

[Brandy Steffen | JLA Public Involvement] 16:53:32
Okay, let's start.

[Brandy Steffen | JLA Public Involvement] 16:54:07
Hi, everyone. We're just getting started. We're about six minutes out from the start of the meeting.

[Brandy Steffen | JLA Public Involvement] 16:54:13
So as you join, please make sure that you

[Brandy Steffen | JLA Public Involvement] 16:54:18
update your affiliation just by clicking on your name and the three little dots that are next to that.

[Brandy Steffen | JLA Public Involvement] 16:54:24
And we will get started here shortly.

[Brandy Steffen | JLA Public Involvement] 16:57:05
Hi, everyone again. Just to make sure you all know to

[Brandy Steffen | JLA Public Involvement] 16:57:10
hover over your name under either

[Brandy Steffen | JLA Public Involvement] 16:57:14
where the pictures are and just right click on the little three dots. Or if you're looking at the participant list.

[Brandy Steffen | JLA Public Involvement] 16:57:22
You can hover over your name. And again, the three little dots and that will allow you to rename yourself to show your affiliation. So PAC members, if you can do that, that's great.

[Brandy Steffen | JLA Public Involvement] 16:57:37
And we'll get started here in just a minute.

[Brandy Steffen | JLA Public Involvement] 16:59:37
All right, everyone, we'll get started here in just a minute.

[Brandy Steffen | JLA Public Involvement] 16:59:41
But we have just one more minute before we

[Brandy Steffen | JLA Public Involvement] 16:59:46
eight official planning advisory committee meetings started.

[Brandy Steffen | JLA Public Involvement] 17:00:13
All right. It looks like a lot of our members are joining. So welcome, everyone.

[Brandy Steffen | JLA Public Involvement] 17:00:18
We'll get started here in just a minute.

[Brandy Steffen | JLA Public Involvement] 17:00:23

And as we're getting started, feel free to update your affiliation if you would like.

[Brandy Steffen | JLA Public Involvement] 17:00:30

You can hover over your picture or if you look at the participant list, you can hover over your name.

[Brandy Steffen | JLA Public Involvement] 17:00:37

And on those, there's three little dots that will pop up

[Brandy Steffen | JLA Public Involvement] 17:00:40

And you can add the organization or business that you are representing

[Brandy Steffen | JLA Public Involvement] 17:00:46

here tonight as PAC members.

[Brandy Steffen | JLA Public Involvement] 17:00:53

Okay, I'm hearing lots of

[Brandy Steffen | JLA Public Involvement] 17:00:57

door chimes, which means people are joining us.

[Brandy Steffen | JLA Public Involvement] 17:01:34

Okay.

[Brandy Steffen | JLA Public Involvement] 17:01:35

I think we have most of our representatives here.

[Brandy Steffen | JLA Public Involvement] 17:01:40

And I know we have full three hours if we need it.

[Brandy Steffen | JLA Public Involvement] 17:01:46

But I want to make sure that we have plenty of time for our discussions here tonight.

[Brandy Steffen | JLA Public Involvement] 17:01:52

So I think we will get started.

[Brandy Steffen | JLA Public Involvement] 17:01:56

If for some reason you are a PAC member.

[Brandy Steffen | JLA Public Involvement] 17:02:00

My colleagues Jen and Ashley will help get you into the right location.

[Brandy Steffen | JLA Public Involvement] 17:02:06

Again, we are just having our main PAC representatives

[Brandy Steffen | JLA Public Involvement] 17:02:10

as participants. We will, of course, have a public comment period like we do every

meeting.

[Brandy Steffen | JLA Public Involvement] 17:02:16
at the end of the meeting.

[Brandy Steffen | JLA Public Involvement] 17:02:21
We also have the chat feature for panelists.

[Brandy Steffen | JLA Public Involvement] 17:02:25
If you have questions that come up during the presentation, feel free to include a chat question there.

[Brandy Steffen | JLA Public Involvement] 17:02:33
For those of you attendees from the public or maybe who are

[Brandy Steffen | JLA Public Involvement] 17:02:39
alternates, you can use the Q&A feature. We won't be responding to those questions necessarily in the meeting unless you're having a technical issue.

[Brandy Steffen | JLA Public Involvement] 17:02:48
But all of the questions, the chat.

[Brandy Steffen | JLA Public Involvement] 17:02:51
All of this information will be provided in the meeting summary where we will have responses to any questions that come up tonight.

[Brandy Steffen | JLA Public Involvement] 17:03:00
And all of that information along with the video recording from this meeting are posted to our website

[Brandy Steffen | JLA Public Involvement] 17:03:07
Which we will make sure we include here in the chat so you all have that.

[Brandy Steffen | JLA Public Involvement] 17:03:12
So I think we're ready to get started. My name is Brandy. I'm going to be helping facilitate the conversation today.

[Brandy Steffen | JLA Public Involvement] 17:03:19
Just a reminder that we are recording this meeting and it will be posted to the project website.

[Brandy Steffen | JLA Public Involvement] 17:03:24
Again, if you haven't already.

[Brandy Steffen | JLA Public Involvement] 17:03:27
adjusted your name, you can do that by hovering over the three on your photo and those three little dots will allow you to rename yourself as PAC members.

[Brandy Steffen | JLA Public Involvement] 17:03:36
When we do have the roundtable conversation, we'd love for you to be on camera so

that we can all see each other as we

[Brandy Steffen | JLA Public Involvement] 17:03:44
talk.

[Brandy Steffen | JLA Public Involvement] 17:03:45
Just logistically, we'll keep everyone muted until there are points for opportunities for comments and conversation.

[Brandy Steffen | JLA Public Involvement] 17:03:53
Again, we'll have public comment periods at the end of the meeting. And we know there may be a lot of interest here tonight.

[Brandy Steffen | JLA Public Involvement] 17:04:01
So while we normally do a three minute timeframe, if there's more conversation

[Brandy Steffen | JLA Public Involvement] 17:04:07
We'll make sure to do a second pass as time allows.

[Brandy Steffen | JLA Public Involvement] 17:04:13
And then I just wanted to say we haven't had a problem with this recently, but if there are duplicate names, we'll just

[Brandy Steffen | JLA Public Involvement] 17:04:20
try to connect with you and make sure that we get the right name. We would like to have that as part of our record and just make sure that everyone is identified appropriately.

[Brandy Steffen | JLA Public Involvement] 17:04:31
Okay, so this is our agenda for tonight. Oh, sorry, can you go back, David? No, that's fine. So we are going to just review the draft airport noise analysis.

[David Miller - Century West] 17:04:34
Sorry, sorry, sorry, sorry.

[Brandy Steffen | JLA Public Involvement] 17:04:41
We'll have some time for clarifying questions about what's presented and then we'll review the non-standard conditions and preferred alternative. And then we'll open it up for a bigger conversation. And so this is our opportunity to have PAC

[Brandy Steffen | JLA Public Involvement] 17:04:56
continue the conversation from our last meeting, review any comments that have come up from that.

[Brandy Steffen | JLA Public Involvement] 17:05:03
And then again, we will have plenty of time for public comments.

[Brandy Steffen | JLA Public Involvement] 17:05:07
Before we talk about next steps.

[Brandy Steffen | JLA Public Involvement] 17:05:10
and um just

[Brandy Steffen | JLA Public Involvement] 17:05:12
any further conversation.

[Brandy Steffen | JLA Public Involvement] 17:05:14
So I will now hand it to Tony.

[Tony Beach - ODAV] 17:05:19
Good afternoon, everyone. I'm Tony Beach. I'm the state reports manager with the Oregon Department of Aviation. And I just want to thank you all for joining us.

[Tony Beach - ODAV] 17:05:27
to have this discussion. Looking forward to going over the

[Tony Beach - ODAV] 17:05:30
the noise information that we've put into this process, as well as getting additional input from

[Tony Beach - ODAV] 17:05:36
the pack in from the public on our preferred alternative.

[Tony Beach - ODAV] 17:05:40
So I'm on the call today as is our director, Kenji Sugara

[Tony Beach - ODAV] 17:05:45
And Alex, our policy planning and program manager, and our aviation planner

[Tony Beach - ODAV] 17:05:50
Brandon Pike. Kenji, I'll shoot it over to you if you want to add any comments.

[Kenji Sugahara (ODAV)] 17:05:55
Sure. First off, welcome. I'm really excited to have everybody here.

[Kenji Sugahara (ODAV)] 17:05:59
There's been a lot of passion behind this

[Kenji Sugahara (ODAV)] 17:06:03
pack and i appreciate that

[Kenji Sugahara (ODAV)] 17:06:06
And value everybody's opinion and the information and opinions that you've given us.

[Kenji Sugahara (ODAV)] 17:06:13
I want to reiterate something that was said by Brandy.

[Kenji Sugahara (ODAV)] 17:06:18
The way we're going to do public comment is three minutes at a time until we get

through everybody, okay?

[Kenji Sugahara (ODAV)] 17:06:23

And then once that time's over, if you want to speak longer, let us know. We're happy to let you talk, okay?

[Kenji Sugahara (ODAV)] 17:06:30

We are making sure that we hear all of you. It doesn't mean that just because you're not a PAC member that you won't be able to say what you want to do. So as long as you stay on topic and it's

[Kenji Sugahara (ODAV)] 17:06:41

And it's helpful, please.

[Kenji Sugahara (ODAV)] 17:06:44

give your comment. The other thing I want to emphasize is that as an agency, we are open to refining the preferred alternative.

[Kenji Sugahara (ODAV)] 17:06:53

And I'll repeat that again so you hear it.

[Kenji Sugahara (ODAV)] 17:06:57

We're open to refining the preferred alternative. As long as it complies with standard, right? So make suggestions.

[Kenji Sugahara (ODAV)] 17:07:05

We want a robust discussion when it happens.

[Kenji Sugahara (ODAV)] 17:07:08

And the reason we got here, I'm about full transparency in everything. So I got a call from the Department of Administrative Services. Some folks came in and said.

[Kenji Sugahara (ODAV)] 17:07:19

Hey, you didn't give us an opportunity to speak. The agency didn't. And I was like, okay. So I had this conversation

[Kenji Sugahara (ODAV)] 17:07:26

And we're like, we said, we gave opportunities

[Kenji Sugahara (ODAV)] 17:07:31

We didn't do one-on-ones for the reason that that was brought up

[Kenji Sugahara (ODAV)] 17:07:35

As a rationale for litigation in the past. And what we want to do is make sure is that the process is 100%. That's important.

[Kenji Sugahara (ODAV)] 17:07:43

Because we all want to avoid litigation.

[Kenji Sugahara (ODAV)] 17:07:45

So that's why. But I understood the concerns and I'm like, wait a second.

[Kenji Sugahara (ODAV)] 17:07:51

I'll do one better. Let's figure out a way where we can have that discussion. Everybody can talk about

[Kenji Sugahara (ODAV)] 17:07:57

All their concerns and bring it up, bring up ideas and do that in a way that involves everybody so we can't be accused of having conversation behind closed doors.

[Kenji Sugahara (ODAV)] 17:08:06

Because we can't have that. As an agency, we're dedicated to transparency and making sure everything happens

[Kenji Sugahara (ODAV)] 17:08:12

in the public's eye, so we remain accountable to the public.

[Kenji Sugahara (ODAV)] 17:08:15

So that's why we're here today.

[Kenji Sugahara (ODAV)] 17:08:18

And I'm hoping that we have some great discussion

[Kenji Sugahara (ODAV)] 17:08:22

And we end up with a great product in the end because I know there's a lot of passion. Like I said before, I'm being passionate right now.

[Kenji Sugahara (ODAV)] 17:08:29

But, you know, I appreciate each and every one of your opinions, thoughts.

[Kenji Sugahara (ODAV)] 17:08:34

And I'm hoping that we can have a good discussion. So thank you for taking the time to actually come.

[Kenji Sugahara (ODAV)] 17:08:40

And make your comments known.

[Kenji Sugahara (ODAV)] 17:08:44

Look forward to talking some more. Thank you.

[Brandy Steffen | JLA Public Involvement] 17:08:48

Great. Thank you, Kenji and Tony.

[Brandy Steffen | JLA Public Involvement] 17:08:53

This is the

[Brandy Steffen | JLA Public Involvement] 17:08:54

the project team. It's the same as it has been for the last several years.

[Brandy Steffen | JLA Public Involvement] 17:08:59
And then, David, can you go to the next slide?

[Brandy Steffen | JLA Public Involvement] 17:09:02
I wanted to let you all know we've all

[Brandy Steffen | JLA Public Involvement] 17:09:04
We continue to update the website. You can see the link there. And then we also posted it in the chat.

[Brandy Steffen | JLA Public Involvement] 17:09:14
So on the website, we've also been including the public records. So any emails that we received, including comments.

[Brandy Steffen | JLA Public Involvement] 17:09:21
We have received a lot

[Brandy Steffen | JLA Public Involvement] 17:09:23
This year, especially in the last several months. So we are trying to add those as quickly as possible. So if you don't see your name there or your comments for some reason, please know that we are working on it and we will get those all up.

[Brandy Steffen | JLA Public Involvement] 17:09:38
as soon as possible. And then we're trying to keep it updated with the most current information.

[Brandy Steffen | JLA Public Involvement] 17:09:45
All right, the next slide.

[Brandy Steffen | JLA Public Involvement] 17:09:49
is our PAC members. So thank you all for being here again. As Kenji mentioned.

[Brandy Steffen | JLA Public Involvement] 17:09:56
We've tried to have, this is quite a large group and it's so great because we hear so many different viewpoints from you all. And so you can see that we have a lot of different representation. And so you can see here our main representatives as well as our alternates.

[Brandy Steffen | JLA Public Involvement] 17:10:17
And this has been updated as of as of

[Brandy Steffen | JLA Public Involvement] 17:10:21
the fourth, so just a few days ago so um

[Brandy Steffen | JLA Public Involvement] 17:10:25
Thank you all for being here. I know it's a big group.

[Brandy Steffen | JLA Public Involvement] 17:10:29
So just some quick guidelines just and

[Brandy Steffen | JLA Public Involvement] 17:10:34

These are the same that we've had for a while. So for you all, this might not be a surprise.

[Brandy Steffen | JLA Public Involvement] 17:10:40

But our meeting summaries will include all of the comments we hear today, both verbally as well as written down. We also include public comments or emails that come through within about the week.

[Brandy Steffen | JLA Public Involvement] 17:10:54

We'll talk about that a little bit more, but we try to include all of that along with a response or follow up.

[Brandy Steffen | JLA Public Involvement] 17:11:02

The meeting time is for all committee members to speak.

[Brandy Steffen | JLA Public Involvement] 17:11:05

So we have a lot of time set aside today for a roundtable. So I'll be checking in with you all. No pressure. You can always pass.

[Brandy Steffen | JLA Public Involvement] 17:11:12

But I want to make sure that we hear from all of you today and have some conversation.

[Brandy Steffen | JLA Public Involvement] 17:11:19

Please provide non-agenda items in writing because we want to leave time for conversation around the items of which we are here tonight to speak about.

[Brandy Steffen | JLA Public Involvement] 17:11:29

Also, committee members are encouraged to provide comments and we will give you plenty of time. So we'll talk about this later, but we'll have until December 23rd to get all comments back from you all.

[Brandy Steffen | JLA Public Involvement] 17:11:44

About this. So next slide.

[Brandy Steffen | JLA Public Involvement] 17:11:49

Again, these are guidelines that you all agree to in the chartering way back at the beginning of the project. But as a committee, we agreed to approach this work with honesty, openness, and willingness to work together.

[Brandy Steffen | JLA Public Involvement] 17:12:02

That means assuming good intentions in others and making sure that our behavior supports a successful project. As issues arise, please bring those forward.

[Brandy Steffen | JLA Public Involvement] 17:12:13

And as PAC members, we appreciate you keeping your constituents informed of the project and information.

[Brandy Steffen | JLA Public Involvement] 17:12:21

Again, we do need all PAC members to name and identify themselves and duplicates will be removed from the meeting. We'll of course try to talk

[Brandy Steffen | JLA Public Involvement] 17:12:30
And get everything resolved before doing that. But we just want to know who's here and who's representing their groups.

[Brandy Steffen | JLA Public Involvement] 17:12:38
All right, next slide.

[Brandy Steffen | JLA Public Involvement] 17:12:40
And I think one thing we didn't talk about just really quickly is

[Brandy Steffen | JLA Public Involvement] 17:12:45
as we have this conversation, let's focus on issues and not specific people, right? And because we know we represent a lot of variety of viewpoints.

[Brandy Steffen | JLA Public Involvement] 17:12:54
And so I think let's just bring those issues to the forefront

[Brandy Steffen | JLA Public Involvement] 17:12:59
And that will just help our meeting go smoothly.

[Brandy Steffen | JLA Public Involvement] 17:13:04
So here is our schedule.

[Brandy Steffen | JLA Public Involvement] 17:13:07
David, I think, are you taking this one?

[David Miller - Century West] 17:13:11
I can, excuse me. I can, sure.

[Brandy Steffen | JLA Public Involvement] 17:13:12
Oh, I can take it. Well, I think

[David Miller - Century West] 17:13:16
Yeah.

[Brandy Steffen | JLA Public Involvement] 17:13:17
The big change here is that we have scheduled and we'll of course send out more information a final meeting in February on February 4th.

[Brandy Steffen | JLA Public Involvement] 17:13:27
And so as Kenji mentioned, we wanted to provide additional time for you all to have conversations and dialogue. So while this was originally planned for our last meeting.

[Brandy Steffen | JLA Public Involvement] 17:13:38
We are pushing our last meeting to February 4th.

[Brandy Steffen | JLA Public Involvement] 17:13:42
So that's the big reveal on this new graph.

[David Miller - Century West] 17:13:47
Okay.

[Brandy Steffen | JLA Public Involvement] 17:13:50
Okay, now I think it's you.

[David Miller - Century West] 17:13:52
Okay, are we ready?

[David Miller - Century West] 17:13:55
Okay, well, thank you, Brandi. Thanks, everyone, for being with us tonight.

[David Miller - Century West] 17:14:00
For those of you who haven't heard me before, I'm David Miller. I'm the lead aviation planner with Century West Engineering.

[David Miller - Century West] 17:14:06
And we're going to go through some information, as Brandi outlined in the agenda earlier.

[David Miller - Century West] 17:14:11
I've got a whole team of people from Century West available to answer more technical questions if they come up.

[David Miller - Century West] 17:14:19
Mark Steele, who is our lead noise analyst. And we've got James Kirby as our lead airport engineer for the Aurora Airport.

[David Miller - Century West] 17:14:27
If questions come up that need a little bit more detailed responses, I'll be calling on them.

[David Miller - Century West] 17:14:33
This analysis is really intended to provide an overview of noise exposure at the Aurora State Airport, both current and the exposure levels that are

[David Miller - Century West] 17:14:44
projected based on the 2041 forecast.

[David Miller - Century West] 17:14:48
So I'll walk through it. It'll be a bit of a high-level presentation.

[David Miller - Century West] 17:14:52
I also want to mention that the technical memo for the noise analysis is being

[David Miller - Century West] 17:14:59
finalized and will be released after the meeting.

[David Miller - Century West] 17:15:02

And as with a lot of the other information that we've presented when you have

[David Miller - Century West] 17:15:06

that written narrative and the graphics that you can look at more closely.

[David Miller - Century West] 17:15:10

It's a great opportunity to provide your comments in writing.

[David Miller - Century West] 17:15:16

So on the overview side, first thing I would say is that the noise analysis as part of an airport, an FAA-funded airport master plan

[David Miller - Century West] 17:15:25

is done to meet the FAA requirements for noise, and those are defined under federal law, 14 CFR Part 150.

[David Miller - Century West] 17:15:33

And so the analysis is consistent with what the FAA sees at airports all over the country.

[David Miller - Century West] 17:15:42

The software that's used to create noise exposure

[David Miller - Century West] 17:15:45

mapping or contours is called the Airport Environmental Design Tool, AEDT.

[David Miller - Century West] 17:15:51

I mentioned this because it's not new software today, but it's different software than that was used in the prior master plan.

[David Miller - Century West] 17:15:59

The integrated noise model, if you're familiar with that, or INM, was replaced by the FAA, I think about 10 years ago, eight or 10 years ago.

[David Miller - Century West] 17:16:09

And that is no longer considered a usable program by the FAA. So the AEDT is what we're

[David Miller - Century West] 17:16:16

doing. Also, if you're interested in comparing contours later, I would just point out that that

[David Miller - Century West] 17:16:22

contours that are generated by the two software programs aren't necessarily identical.

[David Miller - Century West] 17:16:27

I think that the FAAs, the reason they created the AEDP model was to create a more

refined noise

[David Miller - Century West] 17:16:34
analytical tool so

[David Miller - Century West] 17:16:37
There's often a temptation to go back and compare to earlier contours. I would just offer a caution on that because

[David Miller - Century West] 17:16:44
in our experience over the years, we've found that the two software programs produce somewhat different model.

[David Miller - Century West] 17:16:50
results. But at this point, that's not relevant because AEDT is the only noise analysis tool the FAA recognizes.

[David Miller - Century West] 17:16:59
So what AEDT does, the model is it's the same basic approach that the old model used, and that is that it's creating a

[David Miller - Century West] 17:17:09
a representation of cumulative noise impacts, noise exposure, if you will.

[David Miller - Century West] 17:17:14
in an annual day-night average level, or what we call DNL.

[David Miller - Century West] 17:17:18
So this is essentially

[David Miller - Century West] 17:17:21
the aggregation of all noise exposure generated at the airport through the air traffic.

[David Miller - Century West] 17:17:27
spread out over the entire year.

[David Miller - Century West] 17:17:29
So we often do noise work for quite a long time and

[David Miller - Century West] 17:17:34
generally people will say, well, when the plane flies over my house, it's a lot louder.

[David Miller - Century West] 17:17:39
Well, that's true. But because it's an average, it captures times where the aircraft are directly overhead and times where they're not.

[David Miller - Century West] 17:17:47
So it is not a measure of individual events. It is that cumulative effect

[David Miller - Century West] 17:17:52
The day-night part simply is an FAA, an EPA,

[David Miller - Century West] 17:17:58
HUD metric where there's a nighttime penalty assessed for operations that occur

[David Miller - Century West] 17:18:04
in the evening or nighttime periods, there's a

[David Miller - Century West] 17:18:07
After 10 p.m, there's a 10 decibel penalty applied, etc.

[David Miller - Century West] 17:18:11
I see it down here.

[David Miller - Century West] 17:18:14
And then the FAA threshold for significance is 65 DNL, and that is the

[David Miller - Century West] 17:18:22
the metric that the FAA considers when they're evaluating noise impacts and the noise

[David Miller - Century West] 17:18:28
as the noise levels are increased, the numbers go from 65 on up. I think in our modeling, we are modeling

[David Miller - Century West] 17:18:37
If I remember correctly, 65 to 80 DNL. So we'll see that in just a minute.

[David Miller - Century West] 17:18:45
And I will...

[David Miller - Century West] 17:18:47
I'd be happy to answer any questions you can when we get down there.

[David Miller - Century West] 17:18:52
So the software modeling is essentially a practice of entering activity data

[David Miller - Century West] 17:19:00
to my fleet mix. So that goes back to our FAA approved forecast of activity

[David Miller - Century West] 17:19:06
And then in the modeling exercise, we get down to the specific aircraft types.

[David Miller - Century West] 17:19:11
So there are distinctions made between single engine piston

[David Miller - Century West] 17:19:15
multi-engine piston jets, both large and small, and helicopters as examples.

[David Miller - Century West] 17:19:22

And then each in the computer model, each one of those aircraft, and there are

[David Miller - Century West] 17:19:27

hundreds and hundreds of aircraft selections available in the model.

[David Miller - Century West] 17:19:31

It's intended to be a representative capture of the noise exposure.

[David Miller - Century West] 17:19:37

through the entire fleet.

[David Miller - Century West] 17:19:41

the activity numbers, the traffic levels that come out of the forecast are attributed to these types of aircraft.

[David Miller - Century West] 17:19:49

And then the noise signatures for each of these aircraft are assigned within the computer model.

[David Miller - Century West] 17:19:55

The data in terms of operations, as I said, our noise analysis is consistent with our forecast, which were approved by the FAA.

[David Miller - Century West] 17:20:04

Both current and 20 years.

[David Miller - Century West] 17:20:06

And then when we were looking at refining the fleet mix.

[David Miller - Century West] 17:20:10

in greater detail, we relied on the FAA's instrument flight plan

[David Miller - Century West] 17:20:15

or TFMSC data.

[David Miller - Century West] 17:20:17

And then the ADS-B data the FAA generates to help with

[David Miller - Century West] 17:20:23

More specific aircraft tracking.

[David Miller - Century West] 17:20:26

And on that, the flight track

[David Miller - Century West] 17:20:28

component or the part of it is really where the aircraft fly

[David Miller - Century West] 17:20:31

And in doing building aircraft

[David Miller - Century West] 17:20:34
noise models and flight tracks.

[David Miller - Century West] 17:20:36
We recognize that aircraft fly everywhere. Any lines that are represented on a map are just approximate representations.

[David Miller - Century West] 17:20:44
There are some common routes in this graphic on the right highlights sort of an intensity.

[David Miller - Century West] 17:20:49
kind of the equivalent of a heat map you can see where

[David Miller - Century West] 17:20:52
the majority of the traffic in the vicinity, the traffic patterns is captured this is a

[David Miller - Century West] 17:20:57
representation from ADS-B data.

[David Miller - Century West] 17:21:01
The airport traffic patterns and so on are depicted. So we consider that although the

[David Miller - Century West] 17:21:07
The fact that we use ADS-B data is

[David Miller - Century West] 17:21:12
Also, we have to remember that ADS-B data is not complete.

