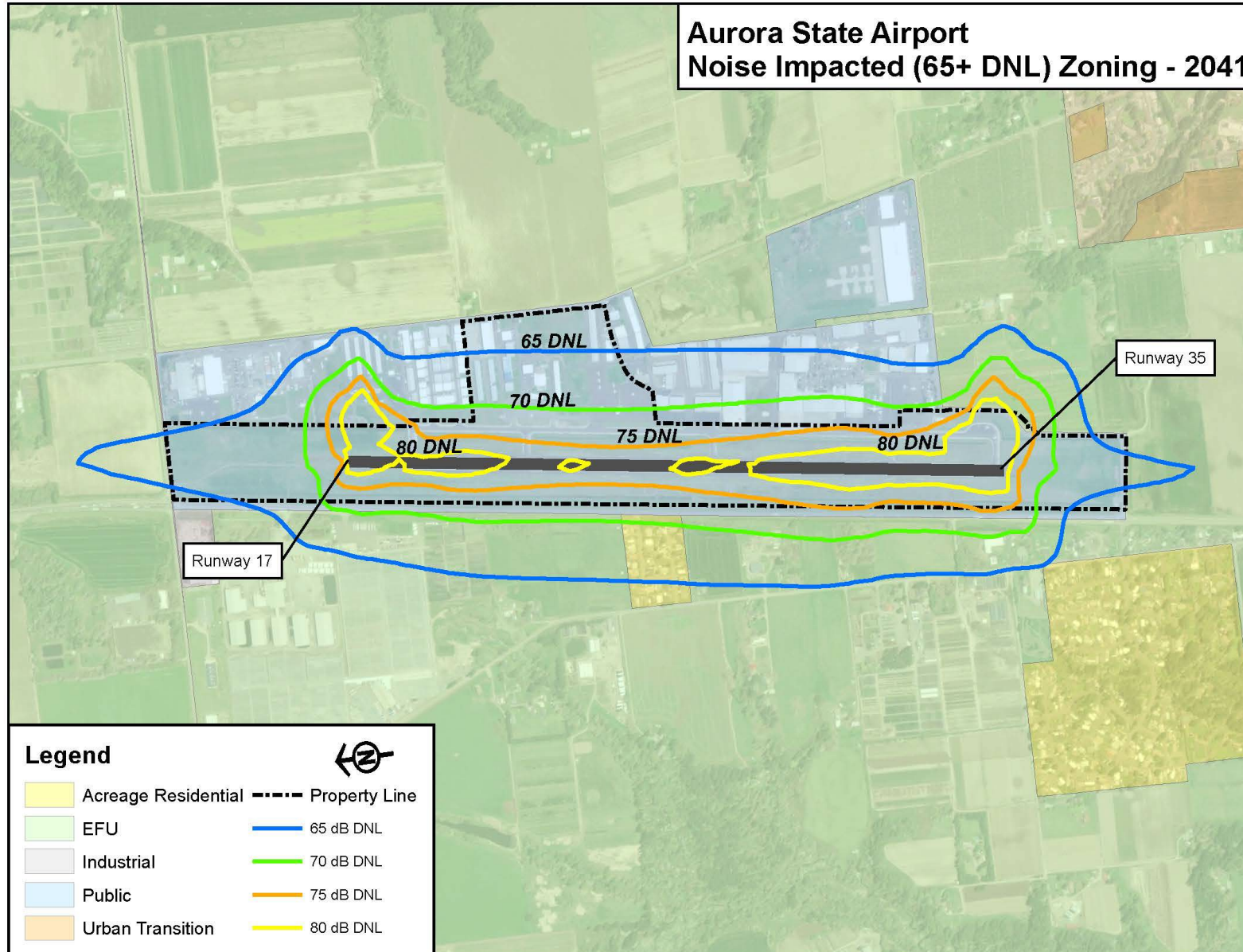
Noise Analysis – Noise Contours – 2021



Noise Analysis – Flight Tracks – 2041



Noise Analysis – Noise Contours – 2041



Noise Analysis – Impacts

	DNL (dB)	Impacted Land Use (Acres)			
		Public	Acreage Residential	Exclusive Farm Use	Total
		(P)	(AR)	(EFU)	
2021	65-70	69.7	5.5	59.2	134.4
	70-75	54.5	0.4	14.8	69.7
	75-80	36.9	0	2.4	39.3
	>80	22.8	0	0.9	23.7
	Total	183.9	5.9	77.3	267.1
2041	65-70	83.4	5.9	74.3	163.6
	70-75	62.6	0.9	17.1	80.6
	75-80	45.5	0	2	47.5
	>80	27.9	0	0.3	28.2
	Total	219.4	6.8	93.7	319.9

Clarifying Questions

Review:

Nonstandard Conditions

AIRPORT PROPERTY BOUNDARY (EXISTING CONDITION)



Nonstandard Conditions

The below listed nonstandard conditions are the highest priority to FAA for the Airport (ODAV) to mitigate at Aurora State Airport.

- Runway Object Free Area (ROFA)
 - Acquire property within the ROFA
 - Relocate the ASOS, Windcone, Fencing, Roadways outside of the ROFA
- Runway Safety Area (RSA)
 - Remove drain fields out of RSA
 - Mitigate drainage ditch
- Direct Access Taxiways to Runway
 - Relocate or remove taxiways that connect the apron directly to the

Note – mitigating other nonstandard conditions not listed above will be coordinated with FAA on timing and priority.

Reminder – A modification of standards (MOS) is not a planning level solution for any nonstandard conditions in the Airport Master Plan.