[David Miller - Century West] 17:21:17
Not all aircraft are actively using the system, and so there are some limitations with that.

[David Miller - Century West] 17:21:24
But it is helpful to sort of geo-reference aircraft locations in terms of getting common

[David Miller - Century West] 17:21:30
locations. We also look at the, as I mentioned, the airport traffic patterns. We look at the instrument flight

[David Miller - Century West] 17:21:37
our instrument flight, we should say instrument approach procedures, the instrument departure procedures.

[David Miller - Century West] 17:21:42

for each runway and we look at runway splits through consultation with the control tower.

[David Miller - Century West] 17:21:50
et cetera. We

[David Miller - Century West] 17:21:54
look at helicopter tracks based on input from the operators.

[David Miller - Century West] 17:21:59
And again, the majority of the helicopter traffic in the vicinity of the airport

[David Miller - Century West] 17:22:04
does not originate or terminate at Aurora State Airport.

[David Miller - Century West] 17:22:11
The only helicopter traffic that is associated with the adjacent operations of Columbia and HTS

[David Miller - Century West] 17:22:17
are related to the runway itself, not the aircraft that are bypassing the airport en route to their facilities.

[David Miller - Century West] 17:22:23
And we did find in the instrument flight data there was considerable amount, not a large volume, but there was notable

[David Miller - Century West] 17:22:30
instrument flight data for some of those helicopters.

[David Miller - Century West] 17:22:35
So that's kind of...

[David Miller - Century West] 17:22:37
Those are kind of the basic data inputs.

[David Miller - Century West] 17:22:41
So when we were building our flight tracks.

[David Miller - Century West] 17:22:44
for 2021, we were also

[David Miller - Century West] 17:22:47
comparing the information with the airports

[David Miller - Century West] 17:22:52
published noise abatement procedures, which includes a preferred traffic pattern.

[David Miller - Century West] 17:22:57
And then we acknowledge that we acknowledge that

[David Miller - Century West] 17:23:00
up in the sky, there are no lines on the ground for pilots to follow.

[David Miller - Century West] 17:23:05
and noise abatement procedures are voluntary and ultimately the pilots are responsible for operating the aircraft

[David Miller - Century West] 17:23:11
in a safe manner at all times, and that can be affected by weather and other conditions.

[David Miller - Century West] 17:23:16
And then, of course, when the air traffic control is in operation, the controllers are able to direct aircraft

[David Miller - Century West] 17:23:23
to certain locations, clearances and routing within the traffic area.

[David Miller - Century West] 17:23:29
It's a good generalization or representation, but that was one of

[David Miller - Century West] 17:23:34
that we consulted when we were building the tracks.

[David Miller - Century West] 17:23:38
So these are the 2021 flight tracks and it looks a little bit like a spaghetti map.

[David Miller - Century West] 17:23:44
But essentially what we're seeing is traffic patterns on both sides of the runway.

[David Miller - Century West] 17:23:49
left traffic uh

[David Miller - Century West] 17:23:52
And then we've got some helicopter traffic patterns inside.

[David Miller - Century West] 17:23:56
And again, what we're hearing from the

[David Miller - Century West] 17:24:01
control tower and the helicopter some of the helicopter flight training helicopter operations is that

[David Miller - Century West] 17:24:08
There is a considerable amount of helicopter traffic on the west side of

[David Miller - Century West] 17:24:12
of runway 1735.

[David Miller - Century West] 17:24:14
So we've identified both areas there.

[David Miller - Century West] 17:24:18
And then the different routes, the sort of the angled lines that connect with the adjacent traffic patterns are

[David Miller - Century West] 17:24:27
common arrival and departure routings aircraft pilots are taught to enter traffic patterns

[David Miller - Century West] 17:24:33
And at 45 degree angles when they can. And so we've identified those as common routes.

[David Miller - Century West] 17:24:40
And then some of the longer running legs are really departure or arrival routes that are more

[David Miller - Century West] 17:24:46
specific to the instrument procedures.

[David Miller - Century West] 17:24:48
It's important to point out, and this will become obvious a little bit later when we see the contours.

[David Miller - Century West] 17:24:54
Once the aircraft leaves the vicinity of the airport, particularly when they're more than a mile from the runway.

[David Miller - Century West] 17:25:01
The noise levels that are generated are low enough that they don't

[David Miller - Century West] 17:25:07
They're not ultimately captured in the 65 DNL contour.

[David Miller - Century West] 17:25:11
meaning the levels of exposure

[David Miller - Century West] 17:25:13
for the model are lower than that.

[David Miller - Century West] 17:25:15
There can be a lot of deviations, a lot of movement around

[David Miller - Century West] 17:25:19
two, three, four miles from the airport, but it

[David Miller - Century West] 17:25:21
Based on the FAA model doesn't impact the shape of the contours right around the

runway in every case.

[David Miller - Century West] 17:25:31

So this is a review of the 2021 noise contour. So this represents the existing air traffic at the airport based on the 2021

[David Miller - Century West] 17:25:42

forecast that was approved.

[David Miller - Century West] 17:25:45

And as I said earlier, the band, the outer noise contour is a 65 dnl

[David Miller - Century West] 17:25:51

And that extends off the airport laterally

[David Miller - Century West] 17:25:55

Yeast is largely over adjacent private aeronautical use land, including some of the through the fence development.

[David Miller - Century West] 17:26:04

And then some exclusive farm use areas down to the southeast. On the west side, it runs opposite the

[David Miller - Century West] 17:26:11

Hubbard Highway and across some various land uses

[David Miller - Century West] 17:26:15

predominantly ag uses efu and a little bit of residential throughout there.

[David Miller - Century West] 17:26:21

And then the other contours are incrementally higher. These are increments of five.

[David Miller - Century West] 17:26:26

DNL, so we go from 65 to 70.

[David Miller - Century West] 17:26:29

which is the light green color and then we go 75

[David Miller - Century West] 17:26:34

And then finally, 80. So the highest concentration of noise

[David Miller - Century West] 17:26:39

captured in the model is in and around the runway

[David Miller - Century West] 17:26:43

The contours.

[David Miller - Century West] 17:26:46

are shaped in part by some of the features on the airport.

[David Miller - Century West] 17:26:49

You might notice the little bump out at the south end down up the runway 3-5 end.

[David Miller - Century West] 17:26:56

And that is largely attributed to the fact that there's an aircraft hold area there

[David Miller - Century West] 17:27:00

And that extra noise burst, if you will, is generated in large part by engine run-ups.

[David Miller - Century West] 17:27:06

There is no aircraft holder at the north end of the runway, so those run-ups are distributed throughout the airport so we don't see

[David Miller - Century West] 17:27:13

exactly the same kind of...

[David Miller - Century West] 17:27:16

activity there.

[David Miller - Century West] 17:27:18

So this is...

[David Miller - Century West] 17:27:21

This is representative of the existing noise exposure.

[David Miller - Century West] 17:27:26

And it is actually, despite the fact that the ADDT model and the INM models are different.

[David Miller - Century West] 17:27:32

The noise exposure levels are actually pretty similar to what we saw from the old master plans.

[David Miller - Century West] 17:27:39

noise analysis.

[David Miller - Century West] 17:27:42

So let me jump ahead over to 2020.

[David Miller - Century West] 17:27:45

Sorry, 2020.

[David Miller - Century West] 17:27:48

Sorry, we dropped out.

[David Miller - Century West] 17:27:50

Okay, so 2041 contours of the tracks are similar. One thing I would say about this is that we

[David Miller - Century West] 17:28:00
When we did the 2021 tracks

[David Miller - Century West] 17:28:03
We attempted to replicate where aircraft were flying to the best we could, and that is.

[David Miller - Century West] 17:28:10
ADS-B data, as I mentioned earlier, show that and then some other

[David Miller - Century West] 17:28:14
some other factors, including the helicopter traffic pattern on the right side, or I mean the west side of runway

[David Miller - Century West] 17:28:21
1735.

[David Miller - Century West] 17:28:23
When we did the 2041 contours, we wanted to

[David Miller - Century West] 17:28:28
Our assumption is that the assumption that

[David Miller - Century West] 17:28:32
the ability there would be an opportunity

[David Miller - Century West] 17:28:36
to improve

[David Miller - Century West] 17:28:37
the use of the airport's noise abatement procedures.

[David Miller - Century West] 17:28:41
So in short, what we're seeing with the current traffic is the compliance with the pattern and the

[David Miller - Century West] 17:28:47
abatement procedures is fairly good, but there's always room for improvement.

[David Miller - Century West] 17:28:53
So when we're looking at the 2041 contour, in particular, we're assuming that the helicopter traffic will be contained on the east side

[David Miller - Century West] 17:29:02
traffic pattern, it would be right traffic

[David Miller - Century West] 17:29:05
In some cases, and it would be on the east side of the runway

[David Miller - Century West] 17:29:08

There's also some changes and we're

[David Miller - Century West] 17:29:12
We noted that some of the

[David Miller - Century West] 17:29:16
traffic departing out to the

[David Miller - Century West] 17:29:20
to the south as it's heading over Aurora is capturing some of the um

[David Miller - Century West] 17:29:26
the areas that are identified as potentially noise sensitive and there's kind of an opportunity maybe to tighten that up a little bit.

[David Miller - Century West] 17:29:33
But this is something that I think as the airport goes through its ongoing work in the future of noise

[David Miller - Century West] 17:29:39
noise mitigation and noise abatement planning.

[David Miller - Century West] 17:29:42
There's always room for improvement.

[David Miller - Century West] 17:29:45
So when we jump up to 2041, we're looking at

[David Miller - Century West] 17:29:50
tightening up the pattern a little bit, including the

[David Miller - Century West] 17:29:56
the area over Aurora so when

[David Miller - Century West] 17:29:59
the aircraft are departing south on the traffic pattern on runway 17.

[David Miller - Century West] 17:30:04
they would begin their turn

[David Miller - Century West] 17:30:06
in line with the noise abatement procedure, which is what we had here.

[David Miller - Century West] 17:30:11
So we've approximated that and tried to run the line, the traffic pattern line through those two

[David Miller - Century West] 17:30:17
areas of noise sensitive land use, or I should say more noise sensitive land use.

[David Miller - Century West] 17:30:25
And that is why the tracks are a little different here.

[David Miller - Century West] 17:30:29
And I mentioned the helicopter pattern here.

[David Miller - Century West] 17:30:31
Everything else is largely the same. The other couple of other considerations, the one main difference in the 2041

[David Miller - Century West] 17:30:39
contours is that we are also

[David Miller - Century West] 17:30:41
Assuming the 497-foot runway extension to be in place. So there's a

[David Miller - Century West] 17:30:47
shift of noise a little bit north because of that. You can see that as we go into the contour.

[David Miller - Century West] 17:30:54
So these are the 2041 contours and again the 65 dn1

[David Miller - Century West] 17:31:00
In this case, I would point out the main distinction is that the 65 DNL contour

[David Miller - Century West] 17:31:05
On the 2040 one, remember, this is based on the 21 forecast so more traffic

[David Miller - Century West] 17:31:11
than 2021.

[David Miller - Century West] 17:31:15
somewhat smaller percentage, if you will, of flight training single engine pistons.

[David Miller - Century West] 17:31:20
more jet operations. So we see some changes with that.

[David Miller - Century West] 17:31:24
So the 65 contour extends beyond airport property here and it does to the south as well.

[David Miller - Century West] 17:31:31
And in this case, we've also assumed that an aircraft hold area would be added to the north end

[David Miller - Century West] 17:31:37
of the runway taxiway system. So that little bit of a bow that we see at the south end would be

[David Miller - Century West] 17:31:43
repeated at the north end a little bit.

[David Miller - Century West] 17:31:45
Again, just for a quick reference, I know it's tough to go back and forth, but if you pay attention to where I go.

[David Miller - Century West] 17:31:51
65 goes beyond the end of the property line.

[David Miller - Century West] 17:31:54
here you can see that it

[David Miller - Century West] 17:31:56
This is in part due to the noise.

[David Miller - Century West] 17:31:59
Excuse me, the runway extension

[David Miller - Century West] 17:32:02
which is about 500 feet and then also partly due to the increase in traffic.

[David Miller - Century West] 17:32:08
So when you get to the point where you're comparing these, that's something to look at.

[David Miller - Century West] 17:32:13
we see the lateral changes this way consistent with the increase in traffic.

[David Miller - Century West] 17:32:21
It's forecast.

[David Miller - Century West] 17:32:24
So one thing about that. So the way the model works is we are able to overlay the contours

[David Miller - Century West] 17:32:31
over the existing zoning.

[David Miller - Century West] 17:32:33
in the existing airport property line.

[David Miller - Century West] 17:32:35
what this table shows, and this will be detailed in the memo, but this identifies the

[David Miller - Century West] 17:32:41
area of acreage within the different zones, including the airport, which is partly within the public.

[David Miller - Century West] 17:32:47

That would also include some of the adjacent private through defense or other aeronautical

[David Miller - Century West] 17:32:54

activities, land uses.

[David Miller - Century West] 17:32:57

Again, 65, these are acres, so you can kind of see the

[David Miller - Century West] 17:33:02

the changes in acreage

[David Miller - Century West] 17:33:05

over time, both 2021 and 2041, so we see it.

[David Miller - Century West] 17:33:11

a net increase of

[David Miller - Century West] 17:33:12

of acreage from approximately 267 acres to about 319 acres.

[David Miller - Century West] 17:33:19

of 65 and above. Now, it's important to remember that a good portion of this is all over airport land.

[David Miller - Century West] 17:33:25

or over adjacent privately owned aeronautical land uses.

[David Miller - Century West] 17:33:30

So...

[David Miller - Century West] 17:33:32

that's just a good frame of reference.

[David Miller - Century West] 17:33:36

Okay, so that was pretty quick, but that might be a good place to stop.

[David Miller - Century West] 17:33:41

See if there are any questions I can answer for Tim.

[Brandy Steffen | JLA Public Involvement] 17:33:43

Yeah, thanks, David. So that was a lot of technical information. And if you're like me, you're not an engineer. So you may have clarifying questions.

[Brandy Steffen | JLA Public Involvement] 17:33:54

If you do, please just raise your hand and I can call on you.

[Brandy Steffen | JLA Public Involvement] 17:33:59

We'll of course have plenty of time for roundtable discussion, but if you have

clarifying questions around

[Brandy Steffen | JLA Public Involvement] 17:34:05
what David just presented

[Brandy Steffen | JLA Public Involvement] 17:34:08
either use the raise your hand feature or for those of you who are on camera, I can see you.

[Brandy Steffen | JLA Public Involvement] 17:34:15
So just give me a wave.

[Brandy Steffen | JLA Public Involvement] 17:34:27
Okay. Well, it looks like you all are experts and which is great. So we will keep it moving. And then again, of course, if you have clarifying questions, we can we can

[Brandy Steffen | JLA Public Involvement] 17:34:41
touch back on that.

[David Miller - Century West] 17:34:44
Okay, yes. Thanks, Brandi.

[David Miller - Century West] 17:34:49
So we're going to move on now over to the development side and provide just a quick summary

[David Miller - Century West] 17:34:57
of the kind of the

[David Miller - Century West] 17:34:58
the key issues that we're dealing with here

[David Miller - Century West] 17:35:02
And as Kenji mentioned, I think...

[David Miller - Century West] 17:35:05
Earlier, we're not

[David Miller - Century West] 17:35:07
This presentation, we're not going back and presenting

[David Miller - Century West] 17:35:11
all of the same information we presented earlier because I think

[David Miller - Century West] 17:35:14
You've all heard that and had a chance to review and comment on that.

[David Miller - Century West] 17:35:19
So what we're going to try to do

[David Miller - Century West] 17:35:21
focus on some of the

[David Miller - Century West] 17:35:25
specific issues that we're trying to address.

[David Miller - Century West] 17:35:28
And then what led to the preferred alternative, preliminary preferred alternative.

[David Miller - Century West] 17:35:35
And then just kind of highlight the priorities of the FAA that have been identified, which we've been trying to

[David Miller - Century West] 17:35:41
address throughout the plan.

[David Miller - Century West] 17:35:44
So just as a refresher, the master plan is focused on the ODAV owned property, not the adjacent property in terms of planning facilities.

[David Miller - Century West] 17:35:55
So what we're looking at in terms of airfield improvements, whether it's a runway taxiway.

[David Miller - Century West] 17:36:02
other improvements related would be focused on property owned biodav

[David Miller - Century West] 17:36:08
And in some cases, in some examples, there may be property that needs to be acquired in order to accommodate that facility.

[David Miller - Century West] 17:36:17
which you all know, and we can talk about that a little bit.

[David Miller - Century West] 17:36:21
Again, our focus is on this area.

[David Miller - Century West] 17:36:24
And again, we've got, as we've presented through several meetings over the last year or year and a half.

[David Miller - Century West] 17:36:32
There are a large number of non-standard conditions at the Aurora State Airport that the master plan is attempting to address.

[David Miller - Century West] 17:36:40
And really, within that group of items, the FAA,

[David Miller - Century West] 17:36:47

has several

[David Miller - Century West] 17:36:49
standards design standards, if you will, that really are high priorities and not just at Aurora but

[David Miller - Century West] 17:36:55
the country. The runway object free area is one of them. That is that flat plane of airspace, if you will. It's not airspace, but that

[David Miller - Century West] 17:37:04
the flat plane that extends

[David Miller - Century West] 17:37:08
from the center line of the runway laterally, 400 feet in both directions, so it's 800 feet wide

[David Miller - Century West] 17:37:14
and extends about 300 feet beyond each end of the runway.

[David Miller - Century West] 17:37:19
If I remember my dimensions.

[David Miller - Century West] 17:37:21
That is where the Hubbard Highway comes into play, but not just the Hubbard Highway we've got

[David Miller - Century West] 17:37:26
portions of Kyle Road. We've got facilities on the field and some of the other items. We've got fencing

[David Miller - Century West] 17:37:34
in the roadways and the fencing and the other items are not

[David Miller - Century West] 17:37:37
considered compatible with the object-free area.

[David Miller - Century West] 17:37:40
runway object-free area by the FAA.

[David Miller - Century West] 17:37:42
So the general guidance from FAA

[David Miller - Century West] 17:37:47
for OFAs or ROFAs as we call them

[David Miller - Century West] 17:37:50
is that the ROFA must be controlled by the airport

[David Miller - Century West] 17:37:54

And I must be free of obstructions.

[David Miller - Century West] 17:37:56
So that's kind of their general operating

[David Miller - Century West] 17:38:00
guidance for that.

[David Miller - Century West] 17:38:01
The runway safety area is another surface depiction for the runway.

[David Miller - Century West] 17:38:06
It's a little bit different than the OFA in that in addition to the obstacle clearing component, anything that's vertical.

[David Miller - Century West] 17:38:14
It also has a surface standard, a compaction standard.

[David Miller - Century West] 17:38:19
And it needs to be able to support the weight of an aircraft or an emergency vehicle.

[David Miller - Century West] 17:38:25
In dry conditions.

[David Miller - Century West] 17:38:28
We have, as we've discussed through a couple of meetings, we know we have

[David Miller - Century West] 17:38:32
the existing drain field at the south end of the runway that's in the current runway safety area.

[David Miller - Century West] 17:38:38
And we know that the drain fields at the north end of the runway are currently outside the RSA but would be inside the future RSA.

[David Miller - Century West] 17:38:46
with the runway extension.

[David Miller - Century West] 17:38:48
But in terms of the current conformance.

[David Miller - Century West] 17:38:51
Because we're dealing with the existing conditions, not the future in terms of strict conformance.

[David Miller - Century West] 17:38:58
We're really focused on the south end of the runway today.

[David Miller - Century West] 17:39:00

There's also an open drainage ditch running along the parallel taxiway that

[David Miller - Century West] 17:39:06
is also not compatible with FAA design standards.

[David Miller - Century West] 17:39:10
for RSA. So that would need to be mitigated.

[David Miller - Century West] 17:39:14
We've talked about before along the southern apron section adjacent taxiway alpha there are

[David Miller - Century West] 17:39:21
a number of taxiways or taxi lanes that align with taxiways

[David Miller - Century West] 17:39:26
that effectively provide direct access from the apron to the runway and that

[David Miller - Century West] 17:39:29
That's something that the FAA also likes to see.

[David Miller - Century West] 17:39:35
eliminated.

[David Miller - Century West] 17:39:37
So then, you know, just as a note, there are a lot of other non-standard conditions that aren't listed that will be coordinated.

[David Miller - Century West] 17:39:44
with FAA. And this is a 20-year master plan. The projects are numerous and they won't all be completed in one

[David Miller - Century West] 17:39:54
one single project. So the way most airports approach non-standard conditions

[David Miller - Century West] 17:40:00
is to work with the FAA on addressing the highest priority needs and then work down the list.

[David Miller - Century West] 17:40:07
Also, because we've talked a lot about this in the past several meetings.

[David Miller - Century West] 17:40:11
modification of standards, the FAA process for modifying standards.

[David Miller - Century West] 17:40:15
Based on current FAA guidance is not available as a planning solution, a planning level solution.

[David Miller - Century West] 17:40:22

The FAA has changed its approach on this in the last number of years. So mods now are considered during design.

[David Miller - Century West] 17:40:29

Long story short for the airport master plan and the approval of the airport layout plan, the FAA is requiring

[David Miller - Century West] 17:40:37

that the airport layout plans show a path to compliance or conformance.

[David Miller - Century West] 17:40:43

We have design standards that are currently in effect for aircraft approach category c

[David Miller - Century West] 17:40:50

And Design Group 2, or C2,

[David Miller - Century West] 17:40:53

That is not affected by the forecast because we've got the traffic currently and we need to meet the standards currently.

[David Miller - Century West] 17:41:00

And those standards are also in place in the future based on the forecast activity.

[David Miller - Century West] 17:41:06

This is not a case of trying to expand the airport.

[David Miller - Century West] 17:41:12

to meet standards, we've got the need to meet standards based on current traffic.

[David Miller - Century West] 17:41:18

So I will continue down here.

[David Miller - Century West] 17:41:23

So just to quickly summarize the preferred alternative again, this is mostly to facilitate the roundtable. We're going to just refresh everyone a little bit on some of the goals.

[David Miller - Century West] 17:41:33

preferred alternative and some of the key features but then

[David Miller - Century West] 17:41:36

We've talked about this with you in the last couple of meetings at length, and I think it's a great opportunity for you all

[David Miller - Century West] 17:41:44

to kind of...

[David Miller - Century West] 17:41:45

begin the conversation.

[David Miller - Century West] 17:41:48
In the roundtable form.

[David Miller - Century West] 17:41:50
So again, the goals for the preferred alternative were

[David Miller - Century West] 17:41:56
you know shaped in part by the feedback reviewed through the process.

[David Miller - Century West] 17:42:00
And I touched on the FAA design standards and conformance with the standards is a given.

[David Miller - Century West] 17:42:07
And that's where particularly the concentration on

[David Miller - Century West] 17:42:11
the object free area and the highway safety area came in. And I think what we learned through the process, and we've experienced this

[David Miller - Century West] 17:42:18
Also, in the development sense, because right now

[David Miller - Century West] 17:42:24
because runway 1735 is out of

[David Miller - Century West] 17:42:28
informants, if you will, with the applicable design standards

[David Miller - Century West] 17:42:31
The FAA funding for the runway is limited to effectively maintenance.

[David Miller - Century West] 17:42:38
Until the progress is sufficient to satisfy the FAA that

[David Miller - Century West] 17:42:43
compliance or conformance is established and is actually becoming

[David Miller - Century West] 17:42:49
a reality. The airport is really in a state aviation division department is inactive.

[David Miller - Century West] 17:42:56
in a situation where they will not be able to make significant improvements to the runway.

[David Miller - Century West] 17:43:01
without addressing the non-standard items.

[David Miller - Century West] 17:43:03

And that's strictly, that's straight from the FAA and that's just their policy directive.

[David Miller - Century West] 17:43:09

And it isn't limited to the Ohio State Airport we see around the country and different parts of the country in different airports.

[David Miller - Century West] 17:43:17

The other goal and beyond just meeting standards is to improve the efficiency of airport operations.

[David Miller - Century West] 17:43:23

And also to improve safety. So those are kind of the overarching goals that we were trying to

[David Miller - Century West] 17:43:30

to focus on and putting together the preliminary alternatives and as we've gone through the refinement.

[David Miller - Century West] 17:43:36

So based on that, we heard a lot of feedback and I don't need to go through all this, but I think that

[David Miller - Century West] 17:43:45

A lot of the suggestions were

[David Miller - Century West] 17:43:48

things like, you know, consider a no-build alternative

[David Miller - Century West] 17:43:53

That could be done.

[David Miller - Century West] 17:43:57

that would be limiting the airport to effectively maintaining what is already in place, not improving, not extending the runway.

[David Miller - Century West] 17:44:05

and other things related to upgrades. So I think that

[David Miller - Century West] 17:44:09

It's kind of a non-starter in the ability to meet future demand.

[David Miller - Century West] 17:44:14

As it's noted there, it was presented in the preliminary, but it wasn't carried forward.

[David Miller - Century West] 17:44:21

And then...

[David Miller - Century West] 17:44:23
general input was to reduce or eliminate impacts to existing hangars.

[David Miller - Century West] 17:44:27
That's understandable. Parallel taxiway. These are, again, feedback. These are comments that you all provided. So we're just restating them.

[David Miller - Century West] 17:44:35
Parallel taxi lane is not needed.

[David Miller - Century West] 17:44:38
Then the comments about the vehicle service road relocated.

[David Miller - Century West] 17:44:43
off airport property

[David Miller - Century West] 17:44:45
Or elsewhere.

[David Miller - Century West] 17:44:47
So that, again, is that again

[David Miller - Century West] 17:44:51
Thank you. That's...

[David Miller - Century West] 17:44:53
Good comment. Important to point out, I think it's been said, and I'll just say again, is that if any proposed

[David Miller - Century West] 17:45:00
improvement say the vehicle service road that would be located off airport property

[David Miller - Century West] 17:45:05
would not be funded by ODAB. So if there's anything that ODAV would fund would require property acquisition. So if the concept

[David Miller - Century West] 17:45:15
that, you know, is being considered

[David Miller - Century West] 17:45:19
is to...

[David Miller - Century West] 17:45:20
relocate the vehicle service road off airport property that

[David Miller - Century West] 17:45:24
is something, of course, that could be considered

[David Miller - Century West] 17:45:27
it would not be funded by the FAA or ODAV.

[David Miller - Century West] 17:45:31

And then there was a comment about shifting the highway within the existing right-of-way

[David Miller - Century West] 17:45:36

And again, this is our basic approach to this based on some feedback we received from ODOT highway

[David Miller - Century West] 17:45:43

people early in the process was that

[David Miller - Century West] 17:45:47

their preference would be to maintain their current right-of-way width

[David Miller - Century West] 17:45:51

And to keep the highway centered in the right of way.

[David Miller - Century West] 17:45:53

So in our planning assumptions, again, as a conceptual planning document

[David Miller - Century West] 17:45:58

We did that. We maintained the right-of-way width and we shifted the road and the right of way

[David Miller - Century West] 17:46:04

to the west in order to clear the options that had the highway shift.

[David Miller - Century West] 17:46:08

In order to clear the object-free area.

[David Miller - Century West] 17:46:10

And again, this is something that

[David Miller - Century West] 17:46:13

Well, two things. One is that the final decision on highway design

[David Miller - Century West] 17:46:18

Including whether the current configuration would be maintained or upgraded to a multi-lane

[David Miller - Century West] 17:46:24

divided configuration or something along those lines driven by traffic, not by the airport

[David Miller - Century West] 17:46:29

That's a decision ODOT will make.

[David Miller - Century West] 17:46:31

So I think that there are approaches, it's an ODOT decision, not a ODAP decision.

[David Miller - Century West] 17:46:37

So we are uh

[David Miller - Century West] 17:46:38

From a conceptual planning standpoint, keeping the highway

[David Miller - Century West] 17:46:42

and the right of way in line with what they have indicated.

[David Miller - Century West] 17:46:47

they needed to see. So we went through all these back in our October 15th meeting and

[David Miller - Century West] 17:46:51

And this was kind of the feedback we had.

[David Miller - Century West] 17:46:56

And then let's see.

[David Miller - Century West] 17:46:59

I would add, I think...

[David Miller - Century West] 17:47:01

It didn't end up on this bullet point, but there were also suggestions that the grain field could be

[David Miller - Century West] 17:47:08

kept in the runway safety area and there were some discussions about uh

[David Miller - Century West] 17:47:13

design challenges with that and we'll just kind of leave that for

[David Miller - Century West] 17:47:17

for the roundtable discussion that comes up again.

[David Miller - Century West] 17:47:23

So, let's see, shifting over, this is again the overview of the preferred alternative. This has not changed since the last meeting, so you're familiar with all the components.

[David Miller - Century West] 17:47:33

If you remember, we had distinct breakouts of phases.

[David Miller - Century West] 17:47:38

So individual components, there were basically four

[David Miller - Century West] 17:47:42

They do not all have the same impacts. So for example, the ability to clear the runway object free area

[David Miller - Century West] 17:47:50
on the highway, this option does not impact the hangars.

[David Miller - Century West] 17:47:55
So it's important as you're kind of going through the roundtable discussion to sort of

[David Miller - Century West] 17:47:59
see the different pieces. Remember that there are parts of the alternative that likely would be implemented individually.

[David Miller - Century West] 17:48:07
As opposed to all at once. So if there are things that you like or don't like or would do differently, that's kind of the

[David Miller - Century West] 17:48:14
the area that would be most helpful to focus on.

[David Miller - Century West] 17:48:20
So, again, I'll just reiterate, happy to weigh in. So we are here to help. We're here to listen. As Kenji said, this is your opportunity to

[David Miller - Century West] 17:48:29
to have a discussion amongst yourselves as a planning advisory committee

[David Miller - Century West] 17:48:35
to just sort of discuss

[David Miller - Century West] 17:48:37
what's in front of you.

[David Miller - Century West] 17:48:39
come up with some ideas and discuss those and we've gotten a lot of um

[David Miller - Century West] 17:48:45
We've gotten a lot of comments from PAC members on an individual basis, but what we haven't had a lot of

[David Miller - Century West] 17:48:51
Based on the way we've presented this information or the ability to consolidate information.

[David Miller - Century West] 17:48:57
We haven't had a lot of engagement sort of laterally within the PAC.

[David Miller - Century West] 17:49:01
Everyone represents a particular group or interest, but it would be helpful, I think, to see the PAC sort of

[David Miller - Century West] 17:49:09
sort of...

[David Miller - Century West] 17:49:10
discuss things you know sort of in the context of the group.

[David Miller - Century West] 17:49:14
But it is, again, this is the opportunity for the PAC members to provide additional input

[David Miller - Century West] 17:49:19
Or expand on your earlier input, just a little bit more detail would be good.

[David Miller - Century West] 17:49:25
And again, ODA will consider this input along with any written comments that are generated by the

[David Miller - Century West] 17:49:34
December date, 20th, I believe it was uh to

[David Miller - Century West] 17:49:38
23rd, I think. Yeah.

[David Miller - Century West] 17:49:42
to...

[David Miller - Century West] 17:49:43
consider when it's making its final decision.

[David Miller - Century West] 17:49:48
So I think, Randy.

[David Miller - Century West] 17:49:51
in the time we can just open it up to the time

[David Miller - Century West] 17:49:54
to the power.

[Brandy Steffen | JLA Public Involvement] 17:49:55
Yeah. Yep.

[Brandy Steffen | JLA Public Involvement] 17:49:56
And I'm wondering if, David, if you could put down the screen and then we can just see people's faces. I know it doesn't

[Brandy Steffen | JLA Public Involvement] 17:50:07
It doesn't mimic our reality quite as well, but it's as close as we can get with virtual meetings. So I saw

[Brandy Steffen | JLA Public Involvement] 17:50:16

Van Williams.

[David Miller - Century West] 17:50:16
So I'm going to unshare my screen for a moment if I understand correctly.

[Brandy Steffen | JLA Public Involvement] 17:50:20
Correct. Yeah.

[Brandy Steffen | JLA Public Involvement] 17:50:22
And I saw Ben Williams and then I think Bruce Bennett, you had your hand raised.
Okay, great.

[Brandy Steffen | JLA Public Involvement] 17:50:28
And then...

[Brandy Steffen | JLA Public Involvement] 17:50:32
Great. And I see some of you have

[Brandy Steffen | JLA Public Involvement] 17:50:35
come off camera. So, oh, we see your dog

[David Miller - Century West] 17:50:38
Oh, I'm sorry. Sorry about that.

[Brandy Steffen | JLA Public Involvement] 17:50:39
It's okay.

[David Miller - Century West] 17:50:41
Come on, bye. I'm trying to figure out how to blink this here.

[David Miller - Century West] 17:50:59
Yeah, I'm looking for an...

[David Miller - Century West] 17:51:02
I'm not sure how to

[David Miller - Century West] 17:51:03
It's giving me screen choices, but I don't see an option for shutting this off.

[David Miller - Century West] 17:51:09
So...

[David Miller - Century West] 17:51:13
And see what I can do with that. What do you suggest?

[Brandy Steffen | JLA Public Involvement] 17:51:17
That's a great question.

[Brandy Steffen | JLA Public Involvement] 17:51:20
Let's see if I can hear from that.

[David Miller - Century West] 17:51:27
I'm getting some direction here. Stand by. Hold on.

[David Miller - Century West] 17:51:33
Share screen. I want to share screen.

[David Miller - Century West] 17:51:38
You tell me if it goes blank.

[David Miller - Century West] 17:51:44
Yeah, I'm sorry about that.

[Brandy Steffen | JLA Public Involvement] 17:51:44
Sorry, everybody. Just some technical difficulties.

[Brandy Steffen | JLA Public Involvement] 17:51:48
Okay, so Ben Williams, I think you should be able to unmute and we'll go from here and we'll

[Brandy Steffen | JLA Public Involvement] 17:51:54
get david some help.

[Ben Williams - FOFP] 17:51:56
Can you hear me, Brandy?

[Brandy Steffen | JLA Public Involvement] 17:51:58
Yes, thank you.

[Ben Williams - FOFP] 17:51:59
Great, thanks. That was a cute dog, by the way.

[David Miller - Century West] 17:52:02
Thank you. Thank you.

[Ben Williams - FOFP] 17:52:04
whoever that belonged to.

[David Miller - Century West] 17:52:05
That's mine.

[Ben Williams - FOFP] 17:52:06
Good man. So, Dave, you said a few minutes ago on the slide

[Ben Williams - FOFP] 17:52:12
titled Input Received on the Preferred Alternatives.

[David Miller - Century West] 17:52:16
Mm-hmm.

[Ben Williams - FOFP] 17:52:16
you said you said

[Ben Williams - FOFP] 17:52:17
No build is a non-starter.

[Ben Williams - FOFP] 17:52:21
relative to meeting future demand.

[Ben Williams - FOFP] 17:52:25
Right?

[David Miller - Century West] 17:52:26
What I meant by that, thank you for the question. I think just to clarify.

[David Miller - Century West] 17:52:31
In that context, what I mean to say is that

[David Miller - Century West] 17:52:34
The FAA is already

[David Miller - Century West] 17:52:39
indicated that, for example, the runway

[David Miller - Century West] 17:52:41
improvements to the runway would be limited to maintenance only improvements.

[David Miller - Century West] 17:52:46
So that's...

[Ben Williams - FOFP] 17:52:46
I understand that. You said that last time.

[David Miller - Century West] 17:52:48
So the improvements on the runway would be

[David Miller - Century West] 17:52:51
for example runway extension and or strengthening

[David Miller - Century West] 17:52:55
to meet future demand.

[Ben Williams - FOFP] 17:52:57
Right.

[David Miller - Century West] 17:52:57
or current.

[Ben Williams - FOFP] 17:52:59
So my attention or focus in your statement is

[Ben Williams - FOFP] 17:53:03
on the future demand part. And I submitted additional comments last week about this

[Ben Williams - FOFP] 17:53:09
Which presumably are on the record.

[Ben Williams - FOFP] 17:53:12
The data set that Century West and ODAV have used

[Ben Williams - FOFP] 17:53:18
as the basis for

[Ben Williams - FOFP] 17:53:21
forecasting total operations

[Ben Williams - FOFP] 17:53:24
was 2016 through 2021.

[Ben Williams - FOFP] 17:53:28
The ATADS data for 2021 had total operations at 72,549.

[Ben Williams - FOFP] 17:53:37
Up from 65,949 in 2020.

[Ben Williams - FOFP] 17:53:44
My appeal, my question at the last PAC meeting was why are we not using current data?

[Ben Williams - FOFP] 17:53:49
The reality is that we're now in your forecast period and the present has caught up with the future.

[Ben Williams - FOFP] 17:53:56
Because in 2020,

[Ben Williams - FOFP] 17:53:59
to the operations dropped from 72,549

[Ben Williams - FOFP] 17:54:04
to 64,651.

[Ben Williams - FOFP] 17:54:07
And in 2023, they further dropped to 63,015

[Ben Williams - FOFP] 17:54:14
and then rebounded a little bit year to date if we use the same overall

[Ben Williams - FOFP] 17:54:20
number for 2023. Best case, you can forecast 68,045 operations for this year.

[Ben Williams - FOFPP] 17:54:30

So we got three years of data dramatically below 72549

[Ben Williams - FOFPP] 17:54:36

which now looks like a one-year blip

[Ben Williams - FOFPP] 17:54:40

And the forecasts are based off of that.

[Ben Williams - FOFPP] 17:54:43

or some ramp up to that.

[Ben Williams - FOFPP] 17:54:45

And yet you're saying that either a no-build alternative or a revision to B2, which we also talked about at the last meeting.

[Ben Williams - FOFPP] 17:54:55

It is not possible based on future demand. But the numbers that you're using for future demand make no sense.

[Ben Williams - FOFPP] 17:55:02

to me sitting here looking at the FAA's ATAP data.

[David Miller - Century West] 17:55:05

Okay, let me try to unpack that. Thanks for the comment, Ben.

[David Miller - Century West] 17:55:08

First of all, let me back up and I should choose my words carefully. In terms of future development, that's not

[David Miller - Century West] 17:55:14

the best way to describe it because the best way to describe it

[David Miller - Century West] 17:55:17

I would point out that the justification for a runway extension can be met today.

[David Miller - Century West] 17:55:23

Not based on hitting some particular operations target.

[David Miller - Century West] 17:55:27

And the same could be said for pavement strength. So when I said future improvement, future development.

[David Miller - Century West] 17:55:33

That's really what I was referring to, not because traffic will hit a certain metric.

[David Miller - Century West] 17:55:38

Now, with regard to the numbers and the forecast, I appreciate your input. There

are some issues with your data set and the data sets that we're using, but I'll set that aside for the moment.

[David Miller - Century West] 17:55:49

The main point I want to make is that master plan forecasts are 20 year forecasts.

[David Miller - Century West] 17:55:54

And activity within that 20-year planning period, that planning horizon

[David Miller - Century West] 17:56:00

Activity is expected to be above and below the projection line throughout the planning period. It is not unusual.

[David Miller - Century West] 17:56:05

Deviations are expected. These are best projections and numbers will be up and down.

[David Miller - Century West] 17:56:12

And along those lines, if there's an upward or a downward deviation in the first five years of a forecast.

[David Miller - Century West] 17:56:18

That isn't enough justification for the FAA to throw the forecast out and do them again.

[David Miller - Century West] 17:56:24

And more importantly, a short-term trend, as you described, is not a

[David Miller - Century West] 17:56:29

sufficient to determine a long-term trend.

[David Miller - Century West] 17:56:32

There can be numbers, and I've looked at the OPSNET data just the other day, and you're right, there was a decline after 21 in some areas, but

[David Miller - Century West] 17:56:41

Some of those numbers are coming back up again as well.

[David Miller - Century West] 17:56:44

We also looked at the instrument flight plan data just to gauge that, and we're seeing actually the jet traffic has increased despite the airport operations decrease.

[David Miller - Century West] 17:56:52

It's a lot to pack in there, but it's a long way of saying that

[David Miller - Century West] 17:56:58

The forecasts are a guide and the FAA's approved them.

[David Miller - Century West] 17:57:02

It's the way master plans are done, the forecasts are done earlier in the process and it

[David Miller - Century West] 17:57:08

those numbers are in place and the FDA has determined that they are reasonable for planning purposes.

[David Miller - Century West] 17:57:14

Again, important, I think, to reiterate that the forecast growth is nominal. It's not large. I mean, in terms of growth rates, it's a fairly modest growth rate.

[David Miller - Century West] 17:57:25

And the overall volume of air traffic at the airport isn't

[David Miller - Century West] 17:57:30

driving the improvements that we're talking about tonight, the conformance with the design standards.

[David Miller - Century West] 17:57:38

Or even something like the runway extension.

[David Miller - Century West] 17:57:40

So short-term fluctuations, they are what they are, but they're not significant in that evaluation, I'd say.

[David Miller - Century West] 17:57:48

Again, important to remember the current and future design or critical aircraft is established by the air traffic and again

[David Miller - Century West] 17:57:56

Looking at the more recent flight data through 2020 into year-to-date 24,

[David Miller - Century West] 17:58:03

The airport is still well above the threshold that the FAA requires for the C2 designation.

[David Miller - Century West] 17:58:10

And growing, frankly.

[David Miller - Century West] 17:58:12

So again.

[David Miller - Century West] 17:58:14

It's not uncommon for a port traffic to deviate like this, but what typically happens

[David Miller - Century West] 17:58:19

is that when airport master plan forecasts are easily or quickly exceeded.

[David Miller - Century West] 17:58:26

or not realized in a significant way.

[David Miller - Century West] 17:58:29

Meaning sharp declines in both operations and aircraft type usage

[David Miller - Century West] 17:58:34

then that's typically when the FAA says it's time to update the master plan and do a new set of forecasts. But there's nothing in what you're describing that would push

[David Miller - Century West] 17:58:42

Oh, they have in that direction.

[David Miller - Century West] 17:58:45

So that's, I guess, I can say about that.

[Ben Williams - FOFP] 17:58:47

I'm not going to turn this whole evening into a debate about that, but I would just add that

[Ben Williams - FOFP] 17:58:52

you know you're coming in here following two prior master plans that were replete with

[Ben Williams - FOFP] 17:59:00

very robust forecasts.

[Ben Williams - FOFP] 17:59:02

for increases in operations and none of them were ever met.

[Ben Williams - FOFP] 17:59:06

in the 2000 or the 2012 master plan. They were never achieved. They always fell far short.

[David Miller - Century West] 17:59:12

Understood. Understood.

[Ben Williams - FOFP] 17:59:13

But thank you for the time.

[David Miller - Century West] 17:59:14

Well, I appreciate that. Thank you.

[David Miller - Century West] 17:59:18

Okay.

[Brandy Steffen | JLA Public Involvement] 17:59:18

Okay, great. I think I saw Bruce next. And so Bruce, I'll ask you to unmute. And then I saw Aaron and then Tony.

[Bruce Bennett - Airport user, property & business owner] 17:59:28
Good afternoon. Thank you.

[Bruce Bennett - Airport user, property & business owner] 17:59:32
I think it's important to clarify

[Bruce Bennett - Airport user, property & business owner] 17:59:35
It's semantics, but it's also an understanding.

[Bruce Bennett - Airport user, property & business owner] 17:59:39
David, you were talking about on airport and off airport

[Bruce Bennett - Airport user, property & business owner] 17:59:43
And all of that property is on airport. I mean, it's zoned airport, it's aviation use i understand

[Bruce Bennett - Airport user, property & business owner] 17:59:50
there's a piece of it that's owned by the state and then the majority is owned by private individuals.

[Bruce Bennett - Airport user, property & business owner] 17:59:56
But it's all the airport.

[Bruce Bennett - Airport user, property & business owner] 17:59:59
And...

[Bruce Bennett - Airport user, property & business owner] 18:00:02
when it's when

[Bruce Bennett - Airport user, property & business owner] 18:00:03
you talk about off airport people

[Bruce Bennett - Airport user, property & business owner] 18:00:06
It might sound like across the street or non-aviation use. So I just think that's important for everyone to understand.

[Bruce Bennett - Airport user, property & business owner] 18:00:12
through the fence of the tff

[Bruce Bennett - Airport user, property & business owner] 18:00:15
TTF.

[Bruce Bennett - Airport user, property & business owner] 18:00:16
abbreviation is airport property.

[Bruce Bennett - Airport user, property & business owner] 18:00:20
very, very

[Bruce Bennett - Airport user, property & business owner] 18:00:22
almost all the jobs, all the development is on that

[Bruce Bennett - Airport user, property & business owner] 18:00:26
through the fence, which is airport property. It's just privately owned.

[Bruce Bennett - Airport user, property & business owner] 18:00:30
and heavily taxed.

[Bruce Bennett - Airport user, property & business owner] 18:00:32
That's airport property.

[Bruce Bennett - Airport user, property & business owner] 18:00:35
The reason that's important, I think, is the main airport

[Bruce Bennett - Airport user, property & business owner] 18:00:40
access road stenbach way

[Bruce Bennett - Airport user, property & business owner] 18:00:42
is on private property. The state has a permanent easement on that property

[Bruce Bennett - Airport user, property & business owner] 18:00:48
The state built that road with the state road

[Bruce Bennett - Airport user, property & business owner] 18:00:51
with the private

[Bruce Bennett - Airport user, property & business owner] 18:00:52
with the owner's assistance

[Bruce Bennett - Airport user, property & business owner] 18:00:55
But they did build that road.

[Bruce Bennett - Airport user, property & business owner] 18:00:57
And so that's the kind of the

[Bruce Bennett - Airport user, property & business owner] 18:01:00
public-private partnership that i'd like to see

[Bruce Bennett - Airport user, property & business owner] 18:01:05
plan and continue.

[Bruce Bennett - Airport user, property & business owner] 18:01:08
the uh

[Bruce Bennett - Airport user, property & business owner] 18:01:10
I think that's critical. Everyone agrees we need a way for vehicles to get

[Bruce Bennett - Airport user, property & business owner] 18:01:15
safely back and forth on the airport, not pulling out on airport road northeast

[Bruce Bennett - Airport user, property & business owner] 18:01:21

with a trailer full of airplane parts or a fuel truck or something they're

[Bruce Bennett - Airport user, property & business owner] 18:01:26
there needs to be ways for vehicles to get bound for coffee and fuel and parts and

[Bruce Bennett - Airport user, property & business owner] 18:01:32
There's just dozens.

[Bruce Bennett - Airport user, property & business owner] 18:01:34
thousands yearly of trips back and forth

[Bruce Bennett - Airport user, property & business owner] 18:01:37
passengers and parts and maintenance

[Bruce Bennett - Airport user, property & business owner] 18:01:39
airport to airport and it's back in the day, it might have been on the

[Bruce Bennett - Airport user, property & business owner] 18:01:45
on the taxiway before the tower

[Bruce Bennett - Airport user, property & business owner] 18:01:48
But that's not the right way.

[Bruce Bennett - Airport user, property & business owner] 18:01:50
And we've had problems.

[Bruce Bennett - Airport user, property & business owner] 18:01:53
with this transition.

[Bruce Bennett - Airport user, property & business owner] 18:01:56
So I strongly support a strong support

[Bruce Bennett - Airport user, property & business owner] 18:01:59
Thank you.

[Bruce Bennett - Airport user, property & business owner] 18:02:01
an access road for other than aircraft

[Bruce Bennett - Airport user, property & business owner] 18:02:04
including bicycles and pedestrians traveling on the airport and

[Bruce Bennett - Airport user, property & business owner] 18:02:09
since all the property is not owned by the state, it would make the most sense. And
there's been an offer of a free

[Bruce Bennett - Airport user, property & business owner] 18:02:18
free easement and

[Bruce Bennett - Airport user, property & business owner] 18:02:19
I mean, that's significant. It's hundreds of thousands of dollars worth of value

being donated by

[Bruce Bennett - Airport user, property & business owner] 18:02:25
by an airport.

[Bruce Bennett - Airport user, property & business owner] 18:02:27
landowners to help make the system go.

[Bruce Bennett - Airport user, property & business owner] 18:02:32
And also.

[Bruce Bennett - Airport user, property & business owner] 18:02:34
I think it's important to focus on positive improvements

[Bruce Bennett - Airport user, property & business owner] 18:02:39
I think this master plan in general

[Bruce Bennett - Airport user, property & business owner] 18:02:42
I've been involved with everyone since 1976 chu m hill

[Bruce Bennett - Airport user, property & business owner] 18:02:48
a lot of master plans, a lot of updates, a lot of studies

[Bruce Bennett - Airport user, property & business owner] 18:02:51
In some ways, this is one of the best.

[Bruce Bennett - Airport user, property & business owner] 18:02:53
following the rules and getting neighbors and public input

[Bruce Bennett - Airport user, property & business owner] 18:03:00
ideas like moving a control tower and tearing down hangars probably put it in the
other category

[Bruce Bennett - Airport user, property & business owner] 18:03:07
one of the worst. But I know we're not at the final yet.

[Bruce Bennett - Airport user, property & business owner] 18:03:12
And so that's my strong suggestion is to

[Bruce Bennett - Airport user, property & business owner] 18:03:16
except this

[Bruce Bennett - Airport user, property & business owner] 18:03:18
this latest version with the exception of any hangar destruction

[Bruce Bennett - Airport user, property & business owner] 18:03:26
or taking up drain fields.

[Bruce Bennett - Airport user, property & business owner] 18:03:29
going backwards and backwards

[Bruce Bennett - Airport user, property & business owner] 18:03:32
Of course.

[Bruce Bennett - Airport user, property & business owner] 18:03:35
the taxiway

[Bruce Bennett - Airport user, property & business owner] 18:03:37
the parallel tax way is more than adequate for an airport of this size.

[Bruce Bennett - Airport user, property & business owner] 18:03:42
We just don't have the real estate.

[Bruce Bennett - Airport user, property & business owner] 18:03:44
For a second one and the vehicle service road is

[Bruce Bennett - Airport user, property & business owner] 18:03:49
critical as it is has to be as far from the runway as possible.

[Bruce Bennett - Airport user, property & business owner] 18:03:54
Thank you.

[David Miller - Century West] 18:03:54
Okay, thank you, Bruce. And again, I'm sort of

[David Miller - Century West] 18:03:59
delving in and out of roundtable mode, but I think this is a great opportunity

[David Miller - Century West] 18:04:04
to discuss what Bruce had described amongst yourselves and sort of see if there's

[David Miller - Century West] 18:04:11
I know that there has been work done sort of on the side to

[David Miller - Century West] 18:04:18
layout, you know.

[David Miller - Century West] 18:04:21
proposed roadway alignments on the private land and so on. And I just think it
would be

[David Miller - Century West] 18:04:26
I think whatever happens off of the Odav on property

[David Miller - Century West] 18:04:31
you know that that you know if that's the direction that it would have considers
ultimately

[David Miller - Century West] 18:04:37
That's fine. I'm curious, too, because there are

[David Miller - Century West] 18:04:40
There are portions of the preferred alternative concept that have

[David Miller - Century West] 18:04:46
sections of the

[David Miller - Century West] 18:04:48
VSR, Vehicle Service Road.