Review:

Preferred Alternative

Goals for the Preferred Alternative

The preferred alternative was selected based on feedback received through the planning process. All of the improvements presented met one of the below three goals:

- Projects required to meet FAA nonstandard conditions (ROFA and RSA)
- Projects that improve efficiency in aircraft operations
- Projects that improve safety




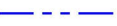



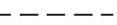

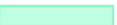

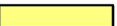


Input received on the Preferred Alternative

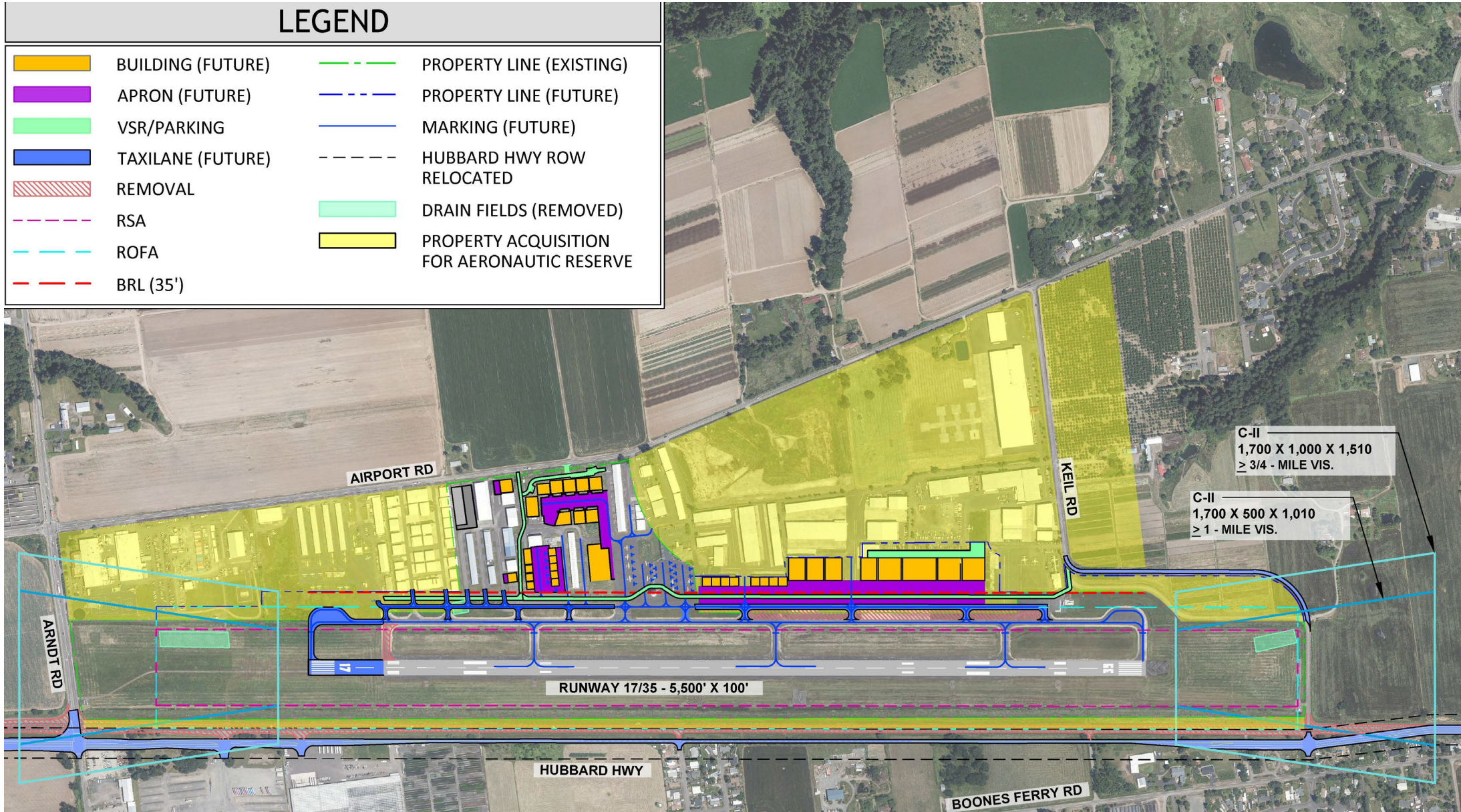
Feedback we've heard:

- A no build alternative should be considered
 - Reminder, a no build alternative was presented in the preliminary alternatives and not carried forward based on input by FAA that meeting ROFA/RSA standards were required for an approved plan.
- Reduce or eliminate impacts to existing hangars
- A parallel taxiway is not needed
- Relocate the vehicle service road or use existing off-airport roads through the TTF hangar area
 - Reminder, this is a facility plan for on-airport property. Any proposed improvements off-airport will not be included in the Airport Master Plan.
- Shift the Highway within the ROW
 - Look at shifting the highway within the existing ROW to reduce impacts to neighboring properties

PREFERRED ALTERNATIVE - OVERVIEW

LEGEND

	BUILDING (FUTURE)		PROPERTY LINE (EXISTING)
	APRON (FUTURE)		PROPERTY LINE (FUTURE)
	VSR/PARKING		MARKING (FUTURE)
	TAXILANE (FUTURE)		HUBBARD HWY ROW RELOCATED
	REMOVAL		DRAIN FIELDS (REMOVED)
	RSA		PROPERTY ACQUISITION FOR AERONAUTIC RESERVE
	ROFA		
	BRL (35')		



Roundtable Discussion

Public Comments?

Next Steps

Next Steps

- Prepare the:
 - Capital Improvement Plan (CIP)
 - Airport Layout Plan (ALP)
 - Draft Final Report
- Next PAC Meeting – Planned for February 4th
 - To discuss the CIP and ALP

Thank You

Alex Thomas – ODAV

Tony Beach – ODAV

Brandy Steffen – JLA Public Involvement

David Miller – Century West Engineering



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