[David Miller - Century West] 18:04:50
in the central terminal area around the tower

[David Miller - Century West] 18:04:53
And it'd be in my airport planner world mind, I just think in terms of connectivity

[David Miller - Century West] 18:04:58
kind of north to south. So concept sketch would be helpful just anything that could

[David Miller - Century West] 18:05:03
If there's a way that that can help inform our evaluation, that'd be great. So I encourage you all

[David Miller - Century West] 18:05:09
kick that around tonight in the conversation.

[Bruce Bennett - Airport user, property & business owner] 18:05:12
Excellent. We do have the 2012 master plan had an internal

[Bruce Bennett - Airport user, property & business owner] 18:05:18
a vehicle service road

[Bruce Bennett - Airport user, property & business owner] 18:05:20
Or I'm not sure if that's the proper name for it with an fa speed

[Bruce Bennett - Airport user, property & business owner] 18:05:25
You know what I'm talking about. And it could use some fine tuning but it's significantly better than the one thrown

[Bruce Bennett - Airport user, property & business owner] 18:05:31
Right next to the taxiway. And just one more

[Bruce Bennett - Airport user, property & business owner] 18:05:35
I want to reiterate that the main airport access road, the way the control tower gets

[Bruce Bennett - Airport user, property & business owner] 18:05:40
to work every day.

[Bruce Bennett - Airport user, property & business owner] 18:05:42

is on private property. And so I understand the need for

[Bruce Bennett - Airport user, property & business owner] 18:05:49
complete.

[Bruce Bennett - Airport user, property & business owner] 18:05:51
control, but I believe an easement does that just as good as

[Bruce Bennett - Airport user, property & business owner] 18:05:57
ownership in this case saving hundreds of thousands of dollars

[Bruce Bennett - Airport user, property & business owner] 18:06:03
For the state.

[Bruce Bennett - Airport user, property & business owner] 18:06:07
Remember, we're not just talking about private versus private

[Bruce Bennett - Airport user, property & business owner] 18:06:10
versus public land but

[Bruce Bennett - Airport user, property & business owner] 18:06:12
an easement.

[David Miller - Century West] 18:06:15
I understand. Thank you for that. And just to reiterate or clarify what I my
comment on that

[David Miller - Century West] 18:06:19
I think it's our understanding that if we talk about the development of a vehicle
service road, if it's on Odev on property, it would be eligible for FAA funding.

[David Miller - Century West] 18:06:29
developed on private land likely not to be eligible for FAA funding. That's the
main distinction.

[Bruce Bennett - Airport user, property & business owner] 18:06:35
Thank you.

[Kenji Sugahara (ODAV)] 18:06:35
Yeah. Hey, David, we can probably get

[David Miller - Century West] 18:06:36
That's fine. Yes.

[Kenji Sugahara (ODAV)] 18:06:37
we can probably get clarification from Tim.

[Kenji Sugahara (ODAV)] 18:06:41
Right. He's on.

[Kenji Sugahara (ODAV)] 18:06:43
I think. Do you want to ask them?

[Brandy Steffen | JLA Public Involvement] 18:06:46
Yeah, Tim, let me make sure that you can speak. Let's see here.

[Brandy Steffen | JLA Public Involvement] 18:06:51
Okay, Tim, I just

[Brandy Steffen | JLA Public Involvement] 18:06:53
allowed you to unmute.

[Tim House - FAA] 18:06:59
There we go.

[Tim House - FAA] 18:07:05
All right.

[Tim House - FAA] 18:07:06
And I hope my name is written correctly. I couldn't tell which way the mirror works or not.

[Tim House - FAA] 18:07:12
reset all my settings when we joined the

[Tim House - FAA] 18:07:15
ODAP meeting.

[Kenji Sugahara (ODAV)] 18:07:16
It's backwards.

[Tim House - FAA] 18:07:18
Is it backwards?

[Kenji Sugahara (ODAV)] 18:07:18
Just kidding

[Tim House - FAA] 18:07:20
Well, I get...

[Tim House - FAA] 18:07:22
You know, I look goofy a lot of times, so I'm not too worried about it, but...

[Tim House - FAA] 18:07:29
And the clarification you were asking for.

[Tim House - FAA] 18:07:32
Sorry?

[David Miller - Century West] 18:07:32

vehicle service road, my comment was my understanding is that um

[David Miller - Century West] 18:07:38

as it's proposed, the plan includes vehicle service road improvements

[David Miller - Century West] 18:07:42

that those would be eligible for FAA funding typically

[David Miller - Century West] 18:07:46

Because they're on airport property. But if an alternative approach was to route a service road on private land, it would not typically be eligible.

[David Miller - Century West] 18:07:54

Is that accurate?

[Tim House - FAA] 18:07:54

Right, right. No, it would not be available for eligible for FAA funding to be on the private

[Tim House - FAA] 18:08:01

land. So your savings of hundreds of thousands of dollars for the land would cost millions of dollars for construction of the facility.

[Bruce Bennett - Airport user, property & business owner] 18:08:12

Even on leased land, or I'm sorry even on easy with a permanent easement

[Tim House - FAA] 18:08:17

FAA only constructs on airport property, only funds construction on airport property to FAA standards.

[Kenji Sugahara (ODAV)] 18:08:24

Hey, Bruce, you willing to donate?

[Tim House - FAA] 18:08:28

There we go. That's the way to solve it. Hundreds of thousand dollars.

[Tim House - FAA] 18:08:32

and you get a tax rebate or a deduction because you won't have to pay property taxes on it either.

[Bruce Bennett - Airport user, property & business owner] 18:08:37

Actually, there's others on this.

[Bruce Bennett - Airport user, property & business owner] 18:08:41

on this call that will donate. So it would end up being a huge net savings.

[Bruce Bennett - Airport user, property & business owner] 18:08:46

after the construction costs.

[Kenji Sugahara (ODAV)] 18:08:50

That's awesome. Good to know. Thanks. Thanks, Bruce.

[Bruce Bennett - Airport user, property & business owner] 18:08:53
Sure, absolutely.

[David Miller - Century West] 18:08:54
Yeah, I think back to my earlier comment just to sort of

[David Miller - Century West] 18:08:58
If there's input provided

[David Miller - Century West] 18:09:00
Along those lines and there's also input provided that the landowners would be willing to consider

[David Miller - Century West] 18:09:08
selling the property. It would be helpful, again, back to our point about the

[David Miller - Century West] 18:09:13
the larger area of property acquisition that I know a lot of people are upset about the the entire

[David Miller - Century West] 18:09:20
east side of the airport, essentially, the privately owned lands

[David Miller - Century West] 18:09:22
Again, the purpose of that was simply to create a pathway for willing sellers, anyone that

[David Miller - Century West] 18:09:28
might want to sell their parcel to ODAV. If it's not depicted on the airport layout plan, it would not typically be eligible.

[David Miller - Century West] 18:09:37
Same would probably be true for a proposed off

[David Miller - Century West] 18:09:41
currently off airport off airport

[David Miller - Century West] 18:09:43
Odav owned property, VSR.

[David Miller - Century West] 18:09:46
Again, the more detail that you all can be in your input at this stage, if that's a direction you'd like to see ODAP consider, I think

[David Miller - Century West] 18:09:55
The more detail you can provide, the better.

[Brandy Steffen | JLA Public Involvement] 18:09:58

Great. Thank you both. And we can come back and have more conversation. Erin, I know you've had your hand raised for a little while.

[David Miller - Century West] 18:10:16
I'm sorry, Brandy, did I add somebody?

[Aron Faegre representing HTS] 18:10:17
Yeah, I could, you know, just just to just

[David Miller - Century West] 18:10:19
Oh, it's Aaron. Hi, Aaron.

[Aron Faegre representing HTS] 18:10:21
continue that subject just for one second, but I have other things to focus on.

[Aron Faegre representing HTS] 18:10:27
I think, you know, people have already donated land for donated land

[Aron Faegre representing HTS] 18:10:32
the road that's shown on the road

[Aron Faegre representing HTS] 18:10:34
the 2012 and have offered it

[Aron Faegre representing HTS] 18:10:38
to ODev in the past with the prior

[Aron Faegre representing HTS] 18:10:42
director. So I think, you know, that 2012 plan

[Aron Faegre representing HTS] 18:10:46
should be looked at again. And I know the scheme that was submitted by

[Aron Faegre representing HTS] 18:10:52
the aviation stakeholders.

[Aron Faegre representing HTS] 18:10:55
shows it back where it was shown on 2012.

[Aron Faegre representing HTS] 18:10:58
And I think it's, you know, realistically, that's the practical

[Aron Faegre representing HTS] 18:11:03
place to put it. I think there's a couple of key things that I think this plan is just not

[Aron Faegre representing HTS] 18:11:10
acknowledging and the first is that this airport has always been a public-private partnership, even as a military

[Aron Faegre representing HTS] 18:11:19
airport. The runway was public.

[Aron Faegre representing HTS] 18:11:23
And the place that the military planes parked was private and

[Aron Faegre representing HTS] 18:11:27
This is just a continuation you know through the years

[Aron Faegre representing HTS] 18:11:31
We all know Senate Bill 680 was passed

[Aron Faegre representing HTS] 18:11:35
even promoted the concept of a public-private partnership

[Aron Faegre representing HTS] 18:11:38
And I think it's great, you know, the FAA has their limitations of where they can
put funds.

[Aron Faegre representing HTS] 18:11:44
That's fine, but that doesn't mean there can't be a partnership with the private
sector.

[Aron Faegre representing HTS] 18:11:50
It doesn't mean that ODAV's funds

[Aron Faegre representing HTS] 18:11:53
can't be used just the way Bruce was pointing out.

[Aron Faegre representing HTS] 18:11:57
You wouldn't be able to get to the tower today if it wasn't for an easement over
private land.

[Aron Faegre representing HTS] 18:12:03
and a cooperative arrangement.

[Aron Faegre representing HTS] 18:12:05
And obviously that the road that's shown in 2012 is the interior

[Aron Faegre representing HTS] 18:12:11
circulation road could be done the same way and was

[Aron Faegre representing HTS] 18:12:15
offered to the previous

[Aron Faegre representing HTS] 18:12:17
director and there were discussions of how to accomplish it with easements and so
forth. So I hope you'll reconsider that.

[Kenji Sugahara (ODAV)] 18:12:23

Hey.

[Kenji Sugahara (ODAV)] 18:12:25
Eric, question for you.

[Aron Faegre representing HTS] 18:12:26
Sure.

[Kenji Sugahara (ODAV)] 18:12:28
So for that 2012 internal circulation road

[Kenji Sugahara (ODAV)] 18:12:32
What would happen if we did put that in the master plan

[Kenji Sugahara (ODAV)] 18:12:37
as acquisition, would there be objection to that? I mean, it would move that

[Kenji Sugahara (ODAV)] 18:12:45
road interior

[Kenji Sugahara (ODAV)] 18:12:47
And what are your thoughts on that? Just curious.

[Aron Faegre representing HTS] 18:12:48
I think you could propose it for sure yeah

[Kenji Sugahara (ODAV)] 18:12:50
Yeah. Okay. I'm just curious.

[Aron Faegre representing HTS] 18:12:52
Yeah. Yeah. I mean, but, you know, I would then focus also on your easement coming in

[Aron Faegre representing HTS] 18:12:57
If you want to gain control of that. But I think that's a legitimate thing to bring up as a proposal, sure.

[Kenji Sugahara (ODAV)] 18:13:04
Okay. All right. Cool. Thank you.

[Aron Faegre representing HTS] 18:13:06
um

[David Miller - Century West] 18:13:06
Great. Yeah.

[Aron Faegre representing HTS] 18:13:08
And, you know, we did submit we meaning and and most of you know

[Aron Faegre representing HTS] 18:13:14

many of you know, I've worked with many of the landowners there

[Aron Faegre representing HTS] 18:13:20
I've worked on probably 30 airports in Oregon

[Aron Faegre representing HTS] 18:13:25
I work in New York State, in Washington. I have projects really all over. So I do a lot of aviation related work.

[Aron Faegre representing HTS] 18:13:32
Both planning and construction, not construction but

[Aron Faegre representing HTS] 18:13:36
facility planning.

[Aron Faegre representing HTS] 18:13:38
But I'm going to focus on the master plan here.

[Aron Faegre representing HTS] 18:13:43
Which I've done a fair amount of in some of my earlier career.

[Aron Faegre representing HTS] 18:13:47
But I first wanted to say you

[Aron Faegre representing HTS] 18:13:50
the whole concept of a public-private partnership is that there's interaction between

[Aron Faegre representing HTS] 18:13:55
companies between the whole group.

[Aron Faegre representing HTS] 18:13:59
And...

[Aron Faegre representing HTS] 18:14:00
So the concept of the

[Aron Faegre representing HTS] 18:14:03
circulation road

[Aron Faegre representing HTS] 18:14:05
the way it's prepared it's

[Aron Faegre representing HTS] 18:14:08
proposed on the

[Aron Faegre representing HTS] 18:14:09
current alternative, preferred alternative.

[Aron Faegre representing HTS] 18:14:12

would be more like a PDX where you're moving luggage you're putting you're getting

[Aron Faegre representing HTS] 18:14:18
meals out to the plains.

[Aron Faegre representing HTS] 18:14:20
But here what's happening is there's interaction between the businesses

[Aron Faegre representing HTS] 18:14:24
So it's on the other side.

[Aron Faegre representing HTS] 18:14:27
of um you know of

[Aron Faegre representing HTS] 18:14:30
you know, we all talk about the Amazon drivers who end up out in the runway

[Aron Faegre representing HTS] 18:14:34
you know that's part of the interaction that's going on between businesses.

[Aron Faegre representing HTS] 18:14:39
And literally, I'm here representing HTS today. They couldn't be beyond this.

[Aron Faegre representing HTS] 18:14:45
I did their facilities. I know what their needs are very well and i can

[Aron Faegre representing HTS] 18:14:50
speak for them.

[Aron Faegre representing HTS] 18:14:54
But the other location that's on the 2012 plan

[Aron Faegre representing HTS] 18:15:00
was specifically because it allows interaction between the businesses

[Aron Faegre representing HTS] 18:15:04
and therefore promotes the airport really as a cluster of businesses.

[Aron Faegre representing HTS] 18:15:09
The other subject I want to get to is the modification of standards.

[Aron Faegre representing HTS] 18:15:13
And I'm sure it was submitted previously. I prepared a whole

[Aron Faegre representing HTS] 18:15:19
very detailed modification of standards

[Aron Faegre representing HTS] 18:15:22
that was based on ones that have been approved at other airports

[Aron Faegre representing HTS] 18:15:26
Some of those airports have even scheduled service.

[Aron Faegre representing HTS] 18:15:30
There's modification standards that at

[Aron Faegre representing HTS] 18:15:34
most large airports

[Aron Faegre representing HTS] 18:15:36
Just because the criteria change.

[Aron Faegre representing HTS] 18:15:40
I want to remind everyone, particularly those who aren't airport planners.

[Aron Faegre representing HTS] 18:15:45
that the size of the rofa

[Aron Faegre representing HTS] 18:15:47
for Aurora Airport is exactly the same size.

[Aron Faegre representing HTS] 18:15:51
At Portland International.

[Aron Faegre representing HTS] 18:15:53
At SeaTac, that's the largest

[Aron Faegre representing HTS] 18:15:57
runway object-free area that exists in the FAA's world.

[Aron Faegre representing HTS] 18:16:01
And it's designed for triple seven sevens

[Aron Faegre representing HTS] 18:16:04
And every gigantic military aircraft and any aircraft in the world today.

[Aron Faegre representing HTS] 18:16:10
And it should be kind of

[Aron Faegre representing HTS] 18:16:13
obvious that an airport like Aurora

[Aron Faegre representing HTS] 18:16:17
doesn't, for the same level of safety

[Aron Faegre representing HTS] 18:16:20
that's at portland international

[Aron Faegre representing HTS] 18:16:23
Obviously, Aurora wouldn't need that same amount. We're not going to have

[Aron Faegre representing HTS] 18:16:27
Triple sevens, we're not going to have 737s landing

[Aron Faegre representing HTS] 18:16:32
there and they're there

[Aron Faegre representing HTS] 18:16:34
in the material that I submitted.

[Aron Faegre representing HTS] 18:16:37
The pro bono for the good of the pro bono

[Aron Faegre representing HTS] 18:16:40
airport and the community

[Aron Faegre representing HTS] 18:16:42
I run through all the standard criteria, all the different advisory circulars.

[Aron Faegre representing HTS] 18:16:47
And to my knowledge, there is no

[Aron Faegre representing HTS] 18:16:51
nothing written that the FAA

[Aron Faegre representing HTS] 18:16:53
has that would say you could not submit that

[Aron Faegre representing HTS] 18:16:57
tomorrow and and see what their response is.

[Aron Faegre representing HTS] 18:17:00
And I would encourage you to do that.

[Aron Faegre representing HTS] 18:17:03
And David, I heard you say that

[Aron Faegre representing HTS] 18:17:06
Right now, they're telling you that it's

[Aron Faegre representing HTS] 18:17:08
It's for consideration during design, not master plan

[Aron Faegre representing HTS] 18:17:13
other master plans have included it.

[Aron Faegre representing HTS] 18:17:16
you know fairly recently

[Aron Faegre representing HTS] 18:17:18

And I can tell you, we have gone to every FAA official

[Aron Faegre representing HTS] 18:17:23
that we have learned through ODF.

[Aron Faegre representing HTS] 18:17:27
have said this or maybe has said this

[Aron Faegre representing HTS] 18:17:29
And we cannot get any FAA person to raise their hand and say, yes, I'm the one who

[Aron Faegre representing HTS] 18:17:37
They're making this requirement.

[Aron Faegre representing HTS] 18:17:39
So I guess we'd ask...

[Aron Faegre representing HTS] 18:17:41
And I think it's been asked before.

[Aron Faegre representing HTS] 18:17:44
We'd ask it again, the actual name of who is

[Aron Faegre representing HTS] 18:17:49
setting this requirement

[Aron Faegre representing HTS] 18:17:52
Because it does not seem to comply with the advisory circulars.

[Aron Faegre representing HTS] 18:17:57
And they should be treating us equal

[Aron Faegre representing HTS] 18:18:03
other airports that are allowed

[Aron Faegre representing HTS] 18:18:06
the modification of standards.

[Kenji Sugahara (ODAV)] 18:18:09
So.

[Aron Faegre representing HTS] 18:18:09
And I brought it up the difference between the 777 landing

[Aron Faegre representing HTS] 18:18:12
And it's not going to land at Aurora.

[Aron Faegre representing HTS] 18:18:16
the whole purpose of the modification of standards

[Aron Faegre representing HTS] 18:18:19
is to allow for that slippage that that

[Aron Faegre representing HTS] 18:18:23
no standard is going to be perfect for any one airport.

[Kenji Sugahara (ODAV)] 18:18:28
Aaron, can I chime in real quick?

[Aron Faegre representing HTS] 18:18:31
Well, just let me finish my concept here. So because

[Kenji Sugahara (ODAV)] 18:18:32
Oh, sure, sure.

[Aron Faegre representing HTS] 18:18:35
the whole, you know, the minute you go down that rabbit hole

[Aron Faegre representing HTS] 18:18:39
that there cannot be a modification of standards.

[Aron Faegre representing HTS] 18:18:42
you end up with the \$200 million project

[Aron Faegre representing HTS] 18:18:48
that that's never going to happen.

[Aron Faegre representing HTS] 18:18:50
And that's under master planning, you're not supposed to have a project that can actually never

[Aron Faegre representing HTS] 18:18:56
fiscally be accomplished.

[Aron Faegre representing HTS] 18:18:57
I'll stop there on the modification. I have some other things, but go ahead.

[Kenji Sugahara (ODAV)] 18:19:00
Yeah. Yeah. You'll be able to continue after after

[Aron Faegre representing HTS] 18:19:03
Yeah, yeah.

[Kenji Sugahara (ODAV)] 18:19:04
So I'm going to go ahead and throw Tim under the bus again.

[Kenji Sugahara (ODAV)] 18:19:11
Can you comment on that officially?

[Kenji Sugahara (ODAV)] 18:19:14

In terms of the modification of standard and a master plan.

[Tim House - FAA] 18:19:19

Yes, modification of standards are not to be considered during the master plan.

[Tim House - FAA] 18:19:24

They are to be considered as a part of a construction project.

[Tim House - FAA] 18:19:29

the master plan must

[Tim House - FAA] 18:19:31

meet standards.

[Tim House - FAA] 18:19:33

We're not trying to land a 777 at this airport.

[Tim House - FAA] 18:19:38

That is D4, D.

[Tim House - FAA] 18:19:41

we're looking at C2s. Yes, they are the same size.

[Tim House - FAA] 18:19:47

But that is the current standard.

[Tim House - FAA] 18:19:49

that has been devised by the FAA.

[Tim House - FAA] 18:19:53

Same requirement. That's not me saying we don't consider modifications of standards.

[Tim House - FAA] 18:19:58

in master plans. That is the FAA standards.

[Aron Faegre representing HTS] 18:20:03

Okay, but even under the rules for modification of standards, it talks about

[Aron Faegre representing HTS] 18:20:08

having a sequence, an iterative process

[Aron Faegre representing HTS] 18:20:11

to getting somewhere.

[Aron Faegre representing HTS] 18:20:14

And so, you know.

[Aron Faegre representing HTS] 18:20:17

the master plan then could just say, you know, of course, we're going to apply for

a modification of standards

[Aron Faegre representing HTS] 18:20:24
Once we initiate any project.

[Aron Faegre representing HTS] 18:20:26
And that's fine, but it would acknowledge that they're available.

[Aron Faegre representing HTS] 18:20:31
And that that is a part of the process.

[Aron Faegre representing HTS] 18:20:34
that would be considered

[Aron Faegre representing HTS] 18:20:36
And I understand, okay, you know, eventually someday in the future we'll move

[Aron Faegre representing HTS] 18:20:41
551...

[Aron Faegre representing HTS] 18:20:44
when there's 100 million available or something

[Aron Faegre representing HTS] 18:20:49
But there's not a good reason why there's not a good reason

[Aron Faegre representing HTS] 18:20:53
to hold up the entire airport

[Aron Faegre representing HTS] 18:20:55
on that basis. Of course, it's iterative.

[Aron Faegre representing HTS] 18:20:59
And in my submission, I pointed out we can move the fence right now

[Aron Faegre representing HTS] 18:21:04
And get, you know, 95%

[Aron Faegre representing HTS] 18:21:07
of where we want to be. So that's an iteration.

[Tim House - FAA] 18:21:11
So what you're asking us to do, you've already exceeded the standards of C2.

[Tim House - FAA] 18:21:16
you are operating at C2.

[Tim House - FAA] 18:21:19
and you're asking for a further extension.

[Tim House - FAA] 18:21:22
to allow larger aircraft

[Tim House - FAA] 18:21:24
to operate on a more regular basis.

[Aron Faegre representing HTS] 18:21:27
No, I don't think they are.

[Tim House - FAA] 18:21:27
So that's why we have, what's the extra 500 foot doing?

[Aron Faegre representing HTS] 18:21:32
It's safety.

[Aron Faegre representing HTS] 18:21:36
Why did the 2000...

[Tim House - FAA] 18:21:36
For the larger aircraft, if they can't calculate that they can't operate.

[Aron Faegre representing HTS] 18:21:38
Why did the 2012

[Kenji Sugahara (ODAV)] 18:21:40
Hold on. Hold on, guys. Hold on, guys. Okay. One at a time. Let's bring the temperature down.

[Aron Faegre representing HTS] 18:21:44
Yeah. Well, I'll let Bruce answer that one. I mean, it's it's

[Aron Faegre representing HTS] 18:21:48
It's because the existing C2 aircraft

[Tim House - FAA] 18:21:51
And our standards are safety as well.

[Aron Faegre representing HTS] 18:21:53
Beautiful.

[Aron Faegre representing HTS] 18:21:55
Yeah. Yeah. Well, I mean, yeah, well.

[Aron Faegre representing HTS] 18:21:57
I'm surprised you would say that, but to my knowledge, it's not the large

[Aron Faegre representing HTS] 18:22:02
have any larger aircraft. It's just to allow existing aircraft

[Aron Faegre representing HTS] 18:22:05

to take off with full fuel and

[Aron Faegre representing HTS] 18:22:08
and load on a hot day. It's that simple.

[Brandy Steffen | JLA Public Involvement] 18:22:12
So it sounds like we need to get

[Brandy Steffen | JLA Public Involvement] 18:22:15
clarification about this.

[Aron Faegre representing HTS] 18:22:17
Yeah, I think that's an important thing to clarify.

[Aron Faegre representing HTS] 18:22:20
Because I've interpreted that even in David's presentations

[Aron Faegre representing HTS] 18:22:25
that the length of the runway is just for the design aircraft.

[Aron Faegre representing HTS] 18:22:29
And it came down from 1,000 feet extension to

[Aron Faegre representing HTS] 18:22:33
500 on this.

[Aron Faegre representing HTS] 18:22:35
It's the same airport design guide, two different consultants got different numbers.

[Aron Faegre representing HTS] 18:22:42
So we could look at that, why that occurs, but still the age came up with

[Aron Faegre representing HTS] 18:22:48
with an increase

[David Miller - Century West] 18:22:50
I think the...

[Aron Faegre representing HTS] 18:22:50
But I don't want to get stuck on that. And Tim, I appreciate your comment but

[David Miller - Century West] 18:22:55
Yeah.

[Aron Faegre representing HTS] 18:22:56
But let's keep looking at that subject. I don't think there's any

[David Miller - Century West] 18:22:58
Yeah.

[Aron Faegre representing HTS] 18:23:00
intend here to do larger aircraft.

[David Miller - Century West] 18:23:02
I can clarify just a bit. I think going back to the facility requirements chapter, what we looked at was the current fleet mix and the forecast.

[David Miller - Century West] 18:23:11
And really what's happening is that those aircraft that require

[David Miller - Century West] 18:23:16
at the upper end, we'll say at the upper end of the range of the business jets that are representative of C2.

[David Miller - Century West] 18:23:24
There are conditions, high temperature conditions, where

[David Miller - Century West] 18:23:29
As Aaron pointed out, those aircraft aren't able to operate at a full payload, either passengers or fuel.

[David Miller - Century West] 18:23:36
So really, you're both right. What Tim is describing is the runway extension

[David Miller - Century West] 18:23:44
as analyzed would allow those large aircraft to operate without

[David Miller - Century West] 18:23:48
the same level of constraint.

[David Miller - Century West] 18:23:51
It isn't the next category up. There are some C2 aircraft that cannot

[David Miller - Century West] 18:23:56
And Bruce would probably agree, and probably some B-2 aircraft that cannot

[David Miller - Century West] 18:24:00
operate off the current runway

[David Miller - Century West] 18:24:03
at full load on extreme warm days.

[David Miller - Century West] 18:24:06
So that's part of the evaluation.

[Brandy Steffen | JLA Public Involvement] 18:24:08
Okay, great. Thanks for that clarification. Erin, do you have additional comments that you'd like to bring up?

[Aron Faegre representing HTS] 18:24:13
Yes, I do. So the back to just...

[Aron Faegre representing HTS] 18:24:15
briefly on the modification of standard.

[Aron Faegre representing HTS] 18:24:18
And I know there was some discussion of

[Aron Faegre representing HTS] 18:24:22
going back to a b2

[Aron Faegre representing HTS] 18:24:24
And I know, again, I think it was the FAA that said just you don't want to do that.

[Aron Faegre representing HTS] 18:24:29
But I would point out, and this is where it feels like Aurora is getting the short end of the stick.

[Aron Faegre representing HTS] 18:24:37
that, oh, what

[Aron Faegre representing HTS] 18:24:38
What's the airport right up in Seattle with the 737s taking

[Aron Faegre representing HTS] 18:24:44
taking off and landing all the time in a B2 airport. What is that? I'm forgetting the...

[Tim House - FAA] 18:24:49
Boeing Manufacturing Plant.

[Aron Faegre representing HTS] 18:24:49
Rented, rented, of course.

[Aron Faegre representing HTS] 18:24:51
you know and they just finished their master plan and somehow they ended up with a B2 with 737s taking off and landing

[Tim House - FAA] 18:24:52
Right.

[Aron Faegre representing HTS] 18:24:58
all the time. So it just shows

[Aron Faegre representing HTS] 18:25:00
There's leeway here somewhere and I hope that same sense of leeway and understanding

[Aron Faegre representing HTS] 18:25:07

can be given to Aurora

[Aron Faegre representing HTS] 18:25:10
what was given to Renton. And I'm sure Boeing was uh

[Aron Faegre representing HTS] 18:25:15
a bigger opponent to tell them they couldn't do it.

[Aron Faegre representing HTS] 18:25:19
But I would just ask to try to be

[Aron Faegre representing HTS] 18:25:22
fair to our C2 aircraft here at least.

[Aron Faegre representing HTS] 18:25:27
So I covered the i covered

[Aron Faegre representing HTS] 18:25:29
public-private kind of partnership, modification of standards

[Aron Faegre representing HTS] 18:25:33
the internal circulation

[Aron Faegre representing HTS] 18:25:38
I want to just mention that the whole drain field thing

[Aron Faegre representing HTS] 18:25:42
is not a request for a modification

[Aron Faegre representing HTS] 18:25:45
And I think we've already submitted it. If we haven't.

[Aron Faegre representing HTS] 18:25:49
There's an NV5 geotech. They're a national firm. They work in Seattle airport every, you know, all over.

[Aron Faegre representing HTS] 18:25:56
They did a study that showed if we add some

[Aron Faegre representing HTS] 18:26:00
geofabric.

[Aron Faegre representing HTS] 18:26:02
to the top of the drain field

[Aron Faegre representing HTS] 18:26:05
It supports the C2 aircraft and and

[Aron Faegre representing HTS] 18:26:09
fire trucks and everything else

[Aron Faegre representing HTS] 18:26:11
So it's not a matter of a modification.

[Aron Faegre representing HTS] 18:26:14
We have a submittal.

[Aron Faegre representing HTS] 18:26:16
that shows compliance.

[Aron Faegre representing HTS] 18:26:19
with the support.

[Aron Faegre representing HTS] 18:26:20
And I would ask you to consider

[Aron Faegre representing HTS] 18:26:23
you know, consider that closely.

[Aron Faegre representing HTS] 18:26:24
And I don't believe there's anything in the advisory circulars that say utility systems

[Aron Faegre representing HTS] 18:26:30
cannot be in a runway safety area. They're in all the time.

[Aron Faegre representing HTS] 18:26:34
It even talks about them in the advisory circular.

[Aron Faegre representing HTS] 18:26:42
Lastly, and this is particularly for HTS,

[Aron Faegre representing HTS] 18:26:46
they they

[Aron Faegre representing HTS] 18:26:49
really incredibly strongly opposed to having their property shown as potentially being acquired

[Aron Faegre representing HTS] 18:26:55
or desired to be acquired by the state

[Aron Faegre representing HTS] 18:26:58
I think you all know there are you all know

[Aron Faegre representing HTS] 18:27:01
you know, they're not just a national company they work internationally

[Aron Faegre representing HTS] 18:27:06
They work in Africa, Europe.

[Aron Faegre representing HTS] 18:27:10
Asia, and this is their U.S. headquarters

[Aron Faegre representing HTS] 18:27:15
They're best known, obviously, as firefighting all over the West, but they're much bigger than that.

[Aron Faegre representing HTS] 18:27:22
And I hope we...

[Aron Faegre representing HTS] 18:27:24
respect them as a company and welcome them in Oregon

[Aron Faegre representing HTS] 18:27:30
for what they are.

[Aron Faegre representing HTS] 18:27:32
And showing their property being desired to be acquired by the state, I think they feel a real sense of

[Aron Faegre representing HTS] 18:27:40
betrayal that that would ever occur.

[Aron Faegre representing HTS] 18:27:44
And they obviously they fly fixed wing as well

[Aron Faegre representing HTS] 18:27:48
It's very important for firefighting

[Aron Faegre representing HTS] 18:27:52
to be able to bring aircraft parts and things to wherever the fire is so they have fixed wing that are

[Aron Faegre representing HTS] 18:27:59
servicing that. They need the runway. They wouldn't be here without the runway.

[Aron Faegre representing HTS] 18:28:05
And the other airport facilities.

[Aron Faegre representing HTS] 18:28:09
They're strong supporters of the airport.

[Aron Faegre representing HTS] 18:28:12
And if there's anything they can do to help us

[Aron Faegre representing HTS] 18:28:15
I'm sure they would like to be a partner as well. We just have to ask them.

[Kenji Sugahara (ODAV)] 18:28:20

Aaron, question for you.

[Aron Faegre representing HTS] 18:28:22
Yeah.

[Kenji Sugahara (ODAV)] 18:28:22
So is the objection that...

[Kenji Sugahara (ODAV)] 18:28:26
that it just shows that

[Kenji Sugahara (ODAV)] 18:28:29
For example, if they

[Kenji Sugahara (ODAV)] 18:28:31
end up, hey, we want to move. We've outgrown it

[Kenji Sugahara (ODAV)] 18:28:34
we're a willing seller. Is the objection to that

[Kenji Sugahara (ODAV)] 18:28:38
that it's shown that if it comes up for sale

[Kenji Sugahara (ODAV)] 18:28:43
that we could use

[Kenji Sugahara (ODAV)] 18:28:45
federal funds if it's available to purchase it. Is that the objection that it's
shown that way because

[Kenji Sugahara (ODAV)] 18:28:50
The only thing that we're looking for is really if somebody says, hey, we got it
for sale. We're like, oh, cool. That'd be nice to be able to get that for state
property.

[Kenji Sugahara (ODAV)] 18:29:00
we can't leverage federal funds unless it's shown on a master plan. So is that the
problem or is there an issue? I just want

[Kenji Sugahara (ODAV)] 18:29:08
Clarification.

[Aron Faegre representing HTS] 18:29:09
I think what it does is it muddies their

[Aron Faegre representing HTS] 18:29:14
Their title, it muddies...

[Aron Faegre representing HTS] 18:29:17
you know, anything they're doing

[Aron Faegre representing HTS] 18:29:20

I would recommend just ask, you know, is there anyone in the airport that's considering selling

[Aron Faegre representing HTS] 18:29:26

And we can put your property, we can show your property for acquisition

[Aron Faegre representing HTS] 18:29:31

And then it's a friendly offer.

[Aron Faegre representing HTS] 18:29:33

to the airport to the airport

[Aron Faegre representing HTS] 18:29:36

companies, the private companies

[Aron Faegre representing HTS] 18:29:39

Or like the private road, we could work with the different

[Aron Faegre representing HTS] 18:29:46

private owners for that to whether they they're willing to

[Aron Faegre representing HTS] 18:29:50

put that portion on as available for sale.

[Aron Faegre representing HTS] 18:29:54

But, you know, there's a term for it but that

[Aron Faegre representing HTS] 18:30:00

The minute the government says it's going to buy something

[Aron Faegre representing HTS] 18:30:03

then it devalues the property. It suddenly is worth less because no one wants to

[Kenji Sugahara (ODAV)] 18:30:05

Yeah, I heard that. Yep.

[Aron Faegre representing HTS] 18:30:09

to get in a fight with the government, they have you know too much

[Aron Faegre representing HTS] 18:30:12

Too many attorneys, too much

[Aron Faegre representing HTS] 18:30:15

It's kind of like you never win so it's uh

[Aron Faegre representing HTS] 18:30:19

it's not doesn't look

[Aron Faegre representing HTS] 18:30:21
Positive.

[Kenji Sugahara (ODAV)] 18:30:22
It's a worry that the ODAB would go through condemnation process. Is that the biggest concern?

[Aron Faegre representing HTS] 18:30:26
Sure, sure. That's part of it, yeah.

[Kenji Sugahara (ODAV)] 18:30:29
Okay.

[Aron Faegre representing HTS] 18:30:29
Because you could.

[Aron Faegre representing HTS] 18:30:32
You know, and I guess what I don't really understand is

[Aron Faegre representing HTS] 18:30:37
You can update an ALP and let's let's say there's suddenly a

[Aron Faegre representing HTS] 18:30:43
a seller who comes up, he's very willing to sell to the state

[Aron Faegre representing HTS] 18:30:48
Can't you do an update to the ALP to show that?

[Kenji Sugahara (ODAV)] 18:30:53
Okay, good points. Thank you.

[Aron Faegre representing HTS] 18:30:55
Yeah, I think I'll stop there and I can come back on any points that's helpful.

[David Miller - Century West] 18:31:01
I was going to say...

[Aron Faegre representing HTS] 18:31:01
And I want to give my personal statement that

[Aron Faegre representing HTS] 18:31:04
that I'm happy to help on anything, you know, any of these issues that

[Aron Faegre representing HTS] 18:31:08
that could help the airport.

[David Miller - Century West] 18:31:11
Thank you, Aaron. Brandy, James Kirby with Century West is available and if

[David Miller - Century West] 18:31:18

If you can unmute him.

[David Miller - Century West] 18:31:20
Perhaps he can...

[Brandy Steffen | JLA Public Involvement] 18:31:20
Oh yeah, I think, James, you can unmute.

[James Kirby - Century West Engineering] 18:31:22
Yeah, I'm unmuted now. Thank you.

[David Miller - Century West] 18:31:24
There you go. If you wanted to, James, if you wanted to add some technical detail on the drain field issue, please.

[Tim House - FAA] 18:31:25
Oh.

[James Kirby - Century West Engineering] 18:31:29
Yeah, so the drain field issue came up, obviously, and there's a lot of reasons it's not in compliance right now.

[James Kirby - Century West Engineering] 18:31:37
It can't support aircraft loads. It has...

[James Kirby - Century West Engineering] 18:31:41
structures in place right now that can't

[James Kirby - Century West Engineering] 18:31:44
support aircraft loads and exceed the surface for the ground

[James Kirby - Century West Engineering] 18:31:49
And it doesn't comply with grading requirements either. So there's a number of issues surrounding the existing one.

[James Kirby - Century West Engineering] 18:31:55
And we did receive the proposal from NB5 that Aaron mentions.

[James Kirby - Century West Engineering] 18:32:01
And there was an email conversation and a technical examination of that proposal

[James Kirby - Century West Engineering] 18:32:06
And that proposal as it stands today still wouldn't meet requirements. There was a number of

[James Kirby - Century West Engineering] 18:32:13
Request for technical information for an expanded design that didn't

[James Kirby - Century West Engineering] 18:32:18
come to anything. We never did see that.

[James Kirby - Century West Engineering] 18:32:19
There's a number of issues surrounding that. They're still outstanding.

[James Kirby - Century West Engineering] 18:32:24
The other piece of that was that proposal was basically

[James Kirby - Century West Engineering] 18:32:29
treating the issue by adding a cap.

[James Kirby - Century West Engineering] 18:32:31
to the existing drain field, which

[James Kirby - Century West Engineering] 18:32:34
Because it doesn't comply with grading standards now, adding a cap to it would worsen the issue of noncompliance with grading standards.

[James Kirby - Century West Engineering] 18:32:43
So without additional technical information surrounding that proposal.

[James Kirby - Century West Engineering] 18:32:48
As well as essentially a reconstruction of a reconstruction of

[James Kirby - Century West Engineering] 18:32:53
the entire drain field from scratch

[James Kirby - Century West Engineering] 18:32:56
Which at that point, I mean, FAAs weighed in and said that the drain field is not really a

[James Kirby - Century West Engineering] 18:33:04
a compliant facility for that area of the airport for being in the RSA.

[James Kirby - Century West Engineering] 18:33:09
Obviously, B2, it was compliant, but

[James Kirby - Century West Engineering] 18:33:13
At C2, when we're in that RSA already

[James Kirby - Century West Engineering] 18:33:17
And we're not meeting a bunch of those standards.

[James Kirby - Century West Engineering] 18:33:21
And reconstruction is really what would need to happen to even

[James Kirby - Century West Engineering] 18:33:25
Approach repairing the drain field and making it compliant where it's currently located

[James Kirby - Century West Engineering] 18:33:32

But still inside an RSA, which is problematic.

[James Kirby - Century West Engineering] 18:33:36
that's not something that's compatible with where we're at today with C2.

[James Kirby - Century West Engineering] 18:33:41
So.

[Brandy Steffen | JLA Public Involvement] 18:33:43
Erin, did you have a follow-on question?

[Aron Faegre representing HTS] 18:33:43
Yeah. Well, I just want to

[Aron Faegre representing HTS] 18:33:47
follow up that we had those conversations

[Aron Faegre representing HTS] 18:33:51
But they didn't go anywhere. We wanted our geotech to talk to your geotech

[Aron Faegre representing HTS] 18:33:56
that was denied.

[Aron Faegre representing HTS] 18:34:00
And we never received whatever you're talking about.

[Aron Faegre representing HTS] 18:34:04
You wanted additional information.

[Aron Faegre representing HTS] 18:34:07
And we're prepared to have the grading be correct. Yes, and it would be a
rebuilding of it.

[James Kirby - Century West Engineering] 18:34:14
But it would have to be somewhere else, right? It still can't be inside the RSA
given the structures you're proposing and the

[James Kirby - Century West Engineering] 18:34:21
we can actually evaluate it to know whether it's not it's actually going to carry
aircraft objectively.

[James Kirby - Century West Engineering] 18:34:26
There just was not enough information given in those proposals to be able to make
that examination.

[James Kirby - Century West Engineering] 18:34:31
by us or by our geotech.

[Aron Faegre representing HTS] 18:34:33
I would just ask that to be opened up again, because in my mind, it never got

actually

[Aron Faegre representing HTS] 18:34:39

there was never a discussion. We proposed it and it just nothing ever came back to us.

[James Kirby - Century West Engineering] 18:34:44

There's an email chain that was back and forth that just kind of dead ended without any additional information from NV5. There was

[James Kirby - Century West Engineering] 18:34:50

know where we could go further with that examination so

[James Kirby - Century West Engineering] 18:34:53

That's where that dead ended.

[Aron Faegre representing HTS] 18:34:53

Yeah. Well, I have a different view. Yep.

[Kenji Sugahara (ODAV)] 18:34:55

Hey, Aaron, is there a way to have them provide additional information by the 23rd? Because that's the time that we're going to

[Kenji Sugahara (ODAV)] 18:35:03

be closing public comment.

[Kenji Sugahara (ODAV)] 18:35:06

If you can get that information, great. That'll be helpful for

[Kenji Sugahara (ODAV)] 18:35:12

the Century West team.

[Aron Faegre representing HTS] 18:35:15

I will do that if you will.

[Aron Faegre representing HTS] 18:35:18

provide to us something that actually says you can't have a drain field

[Aron Faegre representing HTS] 18:35:22

in the runway safety area, because I don't see it in any of the

[Aron Faegre representing HTS] 18:35:25

And we've proposed a method that it would work

[James Kirby - Century West Engineering] 18:35:29

Well, there's emails from FAA from around that time frame that said

[James Kirby - Century West Engineering] 18:35:34

you can't have a drain anymore.

[Aron Faegre representing HTS] 18:35:35

But I mean, I don't mean just a word on a piece of paper. I want to see it in the advisory circulars. Where does it say it?

[Aron Faegre representing HTS] 18:35:43

It needs to be a standard.

[Aron Faegre representing HTS] 18:35:46

It can't just be someone's opinion.

[James Kirby - Century West Engineering] 18:35:48

Well, you can have a structure that won't bear the load of aircraft in an area that has to be designed to bear the loads from aircraft.

[Aron Faegre representing HTS] 18:35:55

But that's the point. We showed how with geofabric it does

[Aron Faegre representing HTS] 18:36:00

you know, maybe you've never used the geo fabric

[James Kirby - Century West Engineering] 18:36:03

If you bury a drain field, it's non-functional. It has to be towards the surface. It has to breathe. It's a living thing.

[Brandy Steffen | JLA Public Involvement] 18:36:10

I see Tony.

[James Kirby - Century West Engineering] 18:36:10

You can't bury it under a foot of rock.

[Brandy Steffen | JLA Public Involvement] 18:36:12

I see you, Tony, shaking your head. I'm going to get to you in just a second.

[Aron Faegre representing HTS] 18:36:13

Yeah.

[Brandy Steffen | JLA Public Involvement] 18:36:17

So, okay, so I'm hearing that there needs to be some

[Aron Faegre representing HTS] 18:36:19

Now's not the time to debate that, so I agree.

[Brandy Steffen | JLA Public Involvement] 18:36:21

Okay, so there needs to be a loop of closed

[Brandy Steffen | JLA Public Involvement] 18:36:24

closing this loop is what I'm hearing and doing that by email so um

[James Kirby - Century West Engineering] 18:36:30

Yeah.

[Brandy Steffen | JLA Public Involvement] 18:36:30
So it sounds like that can happen. Okay, so let me, Tony, it looks like you want to follow up.

[Brandy Steffen | JLA Public Involvement] 18:36:37
And so I just gave you the unmute. And then I just wanted to let you know that next up is Jamie Stickle and then

[Brandy Steffen | JLA Public Involvement] 18:36:46
David Wagner. And just really quick, Tony, if anyone, PAC members, if you put something in the chat

[Brandy Steffen | JLA Public Involvement] 18:36:54
I'm going to switch it over to everyone. And so just to let you know, and it looks like Brian Asher, it looks like you need to leave

[Brandy Steffen | JLA Public Involvement] 18:37:02
For a council meeting. So thank you for letting us know. But just so that people who are attending can see the chat, just make sure you

[Brandy Steffen | JLA Public Involvement] 18:37:13
list it as everyone and then everyone can see that. So again, Tony, I'll hand it off to you. Then it'll be Jamie, then David Wagner, and then Ted Miller, Millar.

[Tony Helbling | Aurora Airport Improvement Association] 18:37:24
Okay, four points. First off, on the drain field, because I'm the chair of HDSC and I was in that thread with James Kirby and Betty Stansbury.

[Brandy Steffen | JLA Public Involvement] 18:37:25
Sorry.

[Tony Helbling | Aurora Airport Improvement Association] 18:37:37
To be clear.

[Tony Helbling | Aurora Airport Improvement Association] 18:37:38
We went back and forth and shared information.

[Tony Helbling | Aurora Airport Improvement Association] 18:37:41
Additionally, ODAV retained Century West to do a study on the drain field situation and where the stuff could be ported to.

[Tony Helbling | Aurora Airport Improvement Association] 18:37:53
Century West met with zero participation from the airport to gather data

[Tony Helbling | Aurora Airport Improvement Association] 18:37:57
about people's influence until HDSC stepped in and started helping find that data.

[Tony Helbling | Aurora Airport Improvement Association] 18:38:04
And then I asked Betty Stansberry what happened with that potential study to port

everything up to the north end of the airport.

[Tony Helbling | Aurora Airport Improvement Association] 18:38:12
to Columbia Helicopters who has the capability to take all the sewage.

[Tony Helbling | Aurora Airport Improvement Association] 18:38:15
And it was a potential solution to a big problem

[Tony Helbling | Aurora Airport Improvement Association] 18:38:19
But it evaporated it stopped.

[Tony Helbling | Aurora Airport Improvement Association] 18:38:22
And part of this, James, and Dickenji, you too, that takes me to my second point.

[Tony Helbling | Aurora Airport Improvement Association] 18:38:28
of all we're asking for is a collaborative effort to sit down at a table

[Tony Helbling | Aurora Airport Improvement Association] 18:38:34
and have a discussion.

[Tony Helbling | Aurora Airport Improvement Association] 18:38:36
The challenge I see with these Zoom calls is exactly what's going on.

[Tony Helbling | Aurora Airport Improvement Association] 18:38:41
when we speak.

[Tony Helbling | Aurora Airport Improvement Association] 18:38:43
You can chime in any time and devalue and dismiss our comments

[Tony Helbling | Aurora Airport Improvement Association] 18:38:48
at will. You can bring in multiple people to do so.

[Tony Helbling | Aurora Airport Improvement Association] 18:38:51
And we just have to take it. Right now, Aaron is muted. He can't talk because Brandy has him muted and he can't unmute himself.

[Tony Helbling | Aurora Airport Improvement Association] 18:38:58
He can't share information that would bolster my point.

[Tony Helbling | Aurora Airport Improvement Association] 18:39:01
what i know but my point is, this is not the way to do this, which takes me to ORS
8

[Tony Helbling | Aurora Airport Improvement Association] 18:39:09
36, 642, which was based on Senate Bill 680.

[Tony Helbling | Aurora Airport Improvement Association] 18:39:13
Aurora State Airport is a public

[Tony Helbling | Aurora Airport Improvement Association] 18:39:17

private partnership airport. It is a through the fence

[Tony Helbling | Aurora Airport Improvement Association] 18:39:21
airport. None of this

[Tony Helbling | Aurora Airport Improvement Association] 18:39:23
where we got to now on this master plan

[Tony Helbling | Aurora Airport Improvement Association] 18:39:26
should have got to where we are.

[Tony Helbling | Aurora Airport Improvement Association] 18:39:28
because of stovepipe mentality of designing a master plan that, as David Miller
said.

[Tony Helbling | Aurora Airport Improvement Association] 18:39:34
we can only put a vehicle service road

[Tony Helbling | Aurora Airport Improvement Association] 18:39:38
on public property.

[Tony Helbling | Aurora Airport Improvement Association] 18:39:40
Because we are unique in the entire nation.

[Tony Helbling | Aurora Airport Improvement Association] 18:39:44
There are very few airports like us.

[Tony Helbling | Aurora Airport Improvement Association] 18:39:47
we should be working collaboratively

[Tony Helbling | Aurora Airport Improvement Association] 18:39:50
to establish things like Bruce did long time ago with Stenbach way so that the
state would have access

[Tony Helbling | Aurora Airport Improvement Association] 18:39:57
to their property and the tower.

[Tony Helbling | Aurora Airport Improvement Association] 18:39:59
Just like we put the drain field out on the state property to help HDSE.

[Tony Helbling | Aurora Airport Improvement Association] 18:40:05
Just as in the previous master plan, the internal circulation road

[Tony Helbling | Aurora Airport Improvement Association] 18:40:11
different from a VSR. The internal circulation road was primarily put on private
property where people volunteered to do that. We still have

[Tony Helbling | Aurora Airport Improvement Association] 18:40:21
The ability to put it on private property because Ted has volunteered to put a
portion of it on his property if we can ever use it.

[Tony Helbling | Aurora Airport Improvement Association] 18:40:29
But that would cover dang near, I believe, Naren, shake your head because you were muted. Is it 75 or 80% of the internal circulation road would be on private property?

[Tony Helbling | Aurora Airport Improvement Association] 18:40:41
Yeah, pretty close.

[Brandy Steffen | JLA Public Involvement] 18:40:42
And Erin i just

[Brandy Steffen | JLA Public Involvement] 18:40:44
Did you want to unmute?

[Tony Helbling | Aurora Airport Improvement Association] 18:40:45
Well, that's the point. Brandy, we shouldn't have to ask to unmute. And that's the whole point of when we're in the room.

[Tony Helbling | Aurora Airport Improvement Association] 18:40:52
we can have a collaborative effort to come up with something that makes sense for everybody involved.

[Kenji Sugahara (ODAV)] 18:40:57
So don't.

[Tony Helbling | Aurora Airport Improvement Association] 18:40:57
I'd like Ben Williams at the table.

[Kenji Sugahara (ODAV)] 18:41:00
Tony, you know.

[Tony Helbling | Aurora Airport Improvement Association] 18:41:01
Yeah, I'd like John Bickford at the table. I like all these people at the table so that we can figure this out.

[Kenji Sugahara (ODAV)] 18:41:03
we we

[Kenji Sugahara (ODAV)] 18:41:06
We want to have accessibility to everybody and everybody, it's hard to do that.

[Tony Helbling | Aurora Airport Improvement Association] 18:41:07
Bye.

[Kenji Sugahara (ODAV)] 18:41:11
I know it's a holdover and I know being in a room is great because that's how I operate.

[Tony Helbling | Aurora Airport Improvement Association] 18:41:12

No.

[Kenji Sugahara (ODAV)] 18:41:16

But at the same time, it's sort of like what we've done and we're pretty much

[Tony Helbling | Aurora Airport Improvement Association] 18:41:20

but now that we're getting we're getting reasons just like i said kenji exactly what i said just happened

[Kenji Sugahara (ODAV)] 18:41:22

through the process to a point where we've

[Kenji Sugahara (ODAV)] 18:41:25

we've gotten to hear, and this is what we're going to go forward with. Tony, if you let me finish speaking.

[Tony Helbling | Aurora Airport Improvement Association] 18:41:27

You just devalued my suggestion and told me why

[Kenji Sugahara (ODAV)] 18:41:32

We're getting to a point where...

[Kenji Sugahara (ODAV)] 18:41:36

You've told folks like

[Kenji Sugahara (ODAV)] 18:41:38

this is the way you as the agency

[Kenji Sugahara (ODAV)] 18:41:42

have chosen to do it so you know

[Kenji Sugahara (ODAV)] 18:41:46

future master plans, I agree with you, but I think to this point, this is how we're doing things for accessibility purposes.

[Kenji Sugahara (ODAV)] 18:41:52

And we've been very transparent. I get where you're coming from. I see your perspective.

[Kenji Sugahara (ODAV)] 18:41:56

But I think at this point in the process, we continue as is. I hear your concerns and I understand.

[Tony Helbling | Aurora Airport Improvement Association] 18:42:04

Kenji, I hear your concerns and I value what you have to say.

[Tony Helbling | Aurora Airport Improvement Association] 18:42:08

The thing is.

[Tony Helbling | Aurora Airport Improvement Association] 18:42:11

Century West, ODAV, you all go home at night and you get a paycheck.

[Tony Helbling | Aurora Airport Improvement Association] 18:42:16
you're looking at condemning property.

[Tony Helbling | Aurora Airport Improvement Association] 18:42:18
And that is a taking that is going to ruin people.

[Tony Helbling | Aurora Airport Improvement Association] 18:42:22
And that's why

[Tony Helbling | Aurora Airport Improvement Association] 18:42:24
it is never too late to shift course. This thing has not been adopted. It has not been

[Tony Helbling | Aurora Airport Improvement Association] 18:42:29
It's not too late. You keep telling me it is, but it's not. So let me finish.

[Kenji Sugahara (ODAV)] 18:42:30
Tony. Tony, Tony, Tony, Tony, quick thing for you.

[Tony Helbling | Aurora Airport Improvement Association] 18:42:35
Yeah.

[Kenji Sugahara (ODAV)] 18:42:35
What did I say at the beginning of the meeting?

[Kenji Sugahara (ODAV)] 18:42:38
Do you remember? We are open.

[Kenji Sugahara (ODAV)] 18:42:42
to refining the preferred alternative.

[Kenji Sugahara (ODAV)] 18:42:45
So make sure you give suggestions, right?

[Tony Helbling | Aurora Airport Improvement Association] 18:42:50
Yes, keep the drain field in place. Stop trying to condemn property and then don't

[Tony Helbling | Aurora Airport Improvement Association] 18:42:55
put the private property out to Airport Road up for purchase by the state. There's no need for any of that.

[Kenji Sugahara (ODAV)] 18:43:02
Okay.

[Tony Helbling | Aurora Airport Improvement Association] 18:43:02
We don't need to tear down the hangers. The vehicle service road does not, it's not conducive

[Tony Helbling | Aurora Airport Improvement Association] 18:43:08
to business and economic development. I talked to Art Chappett at Biz Oregon.

[Tony Helbling | Aurora Airport Improvement Association] 18:43:12
And we all invested in this airport so that we could have business and bring jobs.

[Tony Helbling | Aurora Airport Improvement Association] 18:43:18
in light of, you know, not in light of but you know in accordance with the statute

[Tony Helbling | Aurora Airport Improvement Association] 18:43:23
But what the state's doing by producing this plan

[Tony Helbling | Aurora Airport Improvement Association] 18:43:27
is it puts that at jeopardy.

[Tony Helbling | Aurora Airport Improvement Association] 18:43:30
I'd urge you to remove the VSR, the vehicle circulation road, because that's something that goes at PDX.

[Tony Helbling | Aurora Airport Improvement Association] 18:43:36
There's another significant point. Let me finish. There's another significant point, the parallel taxi lane.

[Kenji Sugahara (ODAV)] 18:43:37
I want...

[Kenji Sugahara (ODAV)] 18:43:39
Sure.

[Tony Helbling | Aurora Airport Improvement Association] 18:43:43
Not the taxiway. Two different things.

[Tony Helbling | Aurora Airport Improvement Association] 18:43:45
About three years ago, I met with Betty Stansbury out on the apron and we looked at across the front of CCAP.

[Tony Helbling | Aurora Airport Improvement Association] 18:43:52
And I offered to paint green lines, private enterprise would pay for the green, what is John Bickford call them, the putting greens.

[Tony Helbling | Aurora Airport Improvement Association] 18:44:01
The only caveat to that is that the easement that exists for CCAP owners

[Tony Helbling | Aurora Airport Improvement Association] 18:44:08
to taxi their aircraft across that to gain access to the ramp because the ramp would be tight.

[Tony Helbling | Aurora Airport Improvement Association] 18:44:14
And we explored that.

[Tony Helbling | Aurora Airport Improvement Association] 18:44:16
But that would and we would still explore that

[Tony Helbling | Aurora Airport Improvement Association] 18:44:19
with some conditions that I think we could do.

[Tony Helbling | Aurora Airport Improvement Association] 18:44:22
But it doesn't cost the state anything. It reduces the cost of your whole project.

[Tony Helbling | Aurora Airport Improvement Association] 18:44:27
But those are the kind of things that we should be talking about and should have been talking about a long time ago before we threaten to condemn hangers.

[Kenji Sugahara (ODAV)] 18:44:29
Yeah.

[Tony Helbling | Aurora Airport Improvement Association] 18:44:35
So...

[Kenji Sugahara (ODAV)] 18:44:35
So what are some of the conditions?

[Kenji Sugahara (ODAV)] 18:44:36
I'm curious. You mentioned...

[Tony Helbling | Aurora Airport Improvement Association] 18:44:38
Right now, Raul has told us that if somebody taxis into that green area, he is required to do some sort of report, report it to the state. It gets investigated because according to

[Kenji Sugahara (ODAV)] 18:44:43
Yeah.

[Kenji Sugahara (ODAV)] 18:44:47
Okay.

[Tony Helbling | Aurora Airport Improvement Association] 18:44:50
Some FAR, you cannot taxi across one of those green putting greens. So let's not paint it green. Let's paint it as some other conditional area.

[Tony Helbling | Aurora Airport Improvement Association] 18:44:59
some other way so that we can cause the aircraft leaving the ramp to not have direct access

[Tony Helbling | Aurora Airport Improvement Association] 18:45:05
to the runway. We're willing to do that.

[Tony Helbling | Aurora Airport Improvement Association] 18:45:08
But that would eliminate the need for the parallel taxi lane

[Tony Helbling | Aurora Airport Improvement Association] 18:45:13
and the vehicle service road.

[Tony Helbling | Aurora Airport Improvement Association] 18:45:15
If we could get into a collaborative mode and do some brainstorming, there's some absolutely crazy ideas out there.

[Tony Helbling | Aurora Airport Improvement Association] 18:45:22
Going back to the drain field, when I hear people say, no, it has to support an aircraft, Tehachapi pumps raw sewage

[Tony Helbling | Aurora Airport Improvement Association] 18:45:30
raw sewage into a field that is in their RSA.

[Tony Helbling | Aurora Airport Improvement Association] 18:45:35
How do they get away with that?

[Tony Helbling | Aurora Airport Improvement Association] 18:45:38
That's raw sewage. How does that support an aircraft?

[Tony Helbling | Aurora Airport Improvement Association] 18:45:40
But we can show you that we can have our drain field that supports

[Tony Helbling | Aurora Airport Improvement Association] 18:45:46
an aircraft and the emergency vehicles

[Tony Helbling | Aurora Airport Improvement Association] 18:45:50
But we're told we can't even discuss it.

[Tony Helbling | Aurora Airport Improvement Association] 18:45:53
So these things that these things that

[Tony Helbling | Aurora Airport Improvement Association] 18:45:55
they're very, very frustrating because they're very frustrating

[Kenji Sugahara (ODAV)] 18:45:57
Yeah, I get it.

[Tony Helbling | Aurora Airport Improvement Association] 18:45:57
We keep trying to bring people to the table. And we were told tonight we couldn't bring two people to the table

[Tony Helbling | Aurora Airport Improvement Association] 18:46:03
that had valuable information, which we really think that's a wrong position for you guys to take.

[Kenji Sugahara (ODAV)] 18:46:09
To that point, remember what I also said at the beginning?

[Kenji Sugahara (ODAV)] 18:46:13

They'll have full access in public comment. We just have to get through the three minutes and then but

[Kenji Sugahara (ODAV)] 18:46:20

The PAC process is certain there's certain members of the pack and you know we can't do last minute

[Tony Helbling | Aurora Airport Improvement Association] 18:46:20
Shenji.

[Tony Helbling | Aurora Airport Improvement Association] 18:46:26

We'll table that discussion till later, because that's not a fight you want to have with me.

[Kenji Sugahara (ODAV)] 18:46:28

We'll discuss it later.

[Brandy Steffen | JLA Public Involvement] 18:46:33

Okay.

[Tony Helbling | Aurora Airport Improvement Association] 18:46:34

But going back to the collaborative effort, we need to figure out a way to get this done collaboratively

[Kenji Sugahara (ODAV)] 18:46:38

Yeah.

[Tony Helbling | Aurora Airport Improvement Association] 18:46:39

to move this forward because taking people's property and threatening them, even though that there is no money to do it, it creates pre-condemnation blight and that's damaging.

[Kenji Sugahara (ODAV)] 18:46:50

Yeah. Yeah. To...

[Tony Helbling | Aurora Airport Improvement Association] 18:46:50

it's that's that's a horrible

[Tony Helbling | Aurora Airport Improvement Association] 18:46:53

horrible thing to do to people.

[Kenji Sugahara (ODAV)] 18:46:55

To your first point, I want to mention, would you be open to the idea if we talked about it, sort of what I mentioned to aaron

[Kenji Sugahara (ODAV)] 18:47:06

about the circulation road, the internal circulation road, but actually putting that on our match plan.

[Kenji Sugahara (ODAV)] 18:47:11

with the idea that we could

[Kenji Sugahara (ODAV)] 18:47:15
put it there's put it there

[Kenji Sugahara (ODAV)] 18:47:17
for acquisition so we can actually use FAA funds for it. Because remember, it has to be

[Kenji Sugahara (ODAV)] 18:47:24
pretty much built, right? And then we're going to need to maintain it as well.

[Tony Helbling | Aurora Airport Improvement Association] 18:47:28
Two points. People have already volunteered their private property for that use. And if we had collaborative

[Kenji Sugahara (ODAV)] 18:47:32
Yeah.

[Tony Helbling | Aurora Airport Improvement Association] 18:47:35
conversations a long time ago like we asked for to have that discussion to look at the need for a vehicle service road

[Tony Helbling | Aurora Airport Improvement Association] 18:47:43
not a vehicle service road, but an internal circulation road

[Tony Helbling | Aurora Airport Improvement Association] 18:47:48
which achieves similar but different goals. It promotes economic success at a ga airport

[Tony Helbling | Aurora Airport Improvement Association] 18:47:56
what a vehicle service road does is it promotes the support of airline traffic at an airline airport like PDX.

[Tony Helbling | Aurora Airport Improvement Association] 18:48:03
it isn't conducive to a GA airport in which we are. We're not a part 139 airport.

[Kenji Sugahara (ODAV)] 18:48:03
Yeah.

[Kenji Sugahara (ODAV)] 18:48:07
Okay. Okay.

[Tony Helbling | Aurora Airport Improvement Association] 18:48:08
So let's look at a GA report and make it successful GA. And the private properties, because of the through the fence agreements.

[Kenji Sugahara (ODAV)] 18:48:13
No, you're...

[Kenji Sugahara (ODAV)] 18:48:17
Yeah.

[Tony Helbling | Aurora Airport Improvement Association] 18:48:17
They were already bound to be bound

[Tony Helbling | Aurora Airport Improvement Association] 18:48:20
for aviation use. So what we'd like to do is work with the state to keep those in aviation use

[Tony Helbling | Aurora Airport Improvement Association] 18:48:26
put in an internal circulation road that promotes economic development and jobs.

[Tony Helbling | Aurora Airport Improvement Association] 18:48:32
And anyway, I'll stop.

[Brandy Steffen | JLA Public Involvement] 18:48:34
Okay. Did you get your four points mentioned, Tony?

[Tony Helbling | Aurora Airport Improvement Association] 18:48:37
Yeah, that was all four of them.

[Brandy Steffen | JLA Public Involvement] 18:48:39
Okay.

[Tony Beach - ODAV] 18:48:40
Can I have one clarifying question for Tony?

[Tony Beach - ODAV] 18:48:44
I'm curious, so we got a lot of input from the pack throughout this process on including vehicle service road.

[Tony Beach - ODAV] 18:48:51
In the master plan.

[Tony Beach - ODAV] 18:48:53
And then we got a lot of pushback when we showed one on property that the state would own.

[Tony Beach - ODAV] 18:48:59
When Kenji just asked about acquiring property

[Tony Beach - ODAV] 18:49:03
further back

[Tony Beach - ODAV] 18:49:06
But then you just mentioned tony that a lot of

[Tony Beach - ODAV] 18:49:09
private property owners have already volunteered and and have

[Tony Beach - ODAV] 18:49:13

basically already agreed to do that. I'm just wondering, what do you need from ODAB? Why is it so important for the master plan

[Tony Beach - ODAV] 18:49:20

process right now.

[Tony Helbling | Aurora Airport Improvement Association] 18:49:23

Because the parallel taxi lane

[Tony Helbling | Aurora Airport Improvement Association] 18:49:26

And the VSR is depicted in the pervert alternative

[Tony Helbling | Aurora Airport Improvement Association] 18:49:30

are the cause and the basis

[Tony Helbling | Aurora Airport Improvement Association] 18:49:32

for taking the front row hangers.

[Tony Helbling | Aurora Airport Improvement Association] 18:49:34

We don't need those, either one of those things.

[Tony Beach - ODAV] 18:49:38

Okay, I hear you.

[Tony Helbling | Aurora Airport Improvement Association] 18:49:39

Therefore, we don't need to take

[Tony Beach - ODAV] 18:49:40

I hear you on that.

[Tony Helbling | Aurora Airport Improvement Association] 18:49:41

Okay, therefore we don't need to take front ringers. So let me finish. The ICR, internal circulation, wrote two different things.

[Tony Beach - ODAV] 18:49:43

But for...

[Tony Helbling | Aurora Airport Improvement Association] 18:49:48

Because you know about that road. You and I worked on that together since you started.

[Tony Beach - ODAV] 18:49:49

Right.

[Tony Beach - ODAV] 18:49:51

Sure. Sure.

[Tony Helbling | Aurora Airport Improvement Association] 18:49:52

The thing is, is almost all of the road

[Tony Helbling | Aurora Airport Improvement Association] 18:49:56
currently the pavement currently exists.

[Tony Helbling | Aurora Airport Improvement Association] 18:49:59
there is a section that does not exist.

[Tony Helbling | Aurora Airport Improvement Association] 18:50:02
The owner of that property is willing to make it available. And if you'd unmute
him, he'd probably even say so.

[Tony Helbling | Aurora Airport Improvement Association] 18:50:08
But we can have that internal circulation road to get tugs, fuel trucks, like Bruce
said

[Tony Helbling | Aurora Airport Improvement Association] 18:50:14
a pickup truck full of airplane parts up and down. Somebody needs their radio fixed
can run it down the other end of the airport without having to go out on airport
road.

[Tony Helbling | Aurora Airport Improvement Association] 18:50:24
we can have bicycles on it. We can have walkers. We have people who want to
exercise.

[Tony Helbling | Aurora Airport Improvement Association] 18:50:29
But you can't do that on a VSR. The VSR, and I ask you this via email, Tony, I ask
you, who are you going to allow on a VSR?

[Tony Helbling | Aurora Airport Improvement Association] 18:50:37
that is up in front of the ramp on the state land. And the answer I got back was it
would be only people who were qualified

[Tony Helbling | Aurora Airport Improvement Association] 18:50:44
by the state to drive on that road and allowed by the state. And I asked
specifically, would I be able to drive my personal vehicle on that road if I needed
to run from Wilson's hangar

[Tony Helbling | Aurora Airport Improvement Association] 18:50:53
up to the north end of the airport to dr dave

[Tony Helbling | Aurora Airport Improvement Association] 18:50:57
Wagner for just a private purpose.

[Tony Helbling | Aurora Airport Improvement Association] 18:50:59
And the answer I got back was only vehicles allowed by the state.

[Tony Helbling | Aurora Airport Improvement Association] 18:51:04
And it's undetermined and undefined at this time.

[Tony Helbling | Aurora Airport Improvement Association] 18:51:07
an internal circulation road, anybody can use it.

[Tony Beach - ODAV] 18:51:11
So Tony, my question is, if the property owners are willing and if they're unwilling to sell, but they're willing to create the vehicle service road.

[Tony Beach - ODAV] 18:51:20
I'm trying to understand how it's relevant to the master plan

[Tony Helbling | Aurora Airport Improvement Association] 18:51:23
It's called an easement. It's called an easement. It's easy. Just the same way that the state

[Tony Helbling | Aurora Airport Improvement Association] 18:51:29
operates on Stenbach. It is an easement.

[Tony Helbling | Aurora Airport Improvement Association] 18:51:33
That's simple. Yeah. And see, that's the point. I mean, Dave has information he'd like to share

[Brandy Steffen | JLA Public Involvement] 18:51:36
Oh, David, are you okay

[Tony Beach - ODAV] 18:51:38
Okay.

[Brandy Steffen | JLA Public Involvement] 18:51:39
Yeah, go ahead, David.

[Tony Helbling | Aurora Airport Improvement Association] 18:51:40
Yeah.

[Tony Beach - ODAV] 18:51:40
Well, so Tony, I think my main point is we can continue that conversation.

[Tony Beach - ODAV] 18:51:45
outside of the master plan on what you consider the internal circulation road

[Tony Beach - ODAV] 18:51:49
If it's not going to, if we're not going to show property acquisition in the master plan

[Tony Beach - ODAV] 18:51:54
or we're not going to consider, or if you're proposing we

[Tony Helbling | Aurora Airport Improvement Association] 18:51:54
Yeah.

[Tony Beach - ODAV] 18:51:57

go away from the vehicle service road the way we've shown it in our preferred alternative

[Tony Beach - ODAV] 18:52:02
then it's separate from the master plan discussion.

[Tony Helbling | Aurora Airport Improvement Association] 18:52:04
How did it get in the last ALP?

[Tony Helbling | Aurora Airport Improvement Association] 18:52:06
on private property? How did the FAA approve it and adopt it in the last ALP in 2012?

[Tony Beach - ODAV] 18:52:11
This master plan is, as David Miller showed earlier, is looking at state property only.

[Tony Helbling | Aurora Airport Improvement Association] 18:52:19
This is that stovepipe problem. And this is that problem with this is not collaborative, Tony. This is everybody else is muted except you and me. Dave has information and yeah, this is

[Brandy Steffen | JLA Public Involvement] 18:52:28
No, David, you're unmuted.

[Tony Helbling | Aurora Airport Improvement Association] 18:52:32
Yeah.

[David Waggoner (Willamette Aviation & Tri-Prop)] 18:52:32
Oh, thank you very much. Tony's perhaps i can help answer Tony Beach's question as to

[David Waggoner (Willamette Aviation & Tri-Prop)] 18:52:38
what does the internal circulation road have to do with the master plan?

[David Waggoner (Willamette Aviation & Tri-Prop)] 18:52:42
I think the answer to that is really simple.

[David Waggoner (Willamette Aviation & Tri-Prop)] 18:52:45
If we get the internal circulation road approved and as it's been already stated.

[David Waggoner (Willamette Aviation & Tri-Prop)] 18:52:50
it's almost complete.

[David Waggoner (Willamette Aviation & Tri-Prop)] 18:52:52
It just hasn't been put into effect yet.

[David Waggoner (Willamette Aviation & Tri-Prop)] 18:52:54
If we can do that, then the master plan is affected because we're not going to need the vehicle the vehicle uh

[David Waggoner (Willamette Aviation & Tri-Prop)] 18:53:03
service road and we're not going to need the taxi lane. So that frees up additional

[David Waggoner (Willamette Aviation & Tri-Prop)] 18:53:08
That's how it will affect the master plan.

[Tony Beach - ODAV] 18:53:10
No, I get that. And, you know, what I've said years ago is if you're willing and you guys have the property, great, do it.

[Tony Beach - ODAV] 18:53:18
the state portion, we already have laid out what that would look like on the state portion of the property.

[Tony Beach - ODAV] 18:53:24
My question is when we're getting that feedback for a vehicle service road in the master plan.

[Tony Beach - ODAV] 18:53:30
And just trying to clarify, you know, are we looking at property acquisition? Are we looking at including it in state property now?

[Tony Beach - ODAV] 18:53:37
then then what is that going to look like in this master plan? And if not, if it is like you just mentioned, you know.

[Tony Beach - ODAV] 18:53:43
unwilling private property owners that they're going to maintain ownership

[Tony Beach - ODAV] 18:53:46
then that's a separate discussion outside of the master plan.

[Brandy Steffen | JLA Public Involvement] 18:53:51
Ted, it looks like you want to chime in.

[Tony Helbling | Aurora Airport Improvement Association] 18:53:54
Yeah.

[Brandy Steffen | JLA Public Involvement] 18:53:57
you should be able to unmute.

[Ted Millar | AABC/TLM Holdings] 18:54:01
that internal circulation road.

[Ted Millar | AABC/TLM Holdings] 18:54:04
Tonight is the first time that I heard that they couldn't spend funds

[Ted Millar | AABC/TLM Holdings] 18:54:09
on an easement and they had to own it. So that's never been proposed to the

property owners.

[Ted Millar | AABC/TLM Holdings] 18:54:16

There are other things that are affected that could maybe be considered

[Ted Millar | AABC/TLM Holdings] 18:54:20

Because you have what they call setbacks

[Ted Millar | AABC/TLM Holdings] 18:54:24

against roadways and things like that.

[Ted Millar | AABC/TLM Holdings] 18:54:27

So if there's some other kind of an agreement that can be worked out with Marion County.

[Ted Millar | AABC/TLM Holdings] 18:54:32

So that the existing hangars that abut this internal circulation road

[Ted Millar | AABC/TLM Holdings] 18:54:37

don't have to have an additional 25 foot

[Ted Millar | AABC/TLM Holdings] 18:54:40

setback or a 30 foot setback from this road if the state owns it

[Ted Millar | AABC/TLM Holdings] 18:54:46

Maybe that's something we could all consider, but it goes back to what Tony said, if you would just sit down and work with us instead of trying to prove

[Ted Millar | AABC/TLM Holdings] 18:54:56

that we're wrong and that we don't have anything to say.

[Ted Millar | AABC/TLM Holdings] 18:55:00

It's a different category of airport than PDX it has

[Ted Millar | AABC/TLM Holdings] 18:55:03

It's just like trying to take these same PDX rules and apply them to Pacific City.

[Ted Millar | AABC/TLM Holdings] 18:55:09

Or Cresswell. There are different categories of airports and they have different needs.

[Ted Millar | AABC/TLM Holdings] 18:55:15

And this one is what they call a cluster

[Ted Millar | AABC/TLM Holdings] 18:55:19

business airports.

[Ted Millar | AABC/TLM Holdings] 18:55:21

And this was put together by the state

[Ted Millar | AABC/TLM Holdings] 18:55:24
Economic Development Department, Senator Wyden, Senator Smith.

[Ted Millar | AABC/TLM Holdings] 18:55:30
Or some of the original ones.

[Ted Millar | AABC/TLM Holdings] 18:55:32
that had that and they put together what they call clusters of businesses. And this airport has been designed and

[Ted Millar | AABC/TLM Holdings] 18:55:41
built out according to their recommendations

[Ted Millar | AABC/TLM Holdings] 18:55:45
For all the companies that are on there work back and forth together.

[Ted Millar | AABC/TLM Holdings] 18:55:50
So that one company provides a service that the others can use.

[Ted Millar | AABC/TLM Holdings] 18:55:54
and the ability to go back and forth makes it that way.

[Ted Millar | AABC/TLM Holdings] 18:56:00
What we have is we've got private ownership of 56

[Ted Millar | AABC/TLM Holdings] 18:56:05
of the airport footprint.

[Ted Millar | AABC/TLM Holdings] 18:56:07
But yet we get less than 6% of anything to say about it.

[Ted Millar | AABC/TLM Holdings] 18:56:12
In fact, we get nothing to say about it. We've asked for meetings.

[Ted Millar | AABC/TLM Holdings] 18:56:16
They say, okay, you can have the meeting

[Ted Millar | AABC/TLM Holdings] 18:56:19
But we can't discuss the master plan.

[Ted Millar | AABC/TLM Holdings] 18:56:21
it's like a kangaroo court

[Ted Millar | AABC/TLM Holdings] 18:56:25
you're making the decisions

[Ted Millar | AABC/TLM Holdings] 18:56:27
you're analyzing our information and then you come back and say we analyzed your information but

[Ted Millar | AABC/TLM Holdings] 18:56:33
We don't like it, so here's the way it is.

[Ted Millar | AABC/TLM Holdings] 18:56:35
Your idea of a public partnership

[Ted Millar | AABC/TLM Holdings] 18:56:38
private public partnership is, okay, we're partners. I'll tell you what to do and you do it.

[Tony Helbling | Aurora Airport Improvement Association] 18:56:45
Yep.

[Brandy Steffen | JLA Public Involvement] 18:56:47
Tony Beach, did that answer your question about the internal circulation

[Brandy Steffen | JLA Public Involvement] 18:56:53
and its relationship to the master plan.

[Tony Beach - ODAV] 18:56:56
No, I just wanted to be, I mean, thank you, Ted, for your comments, but...

[Tony Beach - ODAV] 18:57:01
But I just wanted to

[Tony Beach - ODAV] 18:57:04
be clear, I think I've made it clear where the

[Tony Beach - ODAV] 18:57:08
the vehicle service road and the internal circulation road kind of fit within the

[Tony Beach - ODAV] 18:57:13
the scope of the master plan in this discussion. So if there's anything to add on that or if anyone wants to

[Tony Beach - ODAV] 18:57:21
add on to what Ted was discussing.

[Brandy Steffen | JLA Public Involvement] 18:57:24
I do want to get, I mean, Jamie was next up. And so I do want to get to her, but I want to make sure that we kind of

[Tony Beach - ODAV] 18:57:31
Yep.

[Brandy Steffen | JLA Public Involvement] 18:57:32
close out this conversation. Again, I know it's hard to be virtual and

[Brandy Steffen | JLA Public Involvement] 18:57:37
And so we're trying. It is nice because so many PAC members can attend virtually.

[Brandy Steffen | JLA Public Involvement] 18:57:45
So David and Ted, are there other things? And then Tim, I see your hand up as well, that you want to

[Brandy Steffen | JLA Public Involvement] 18:57:52
comment on for this

[Brandy Steffen | JLA Public Involvement] 18:57:54
part of the conversation, what Tony Helbling raised um and this

[Brandy Steffen | JLA Public Involvement] 18:57:58
part of the conversation.

[Ted Millar | AABC/TLM Holdings] 18:58:01
Brandy, can I just ask Tony Beach

[Brandy Steffen | JLA Public Involvement] 18:58:02
Yeah.

[Ted Millar | AABC/TLM Holdings] 18:58:05
Is Tony or Tim, are they saying?

[Ted Millar | AABC/TLM Holdings] 18:58:08
the state.

[Ted Millar | AABC/TLM Holdings] 18:58:10
could buy that internal circulation road that we have shown.

[Ted Millar | AABC/TLM Holdings] 18:58:14
And if you were to do that.

[Ted Millar | AABC/TLM Holdings] 18:58:17
Can we change?

[Ted Millar | AABC/TLM Holdings] 18:58:18
the other rules by working with Marion County for the planning and things like that.

[Ted Millar | AABC/TLM Holdings] 18:58:23
to eliminate the setback requirements.

[Ted Millar | AABC/TLM Holdings] 18:58:27
So that...

[Ted Millar | AABC/TLM Holdings] 18:58:29
You know, who cares who owns the thing? We're all going to use it. It would be to use

[Ted Millar | AABC/TLM Holdings] 18:58:33

of the overall airport. So maybe that's something that

[Ted Millar | AABC/TLM Holdings] 18:58:37
owners would consider but they have to

[Ted Millar | AABC/TLM Holdings] 18:58:41
Then solve two other problems that that

[Ted Millar | AABC/TLM Holdings] 18:58:44
may cause. One would be the setbacks.

[Ted Millar | AABC/TLM Holdings] 18:58:48
The other is we'd have to have easements in reverse then

[Ted Millar | AABC/TLM Holdings] 18:58:52
that would allow all of the

[Ted Millar | AABC/TLM Holdings] 18:58:54
private property owners to access

[Ted Millar | AABC/TLM Holdings] 18:58:57
that new circulation road that the state would then own.

[Ted Millar | AABC/TLM Holdings] 18:59:01
there's just a whole bunch of things.

[Ted Millar | AABC/TLM Holdings] 18:59:03
If they could be worked out in a collaborative fashion like

[Ted Millar | AABC/TLM Holdings] 18:59:07
Tony suggested, we're open to see if we can't make it work.

[Tony Helbling | Aurora Airport Improvement Association] 18:59:12
their idea is that if we can collaboratively come up with and and i'm i'm Ted, I'm
not saying your idea is crazy

[Tony Beach - ODAV] 18:59:13
Yeah.

[Tony Helbling | Aurora Airport Improvement Association] 18:59:18
And I know that Marion County is on here too, but if we could work with Marion
County to look at variances on a county road and establish this as a county road.

[Tony Helbling | Aurora Airport Improvement Association] 18:59:28
on private property or something along those lines. But if you get the people at
the table, you come up with crazy ideas that when you start putting them together,
it makes sense and it moves this whole thing forward in a public-private
partnership.

[Tony Helbling | Aurora Airport Improvement Association] 18:59:39

Instead of making a plan that, and I get what you're saying, Tim House and Tony Beach, I get what you're saying. You have rules and regulations. You can hold up and quote all day that make you say what you have to say. I get it.

[Tony Helbling | Aurora Airport Improvement Association] 18:59:50
But it doesn't change the fact that if we work together and figure out a path forward.

[Tony Helbling | Aurora Airport Improvement Association] 18:59:57
we can boom this airport even bigger than it is. I mean, if you look at all the property on the airport.

[Tony Helbling | Aurora Airport Improvement Association] 19:00:03
most of what it is not developed belongs to the state.

[Tony Helbling | Aurora Airport Improvement Association] 19:00:07
Everything else has exploded.

[Tony Helbling | Aurora Airport Improvement Association] 19:00:10
so

[Brandy Steffen | JLA Public Involvement] 19:00:11
Tim, do you want to respond to that?

[Tony Helbling | Aurora Airport Improvement Association] 19:00:13
Yeah.

[Brandy Steffen | JLA Public Involvement] 19:00:15
Or Tony?

[Tim House - FAA] 19:00:16
I was jumping in on something from the previous session and Tony touched on as well about changing the alp

[Tim House - FAA] 19:00:24
after they've been asked

[Tim House - FAA] 19:00:27
if they want to sell the property.

[Tim House - FAA] 19:00:30
the whole concept of the master plan is engaging the public interest.

[Tim House - FAA] 19:00:34
getting the input, getting the comments.

[Tim House - FAA] 19:00:38
So just saying, oh, we got somebody that came up for sale on their property and we want to add it to the ALP and change that ALP.

[Tim House - FAA] 19:00:46

there's no public input. There's no public engagement there. That's very difficult for us to be able to do that.

[Tim House - FAA] 19:00:53

and represent that it is therefore eligible for FAA funding.

[Tim House - FAA] 19:00:58

It either gets shown as to be acquired and sometimes they have that discussion and it gets acquired.

[Tim House - FAA] 19:01:04

Or it doesn't and you go through some type of public process

[Tim House - FAA] 19:01:08

to get that property added

[Tim House - FAA] 19:01:11

to the exhibit A, so it could be acquired with grant funds.

[Tim House - FAA] 19:01:15

That's what I wanted to speak towards.

[Tony Helbling | Aurora Airport Improvement Association] 19:01:18

I'll speak for South End Air Park, and I'll tell you right now, nobody down in that area wants the state to ever acquire that property.

[Tony Beach - ODAV] 19:01:19

And...

[Tony Beach - ODAV] 19:01:27

I just wanted to add to what

[Tony Beach - ODAV] 19:01:31

version that Ted had mentioned about the reverse of what was proposed

[Tony Beach - ODAV] 19:01:36

the state acquiring the property and then

[Tony Beach - ODAV] 19:01:37

entering some kind of agreement for people to use it.

[Tony Beach - ODAV] 19:01:41

In that case, it would need to be shown as property acquisition on the master plan.

[Brandy Steffen | JLA Public Involvement] 19:01:50

Okay.

[Brandy Steffen | JLA Public Involvement] 19:01:52

anything i know we have time. We have about 30 minutes for the pack before we get

to the public comments.

[Brandy Steffen | JLA Public Involvement] 19:02:02

Ted, anything you wanted to add to this? I know you had your hand up from before too, and we can get back to you.

[Brandy Steffen | JLA Public Involvement] 19:02:08

But I just want to check in. Jamie had her hand up next.

[Ted Millar | AABC/TLM Holdings] 19:02:15

I guess what you're asking me, Brandy?

[Brandy Steffen | JLA Public Involvement] 19:02:18

Yeah, I just wanted, I know you were chiming in on

[Brandy Steffen | JLA Public Involvement] 19:02:22

some things that Tony and David was as well. Some things that Tony had said, and I just wanted to make sure we close that loop before we move on to Jamie.

[Brandy Steffen | JLA Public Involvement] 19:02:31

So David and Ted, if there's anything you want to add to close this out.

[Ted Millar | AABC/TLM Holdings] 19:02:32

I guess...

[Ted Millar | AABC/TLM Holdings] 19:02:35

Yeah, just a couple of things because most of the things I had on my list we're already talking about one is the

[Ted Millar | AABC/TLM Holdings] 19:02:41

working collaboratively on a public-private partnership concept.

[Ted Millar | AABC/TLM Holdings] 19:02:46

to see if we can't solve these other problems.

[Ted Millar | AABC/TLM Holdings] 19:02:50

the sewer.

[Ted Millar | AABC/TLM Holdings] 19:02:51

And the SEP system, I would like to encourage you to do the same thing. Let us have a

[Ted Millar | AABC/TLM Holdings] 19:02:57

meeting with our consultants.

[Ted Millar | AABC/TLM Holdings] 19:02:59

Century West and see if we can't

[Ted Millar | AABC/TLM Holdings] 19:03:03

prove that what we proposed already

[Ted Millar | AABC/TLM Holdings] 19:03:06
would meet the requirements.

[Ted Millar | AABC/TLM Holdings] 19:03:09
The second is that

[Ted Millar | AABC/TLM Holdings] 19:03:12
TLM Holdings, my company

[Ted Millar | AABC/TLM Holdings] 19:03:14
that owns a church property and submit and submitted

[Ted Millar | AABC/TLM Holdings] 19:03:18
like 97 page.

[Ted Millar | AABC/TLM Holdings] 19:03:22
of articles on things we think need to be done

[Ted Millar | AABC/TLM Holdings] 19:03:26
And that was in previous

[Ted Millar | AABC/TLM Holdings] 19:03:29
PAC meetings that we've never heard from them.

[Ted Millar | AABC/TLM Holdings] 19:03:32
they've never been acknowledged.

[Ted Millar | AABC/TLM Holdings] 19:03:34
I'd like to ask those to be brought back into this.

[Ted Millar | AABC/TLM Holdings] 19:03:40
So we don't have to resubmit them, bring them back into this

[Ted Millar | AABC/TLM Holdings] 19:03:43
PAC meeting so that it's

[Ted Millar | AABC/TLM Holdings] 19:03:45
part of it and if we're going to have these open discussions

[Ted Millar | AABC/TLM Holdings] 19:03:49
I think the combination of what we submitted

[Ted Millar | AABC/TLM Holdings] 19:03:52
what Aaron Fagry has submitted, what Tony Hebling

[Ted Millar | AABC/TLM Holdings] 19:03:55
and some of the other airport PAC members.

[Ted Millar | AABC/TLM Holdings] 19:03:58

You're going to find there's a lot of commonality.

[Ted Millar | AABC/TLM Holdings] 19:04:01
But I think the major thing

[Ted Millar | AABC/TLM Holdings] 19:04:03
that we're against is against

[Ted Millar | AABC/TLM Holdings] 19:04:06
the parallel taxiway

[Ted Millar | AABC/TLM Holdings] 19:04:09
the internal circulation road that

[Ted Millar | AABC/TLM Holdings] 19:04:12
The state has prepared that

[Ted Millar | AABC/TLM Holdings] 19:04:14
goes along the runway. We want them to use our internal circulation road

[Tony Helbling | Aurora Airport Improvement Association] 19:04:17
Yeah, sure. Yes, sir.

[Ted Millar | AABC/TLM Holdings] 19:04:19
And that eliminates 90% of the objections to the preferred master plan.

[Brandy Steffen | JLA Public Involvement] 19:04:28
Okay, great. Thank you, Ted.

[Brandy Steffen | JLA Public Involvement] 19:04:31
I'm going to

[Brandy Steffen | JLA Public Involvement] 19:04:33
jump over to jamie.

[Brandy Steffen | JLA Public Involvement] 19:04:35
And then I can check back in because I know David and Ted had their hands up. And so I just want to make sure that we get their comments.

[Brandy Steffen | JLA Public Involvement] 19:04:44
So Jamie, go ahead. I know you have a comment.

[Jamie Stickel, City of Canby] 19:04:48
Good evening, everybody. Jamie Stickle. I'm the Director of Economic Development for the City of Canby.

[Jamie Stickel, City of Canby] 19:04:55
And in anticipation of tonight's meeting, I met with our city administrator and Canby's mayor

[Jamie Stickel, City of Canby] 19:05:01

And the mayor sent a letter. We emailed it to Brandy, Tony Beach, and Alex Thomas earlier tonight, and I'm happy to share it with whoever in the group.

[Jamie Stickel, City of Canby] 19:05:11

But I'll read that as part of our public comment because I think it bolsters a lot of what has been said this evening.

[Jamie Stickel, City of Canby] 19:05:18

So my name is Brian Hodson and I serve as mayor for the city of Canby, a position I have served in for the last 12 years.

[Jamie Stickel, City of Canby] 19:05:24

During my tenure, the Aurora Airport has been the subject of many decisions and deliberations

[Jamie Stickel, City of Canby] 19:05:29

planning and process. The City of Canby views the Aurora Airport as an economic driver for the region.

[Jamie Stickel, City of Canby] 19:05:35

It serves as a vital facility for businesses housed in Canby, as well as neighboring cities.

[Jamie Stickel, City of Canby] 19:05:41

The Aurora Airport and growth around the airport is important to the industry and can be now and as we look to the future.

[Jamie Stickel, City of Canby] 19:05:49

The City of Canby's position has not changed as far as the Aurora Airport is concerned.

[Jamie Stickel, City of Canby] 19:05:54

The City of Canby supports the airport as an economic driver.

[Jamie Stickel, City of Canby] 19:05:58

We support the businesses that utilize the airport and house their airplanes on site.

[Jamie Stickel, City of Canby] 19:06:03

Furthermore, we support the long-range planning efforts currently underway with the effort to update the Aurora Airport Master Plan.

[Jamie Stickel, City of Canby] 19:06:11

As the master planning efforts have continued, we have learned of concerns brought forward through the Aurora Master Plan Pack.

[Jamie Stickel, City of Canby] 19:06:18

In fact, it would appear these differences may damage the businesses who rely on the airport to run their day-to-day operations.

[Jamie Stickel, City of Canby] 19:06:25
and therefore impacts the economic development opportunities Canby is pursuing.

[Jamie Stickel, City of Canby] 19:06:30
We have heard the requests of at least one business who has asked

[Jamie Stickel, City of Canby] 19:06:34
for a process that is conducive to collaboration.

[Jamie Stickel, City of Canby] 19:06:38
The City of Canby requests a process that is collaborative and transparent.

[Jamie Stickel, City of Canby] 19:06:42
As members of the Aurora Airport PAC have requested an opportunity for stakeholders to meet in person and determine a plan that will be beneficial to all.

[Jamie Stickel, City of Canby] 19:06:50
We echo this request.

[Jamie Stickel, City of Canby] 19:06:52
The City of Canby would be willing to host such a meeting in order to support the overarching goal that this project serves many.

[Jamie Stickel, City of Canby] 19:06:59
Not just the few who are driving it.

[Jamie Stickel, City of Canby] 19:07:00
Thank you for your time and consideration. And I would just note, in addition to that, I heard what

[Jamie Stickel, City of Canby] 19:07:07
what Kenji said about making sure that it's an accessible process. And I would just note that the city of canby has

[Jamie Stickel, City of Canby] 19:07:14
buildings that are ADA accessible. We have Zoom capabilities and we provide very good snacks.

[Jamie Stickel, City of Canby] 19:07:20
When you're going through a process and people are begging for in-person meetings and begging for something that's collaborative and we can work together, I don't think that the

[Jamie Stickel, City of Canby] 19:07:29
process should just continue. We're doing it this way. It might be time to just put a small pause

[Jamie Stickel, City of Canby] 19:07:35
bring people together, allow those who are able to come into the room can be

centrally located. We'd love to house you all and find a solution that

[Jamie Stickel, City of Canby] 19:07:43

moves forward, just like Kenji said at the beginning of the meeting and then again to Mr. Hubbling, that this is an opportunity for all of us to engage.

[Jamie Stickel, City of Canby] 19:07:49

For us to work together. I even wrote it down. Open to refining the preferred alternative.

[Jamie Stickel, City of Canby] 19:07:54

I think that it's time and I think that I'd love to see your faces in person.

[Jamie Stickel, City of Canby] 19:07:58

Thank you very much.

[Brandy Steffen | JLA Public Involvement] 19:08:00

Great. Thank you, Jamie. And thank you to the mayor for um

[Brandy Steffen | JLA Public Involvement] 19:08:05

spending or getting that message through to you.

[Brandy Steffen | JLA Public Involvement] 19:08:09

So I would propose it's 708. I would propose we take a two minute break

[Brandy Steffen | JLA Public Involvement] 19:08:14

come back because I know we've been at this for two hours now. So take a two minute break, come back at 710.

[Brandy Steffen | JLA Public Involvement] 19:08:22

And then I see John and I'll check in with David and Ted. And I think I might have seen Aaron kind of raise your hand. So let's just take a two minute break.

[Brandy Steffen | JLA Public Involvement] 19:08:32

We'll come right back and continue this conversation and then get to the public.

[Brandy Steffen | JLA Public Involvement] 19:08:37

At 7.30.

[Brandy Steffen | JLA Public Involvement] 19:10:28

All right.

[Brandy Steffen | JLA Public Involvement] 19:10:35

Those two minutes flew by.

[Brandy Steffen | JLA Public Involvement] 19:10:38

So we'll um so we'll

[Brandy Steffen | JLA Public Involvement] 19:10:40

bring you all back now.

[Brandy Steffen | JLA Public Involvement] 19:10:43
And we'll all

[Brandy Steffen | JLA Public Involvement] 19:10:45
pop over here to you, John.

[Brandy Steffen | JLA Public Involvement] 19:10:55
Oh, I can't hear you for some reason.

[Brandy Steffen | JLA Public Involvement] 19:11:07
Maybe try again. Let's try again.

[Brandy Steffen | JLA Public Involvement] 19:11:12
I can't hear you still.

[Brandy Steffen | JLA Public Involvement] 19:11:16
Um...

[Brandy Steffen | JLA Public Involvement] 19:11:25
Hmm.

[Brandy Steffen | JLA Public Involvement] 19:11:27
I wonder if we could have you leave and rejoin maybe

[Brandy Steffen | JLA Public Involvement] 19:11:34
or check

[Brandy Steffen | JLA Public Involvement] 19:11:35
your audio. Let's see. If you go to your little microphone and then there's a
little arrow up.

[Brandy Steffen | JLA Public Involvement] 19:11:41
And maybe just check

[Brandy Steffen | JLA Public Involvement] 19:11:43
which microphone you're using.

[Brandy Steffen | JLA Public Involvement] 19:11:56
Oh, did we...

[Jon Bickford(Atlantic Aviation)] 19:11:57
You got me now?

[Brandy Steffen | JLA Public Involvement] 19:11:58
Yeah, there we go.

[Jon Bickford(Atlantic Aviation)] 19:12:00
Well, I got a feedback here.

[Jon Bickford(Atlantic Aviation)] 19:12:05
Hopefully you only hear one of them.

[Jon Bickford(Atlantic Aviation)] 19:12:07
Okay. So anyway...

[Jon Bickford(Atlantic Aviation)] 19:12:10
Kudos to the young lady from Canby. I think it'd be a great place we all get together. Snacks are good, so what I hear.

[Jon Bickford(Atlantic Aviation)] 19:12:16
But talking about the preferred alternative

[Jon Bickford(Atlantic Aviation)] 19:12:21
I'm not really impressed with how it's laid out i mean the

[Jon Bickford(Atlantic Aviation)] 19:12:24
The back vehicle road, if we can make that work, that would be great.

[Jon Bickford(Atlantic Aviation)] 19:12:29
But the...

[Jon Bickford(Atlantic Aviation)] 19:12:31
Just speaking from my end of the field alone

[Jon Bickford(Atlantic Aviation)] 19:12:35
The collaborative side of this ain't really doing that good because we closed down for a week. I came back and there's a green spot painted across the front of my ramp, effectively shutting down my

[Jon Bickford(Atlantic Aviation)] 19:12:43
main source of my airplanes getting off on my ramp.

[Jon Bickford(Atlantic Aviation)] 19:12:47
With no explanation, no talking, no nothing. It was just there. And then my pilot started getting written up automatically.

[Jon Bickford(Atlantic Aviation)] 19:12:53
And if you look at the new preferred alternative, they extend that

[Jon Bickford(Atlantic Aviation)] 19:12:57
pretty much all the way across the front of my ramp, closing off my other entrance to get around the green space they've already painted.

[Jon Bickford(Atlantic Aviation)] 19:13:04
That allows me one way to get airplanes in and off my ramp and then the hangers that sit behind my ramp

[Jon Bickford(Atlantic Aviation)] 19:13:10
would have to cross through my ramp to try to get in and out that one spot. So not

exactly pro-business in this case.

[Jon Bickford(Atlantic Aviation)] 19:13:18

I wish there was some more explanation about it. I like Tony's idea of maybe we can just paint it some way.

[Jon Bickford(Atlantic Aviation)] 19:13:25

So that the pilots don't get written up, that we can still use it. But as a deterrent.

[Jon Bickford(Atlantic Aviation)] 19:13:30

And so that really affects me. And then see the other ways they painted across the front of South End Airport.

[Jon Bickford(Atlantic Aviation)] 19:13:36

Not conducive to the people that are currently there in the hangers.

[Jon Bickford(Atlantic Aviation)] 19:13:40

I know they're not happy about what's coming.

[Jon Bickford(Atlantic Aviation)] 19:13:45

The minute they put this in a master plan and they go with the preferred alternative, property values are going to tank.

[Jon Bickford(Atlantic Aviation)] 19:13:51

There's a lot of other things that could keep going on that other people already touched on, and I'm trying to free up space for other people, but I want to put my two cents in there that

[Jon Bickford(Atlantic Aviation)] 19:13:59

I think we need to sit down and really go over the details all face to face. So hopefully we have that conversation

[Brandy Steffen | JLA Public Involvement] 19:14:08

Great. Thank you, John.

[Brandy Steffen | JLA Public Involvement] 19:14:11

I see.

[Brandy Steffen | JLA Public Involvement] 19:14:13

Patrick has your hand raised.

[Brandy Steffen | JLA Public Involvement] 19:14:18

And then I'll circle back with David and Ted if you'd like to speak.

[Wilsonville Chamber P. Donaldson] 19:14:25

Well, the Chamber of commerce has

[Wilsonville Chamber P. Donaldson] 19:14:28

enjoyed this process.

[Wilsonville Chamber P. Donaldson] 19:14:31

From the very beginning. And what was the setting for our engagement with this was that

[Wilsonville Chamber P. Donaldson] 19:14:37

When I first arrived in November of 2019, I received briefings from the Chamber of Commerce, the City of Wilsonville.

[Wilsonville Chamber P. Donaldson] 19:14:45

Civics Academy, city council meetings

[Wilsonville Chamber P. Donaldson] 19:14:48

Charbonneau's board of directors, our government affairs consultant. So I received a lot of information.

[Wilsonville Chamber P. Donaldson] 19:14:54

And what I stepped into was this characterization of the previous master plan

[Wilsonville Chamber P. Donaldson] 19:15:00

Which had a general sense that it had kind of

[Wilsonville Chamber P. Donaldson] 19:15:03

ended with just didn't end well and that people didn't have belief in the process.

[Wilsonville Chamber P. Donaldson] 19:15:10

So watching this process begin, we were excited and anticipating and something

[Wilsonville Chamber P. Donaldson] 19:15:15

happening in a very positive way.

[Wilsonville Chamber P. Donaldson] 19:15:19

like a state fair ride, a couple of meetings ago, it certainly veered off of what I thought was and what we observed

[Wilsonville Chamber P. Donaldson] 19:15:27

to be a process that would lead to a consensus conclusion. Not everybody

[Wilsonville Chamber P. Donaldson] 19:15:32

was pleased, but they felt that it was a fair and transparent process. And I have not felt that in the last couple of meetings. And this meeting is a characterization of that as well.

[Wilsonville Chamber P. Donaldson] 19:15:41

is that this doesn't really pass the test.

[Wilsonville Chamber P. Donaldson] 19:15:45

of comfort.

[Wilsonville Chamber P. Donaldson] 19:15:46

In terms of a path forward.

[Wilsonville Chamber P. Donaldson] 19:15:49
that not only is there a high ticket price for these kinds of things, but people don't feel that they're being

[Wilsonville Chamber P. Donaldson] 19:15:55
engaged and heard

[Wilsonville Chamber P. Donaldson] 19:15:56
in a way that there's a dialogue. And I think that's a theme that I've observed from afar.

[Wilsonville Chamber P. Donaldson] 19:16:03
And I think there's a reasonable proposal that's been put out here. When I remember how we were set up at the very beginning, there was a covenant made between this process and the PAC members

[Wilsonville Chamber P. Donaldson] 19:16:14
And I think that we've kind of gotten off

[Wilsonville Chamber P. Donaldson] 19:16:17
kilter a bit. And I think we have an opportunity

[Wilsonville Chamber P. Donaldson] 19:16:21
Just sort of revisit those original commitments that were made

[Wilsonville Chamber P. Donaldson] 19:16:25
and reorient and recommit to that.

[Wilsonville Chamber P. Donaldson] 19:16:27
So that's what I would say.

[Wilsonville Chamber P. Donaldson] 19:16:31
I want to look forward to supporting this and not having the thoughts that people had about the previous master plan, which was that it wasn't complete

[Wilsonville Chamber P. Donaldson] 19:16:39
wasn't transparent, didn't have integrity. I think there's an opportunity to get back on that.

[Wilsonville Chamber P. Donaldson] 19:16:44
that path again.

[Wilsonville Chamber P. Donaldson] 19:16:46
So thank you.

[Brandy Steffen | JLA Public Involvement] 19:16:47
Great. Thank you. Thank you, Patrick.

[Brandy Steffen | JLA Public Involvement] 19:16:53
I want to check in David. Ted, do you want to add anything do you

[Brandy Steffen | JLA Public Involvement] 19:17:01
Okay.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:17:05
Thank you for letting me chime in here. And Kenji, I am so delighted

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:17:10
that you started this meeting by saying that you are open to rethinking

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:17:14
the preferred alternative is you have in front of it now because I am absolutely
opposed to it.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:17:20
And my first piece of opposition comes from

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:17:23
what's going to happen to our neighbors outside of the airport?

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:17:28
The preferred alternative when it moves Highway 551 is going to

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:17:34
going to displace some homes on the other side, the west side of 551.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:17:39
These are people, many of them retired, some on fixed incomes.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:17:44
And to have that property devalued or actually displacing the residents is
something that I cannot fathom is acceptable.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:17:55
And certainly in this environment where we have a housing shortage, especially in
affordable housing.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:18:02
shortage in the state of Oregon. And I think that runs

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:18:06
completely contrary to what the governor is trying to do.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:18:10
And I think that would be a terrible, terrible thing for the airport to do, to turn
around to our neighbors.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:18:15

And say, no, you simply got to move because we want your property.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:18:21
Another area that's a major concern to me

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:18:24
is that on our property we've got

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:18:27
We've got a couple of organizations there that are designed specifically to support the state of Oregon and its citizens

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:18:34
During times of disaster and emergency.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:18:37
One of which is the Civil Air Patrol.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:18:41
And we have donated a building essentially to the Civil Air Patrol

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:18:45
which they have established as a permanent emergency operations center.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:18:49
And the mission of the Civil Air Patrol, as far as the Emergency Operations Center goes.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:18:54
is to work with federal and state authorities in the time of emergency.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:18:59
They have search and rescue missions that they run out of there. They have homeland security missions that they run out of there.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:19:06
And this is a permanent installation for them.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:19:10
Along with the search and rescue and the Homeland Security missions.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:19:15
That building also houses the cadet squadron for the local Civil Air Patrol.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:19:20
And the cadet squadron is where they're dealing with young men and women

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:19:23
who are in the civil air patrol moving through leadership training, values training, education.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:19:31
And if the preferred alternative

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:19:35
continues as established, that building will have to go.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:19:39
The only reason that we can have them in that building at no cost is because

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:19:45
This is our extension into the private partnership, private public partnership.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:19:51
If that building goes, we do not have a facility where we can move the Civil Air Patrol.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:19:57
That building also houses

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:20:00
the disaster airlift Response Team.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:20:03
Which, if you remember the news stories from the hurricanes that have blown up the East Coast.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:20:09
all of the private pilots with their little two and four seat airplanes taking emergency supplies out to isolated communities.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:20:17
That's what the Oregon Disaster Response Airlift Team does.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:20:23
Our facility at Aurora Airport is the North Oregon hub for that.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:20:30
Right now, we are currently warehousing for dart

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:20:34
some emergency food supplies and a significant amount of emergency surgical supplies.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:20:41
Now, if we need that stuff.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:20:42
We have volunteer pilots that are going to come in, pick it up, and take it out to the isolated communities that need it.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:20:49
If the master plan goes forward as it stands right now.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:20:54
that will not be able to do that because we can no longer support this we can no longer service the hub.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:21:01
So I am completely opposed to the alternative and just absolutely delighted to hear

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:21:07
that you're willing to consider a change.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:21:10
Because we want this airport to really be what it's designed to be. And that is a very effective

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:21:16
piece of the state's transportation system

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:21:20
And the Federal Aviation System.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:21:23
So things that would impinge on that is a major problem.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:21:29
The extension to the runway within the fence is a great idea because that makes the airport more effective as the transportation

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:21:37
device that it's really meant to be.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:21:39
But I think we can do that without impinging on the neighbors and without without

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:21:44
denigrating the emergency support services that we have for the state of Oregon.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:21:50
So Kenji, thank you very much for saying that you're willing to reconsider things. I appreciate it.

[Kenji Sugahara (ODAV)] 19:21:55
Yeah, no problem. We're definitely looking. We're open to it like i said

[Kenji Sugahara (ODAV)] 19:21:59
refinements. There are a couple of things at play though in terms of the FAA requirements in terms of the ROFA.

[Kenji Sugahara (ODAV)] 19:22:06
Those are immutable, so to speak so it's

[Kenji Sugahara (ODAV)] 19:22:10
We were looking at a whole bunch of options.

[Kenji Sugahara (ODAV)] 19:22:11
Do we move it east the runway? That would wipe out a lot of stuff.

[Kenji Sugahara (ODAV)] 19:22:16
Do we keep it in place and sort of balance it? Or do we move completely west

[Kenji Sugahara (ODAV)] 19:22:22
where we wipe out even more homes.

[Kenji Sugahara (ODAV)] 19:22:24
It's, you know, it's a tough pickle, right? And it's it's

[Kenji Sugahara (ODAV)] 19:22:30
where we are today, but you're right. There are some potential

[Kenji Sugahara (ODAV)] 19:22:35
refinements that given everybody's feedback today that we can explore.

[Kenji Sugahara (ODAV)] 19:22:41
And analyze and analyze

[Kenji Sugahara (ODAV)] 19:22:44
So I'll just leave it at that. We are open to refinements.

[David Waggoner (Willamette Aviation & Tri-Prop)] 19:22:49
Thank you.

[Brandy Steffen | JLA Public Involvement] 19:22:50
Okay, great. I want to check on with Ted and then I'd like to do a quick roundtable. I do see Tony and Aaron, you have your hands raised again.

[Brandy Steffen | JLA Public Involvement] 19:22:59
But I do want to check in with other PAC members who haven't had a chance to speak before we get to public comments.

[Brandy Steffen | JLA Public Involvement] 19:23:06
So Ted, if you can unmute.

[Ted Millar | AABC/TLM Holdings] 19:23:12
Yes. I don't know if I have the ability to screen share or maybe Tony could

[Ted Millar | AABC/TLM Holdings] 19:23:18
Or Aaron could put it up. I have an aerial

[Ted Millar | AABC/TLM Holdings] 19:23:21
photograph of the entire airport

[Ted Millar | AABC/TLM Holdings] 19:23:25
that goes

[Ted Millar | AABC/TLM Holdings] 19:23:27
west of highway 551 and covers everything within the roadway boundary

[Ted Millar | AABC/TLM Holdings] 19:23:33
Then I'd be happy to share with you. And we could even email a copy to you.

[Ted Millar | AABC/TLM Holdings] 19:23:38
It's already submitted in some of our other documents, but it also clearly shows

[Ted Millar | AABC/TLM Holdings] 19:23:44
Our proposed internal circulation road

[Ted Millar | AABC/TLM Holdings] 19:23:47
in yellow that was already part of the master plan.

[Ted Millar | AABC/TLM Holdings] 19:23:51
In 2012.

[Ted Millar | AABC/TLM Holdings] 19:23:52
The only other thing I wanted to add

[Ted Millar | AABC/TLM Holdings] 19:23:55
Is it in the preferred alternative that you now have proposed

[Ted Millar | AABC/TLM Holdings] 19:24:00
it shows the boundary of the airport use boundary

[Ted Millar | AABC/TLM Holdings] 19:24:06
to include everything within the roadway

[Ted Millar | AABC/TLM Holdings] 19:24:09
boundary. And of course, I own that church property

[Ted Millar | AABC/TLM Holdings] 19:24:13
The old church property and i would like

[Ted Millar | AABC/TLM Holdings] 19:24:16
in addition to my other comments, I forgot to add

[Ted Millar | AABC/TLM Holdings] 19:24:19
that we'd like to see that maintained

[Ted Millar | AABC/TLM Holdings] 19:24:23

where that church property could be maintained within the

[Ted Millar | AABC/TLM Holdings] 19:24:28
airport use boundary

[Ted Millar | AABC/TLM Holdings] 19:24:31
as a future development and added to the airport.

[Ted Millar | AABC/TLM Holdings] 19:24:36
And I've already submitted other documents to show that.

[Brandy Steffen | JLA Public Involvement] 19:24:41
Great. And it looks like Erin, maybe you're sharing this

[Brandy Steffen | JLA Public Involvement] 19:24:45
So thank you for sharing that.

[Brandy Steffen | JLA Public Involvement] 19:24:50
Okay, great. Thank you, Ted.

[Brandy Steffen | JLA Public Involvement] 19:24:52
I do want to check in with the rest of the PAC members because I know we haven't heard

[Brandy Steffen | JLA Public Involvement] 19:24:58
from all of you.

[Brandy Steffen | JLA Public Involvement] 19:25:00
And so I'm just going to go down the list and just check in.

[Brandy Steffen | JLA Public Involvement] 19:25:05
um so

[Brandy Steffen | JLA Public Involvement] 19:25:10
You can obviously just pass if you want to. But Alvin Claussen with Marion County, is there anything you'd like to say?

[Alvin Klausen (Marion County)] 19:25:20
No, I'm just listening on behalf of Commissioner Cameron.

[Brandy Steffen | JLA Public Involvement] 19:25:24
Okay, great. Bell Graup with the Aurora CTE.

[Bill Graupp | Aurora CTE] 19:25:30
I'm good. I'm good.

[Brandy Steffen | JLA Public Involvement] 19:25:31
Okay, great.

[Brandy Steffen | JLA Public Involvement] 19:25:35

see um chris

[Brandy Steffen | JLA Public Involvement] 19:25:37
Namsu with City Wilsonville.

[Chris Neamtzu, City of Wilsonville] 19:25:41
We have no comments at this time, Brandy. Thank you very much.

[Brandy Steffen | JLA Public Involvement] 19:25:43
Okay, great. Oops, oops, sorry, clicked on you a second time, Chris.

[Brandy Steffen | JLA Public Involvement] 19:25:50
Dave Malk with Charbonneau Country Club, is there anything you'd like to say?

[Brandy Steffen | JLA Public Involvement] 19:26:03
We can't hear you if you're speaking.

[Dave Mauk | Charbonneau Country Club] 19:26:05
Randy, thanks for the opportunity.

[Dave Mauk | Charbonneau Country Club] 19:26:08
Nothing. Thank you.

[Brandy Steffen | JLA Public Involvement] 19:26:08
Okay, so...

[Brandy Steffen | JLA Public Involvement] 19:26:09
Okay, great. Thanks, Steve.

[Brandy Steffen | JLA Public Involvement] 19:26:13
Okay.

[Brandy Steffen | JLA Public Involvement] 19:26:15
It looks like Dave Tibbetts with Columbia Helicopters.

[Dave Tibbetts | Columbia Helicopters] 19:26:20
Now we're okay for now, thanks.

[Brandy Steffen | JLA Public Involvement] 19:26:21
Okay, great.

[Brandy Steffen | JLA Public Involvement] 19:26:25
Okay, I'm just...

[Kenji Sugahara (ODAV)] 19:26:26
Randy, Dave, are you flying right now?

[Dave Tibbetts | Columbia Helicopters] 19:26:33
Nope, just the heater running.

[Brandy Steffen | JLA Public Involvement] 19:26:35
Oh, good.

[Kenji Sugahara (ODAV)] 19:26:35
Okay. I was wondering if it sounded like you were flying, so I was just curious.

[Dave Tibbetts | Columbia Helicopters] 19:26:38
It's not noisy enough for a Chinook, sorry.

[Brandy Steffen | JLA Public Involvement] 19:26:43
Okay, Melissa Ahrens with DLCD.

[Melissa Ahrens, DLCD] 19:26:47
No comments at this time. Thank you

[Brandy Steffen | JLA Public Involvement] 19:26:51
Great. All right.

[Brandy Steffen | JLA Public Involvement] 19:26:54
Naomi Zordling with ODOT.

[Naomi Zwerdling, ODOT] 19:26:58
As stated earlier in the meeting, ODOT did provide comments on the preferred alternative in regard to the highway shift.

[Naomi Zwerdling, ODOT] 19:27:05
And that was put into the record. So I don't have any more comments than that.

[Brandy Steffen | JLA Public Involvement] 19:27:10
Okay, great. Thanks, Naomi.

[Brandy Steffen | JLA Public Involvement] 19:27:13
Pam Barlow Lind with Confederated Tribes of Siletse Indians.

[Pam Barlow Lind -CTSI] 19:27:22
Thank you, Brandy. I don't have anything more to add this time. Been listening, though.

[Brandy Steffen | JLA Public Involvement] 19:27:26
Okay, great. Yeah, thanks for being here, Pam.

[Brandy Steffen | JLA Public Involvement] 19:27:31
Okay, and I think we're getting down to the bottom of the list. Okay, Whitney Stewart um

[Whitney Stewart - OR Dept of EM] 19:27:40
No, nothing. Just monitoring for the agency. Thank you.

[Brandy Steffen | JLA Public Involvement] 19:27:41
department.

[Brandy Steffen | JLA Public Involvement] 19:27:43

Okay, great. And I'm sorry, Whitney, with the Oregon Department of Emergency Management.

[Brandy Steffen | JLA Public Involvement] 19:27:52

Okay, I think that is all of the PAC members that are on tonight. If I missed someone and you would like to speak, please raise your hand.

[Brandy Steffen | JLA Public Involvement] 19:28:01

Otherwise, I'm going to go back to Tony and then aaron.

[Tony Helbling | Aurora Airport Improvement Association] 19:28:08

Okay, a couple of things. One, the internal circulation road discussion on why can't we put it on the ALP. It strikes me as odd that we're going to put

[Tony Helbling | Aurora Airport Improvement Association] 19:28:19

Highway 551

[Tony Helbling | Aurora Airport Improvement Association] 19:28:21

on the alp um and it's outside the state's property

[Tony Helbling | Aurora Airport Improvement Association] 19:28:25

So it strikes me as it's okay to do on one side of the plan, but not the other.

[Tony Helbling | Aurora Airport Improvement Association] 19:28:30

So I don't know what the

[Tony Helbling | Aurora Airport Improvement Association] 19:28:32

what the problem is there. The other thing that I would also look at is if we go way back to one of the first slides that we showed.

[Tony Helbling | Aurora Airport Improvement Association] 19:28:40

Conspicuously absent in that goal slide is the goal of item 3E of the ORS statute

[Tony Helbling | Aurora Airport Improvement Association] 19:28:47

Which is to protect investment.

[Tony Helbling | Aurora Airport Improvement Association] 19:28:49

And I had a conversation earlier today with what I think is going to be a good friend. And she asked me a really good question.

[Tony Helbling | Aurora Airport Improvement Association] 19:28:56

If ODAV is charged according to the statute to protect the investment made at the airport at Aurora State Airport, called out specifically in the statute.

[Tony Helbling | Aurora Airport Improvement Association] 19:29:05

Whose investment are we talking about?

[Tony Helbling | Aurora Airport Improvement Association] 19:29:06

We're talking about the state's investment or are we talking about the private enterprise investment?

[Tony Helbling | Aurora Airport Improvement Association] 19:29:10
And I guess what I'd ask Kenji and the board at OAB and the consultant and the staff at ODEV

[Tony Helbling | Aurora Airport Improvement Association] 19:29:18
Why can't it be both? Why aren't we protecting the investment in both? There's nothing wrong with

[Tony Helbling | Aurora Airport Improvement Association] 19:29:23
private enterprise building hangars and employing people and putting money into Wilsonville, into Canby, into Aurora, and into Woodburn. There's nothing wrong with that.

[Tony Helbling | Aurora Airport Improvement Association] 19:29:32
Because that's why we locate our businesses close to the airport.

[Tony Helbling | Aurora Airport Improvement Association] 19:29:37
So why is not protecting the airport in the investment previously made

[Tony Helbling | Aurora Airport Improvement Association] 19:29:44
into why isn't that one of the goals? It really should be one of the goals of this master plan as a whole.

[Tony Helbling | Aurora Airport Improvement Association] 19:29:51
So that's my two cents. Thanks, Brandi.

[Brandy Steffen | JLA Public Involvement] 19:29:54
Okay, thank you, Tony. All right, Erin.

[Aron Faegre representing HTS] 19:30:00
Yeah, I wanted to get back to Kenji, if I can find you on the

[Aron Faegre representing HTS] 19:30:05
And there, there you are.

[Kenji Sugahara (ODAV)] 19:30:06
Yo, hey.

[Aron Faegre representing HTS] 19:30:07
You know, the highway 50

[Aron Faegre representing HTS] 19:30:11
551 is so important to this whole

[Aron Faegre representing HTS] 19:30:15
thing, you know, in terms of how the faa wants

[Aron Faegre representing HTS] 19:30:19
the ROFA resolved.

[Aron Faegre representing HTS] 19:30:21
And we're talking about, you know.

[Aron Faegre representing HTS] 19:30:24
one lane plus in my mind, at least some gravel

[Aron Faegre representing HTS] 19:30:27
So probably 24 feet of

[Aron Faegre representing HTS] 19:30:31
moving things over.

[Aron Faegre representing HTS] 19:30:34
And I know, or perhaps it sounds like ODOT has given you a formal letter

[Aron Faegre representing HTS] 19:30:38
Saying that if you want to do anything there, you have to give them a

[Aron Faegre representing HTS] 19:30:42
100 feet back somewhere else

[Aron Faegre representing HTS] 19:30:44
But, you know, you report to the governor

[Aron Faegre representing HTS] 19:30:48
And, you know, this is something between two

[Aron Faegre representing HTS] 19:30:51
state agencies, they're not using the 100 feet. It's in the middle of it right now.

[Aron Faegre representing HTS] 19:30:57
They've got 24 more feet over there they could

[Aron Faegre representing HTS] 19:31:01
move the road in terms of a long-term plan

[Aron Faegre representing HTS] 19:31:05
Why not take the time

[Aron Faegre representing HTS] 19:31:08
to push this issue, have a real meeting

[Aron Faegre representing HTS] 19:31:12
Talk about the pluses and minuses of everything

[Aron Faegre representing HTS] 19:31:18
you know, it would make it such a simpler project to move that road if it just

stays within the easement.

[Aron Faegre representing HTS] 19:31:26
And in a common world sense, that's the obvious solution.

[Aron Faegre representing HTS] 19:31:30
So why not take the time to really have that discussion at a higher level

[Aron Faegre representing HTS] 19:31:36
within the state.

[Aron Faegre representing HTS] 19:31:38
So that's just a suggestion.

[Aron Faegre representing HTS] 19:31:41
And I think there are a number of questions that came here that I hope there's time to actually get answers on.

[Aron Faegre representing HTS] 19:31:48
And carry through conversation a bit more.

[Aron Faegre representing HTS] 19:31:51
So that's all I had. Thank you.

[Kenji Sugahara (ODAV)] 19:31:53
Thanks, Aaron.

[Tony Beach - ODAV] 19:31:57
If I can just jump in for a second, I do want to add, I want to read a couple points.

[Tony Beach - ODAV] 19:32:03
We, you know, throughout this entire process have

[Tony Beach - ODAV] 19:32:06
communicated that there is a very difficult decision to make with this airport.

[Tony Beach - ODAV] 19:32:12
Because some of the challenges, some of the non-standard items

[Tony Beach - ODAV] 19:32:17
are very difficult to address.

[Tony Beach - ODAV] 19:32:20
I also...

[Tony Beach - ODAV] 19:32:22
I hear you all, and I just want to make clear that we appreciate all your concerns and interests in protecting

[Tony Beach - ODAV] 19:32:30
the airport as well as the private investment that's been made

[Tony Beach - ODAV] 19:32:34
And we believe through this process that we believe this

[Tony Beach - ODAV] 19:32:37
This is how we are doing that by doing

[Tony Beach - ODAV] 19:32:41
protecting the airport for the long-term future so it can continue to serve

[Tony Beach - ODAV] 19:32:46
all of the airport users

[Tony Beach - ODAV] 19:32:49
and the development that relies on the airport's continued use.

[Tony Beach - ODAV] 19:32:53
So that is our primary goal, just to make sure the airport can

[Tony Beach - ODAV] 19:32:57
continue to operate safely and effectively for everyone

[Tony Beach - ODAV] 19:33:01
that is based at the airport as well as aviators in Oregon and nationwide.

[Tony Beach - ODAV] 19:33:08
So I just, I thank you all for your comment and appreciate your discussion on

[Tony Beach - ODAV] 19:33:15
on all of the items in our preferred alternatives.

[Brandy Steffen | JLA Public Involvement] 19:33:21
Great. Thanks, Tony. So Ted and Bruce, officially we're kind of cutting into the public comments, but I'm going to let you go. And if you could just keep it brief.

[Brandy Steffen | JLA Public Involvement] 19:33:31
And then we can get to Doug and then Lucas and then wendy

[Brandy Steffen | JLA Public Involvement] 19:33:36
who have asked to speak

[Brandy Steffen | JLA Public Involvement] 19:33:39
Again, any public people who are here or if you would like to speak, please just continue to raise your hand and I'll just track

[Brandy Steffen | JLA Public Involvement] 19:33:47
those of you who raise your hands. Go ahead, Ted.

[Ted Millar | AABC/TLM Holdings] 19:33:51
Yeah, all I'd like to ask is

[Ted Millar | AABC/TLM Holdings] 19:33:54
Could I formally request?

[Ted Millar | AABC/TLM Holdings] 19:33:57
Then we have one more of these

[Ted Millar | AABC/TLM Holdings] 19:33:59
open PAC meetings.

[Ted Millar | AABC/TLM Holdings] 19:34:01
hopefully in person.

[Ted Millar | AABC/TLM Holdings] 19:34:03
or at least mostly in person or both.

[Ted Millar | AABC/TLM Holdings] 19:34:05
before they go to the

[Ted Millar | AABC/TLM Holdings] 19:34:07
ODAB decision making because there's a whole bunch of things that have been brought up

[Ted Millar | AABC/TLM Holdings] 19:34:12
Some innovative things that could be discussed.

[Ted Millar | AABC/TLM Holdings] 19:34:15
And so we have a chance to have a chance

[Ted Millar | AABC/TLM Holdings] 19:34:18
review these comments and see if we can't even

[Ted Millar | AABC/TLM Holdings] 19:34:20
up with some more better hybrid

[Ted Millar | AABC/TLM Holdings] 19:34:24
solutions before it goes to the board

[Ted Millar | AABC/TLM Holdings] 19:34:27
to be decided.

[Brandy Steffen | JLA Public Involvement] 19:34:30
I can't answer that question, but I...

[Brandy Steffen | JLA Public Involvement] 19:34:34
I definitely hear that very strongly from you and from others.

[Brandy Steffen | JLA Public Involvement] 19:34:39

this desire to continue this conversation.

[Brandy Steffen | JLA Public Involvement] 19:34:43
um so

[Brandy Steffen | JLA Public Involvement] 19:34:44
I will check in with. I'm not sure if ODAB is ready to respond to that.

[Brandy Steffen | JLA Public Involvement] 19:34:50
today, but I think we can get you an answer in the next couple of days. And then I can email out when I send you all

[Brandy Steffen | JLA Public Involvement] 19:35:00
When I send you all the meeting, when the meeting recording is up on the website, which should be tomorrow, along with the PowerPoint, but I'll just send you an email and then maybe we can respond to that question.

[Brandy Steffen | JLA Public Involvement] 19:35:14
Okay, Bruce.

[Bruce Bennett - Airport user, property & business owner] 19:35:19
Thank you. I'll be as quick as I possibly can. Just wanted to

[Bruce Bennett - Airport user, property & business owner] 19:35:24
make sure everyone understands the internal circulation road

[Bruce Bennett - Airport user, property & business owner] 19:35:28
is mostly the 2012 planned one is mostly on ODAV property

[Bruce Bennett - Airport user, property & business owner] 19:35:35
from near the rotating beacon to just past 10 block way that's all that's all

[Bruce Bennett - Airport user, property & business owner] 19:35:42
I think that's an important point.

[Brandy Steffen | JLA Public Involvement] 19:35:45
Okay, great. Thanks, Bruce.

[Brandy Steffen | JLA Public Involvement] 19:35:48
Okay, so we are going to pop over to public comments.

[Brandy Steffen | JLA Public Involvement] 19:35:53
And so I will have a timer. But again, we've left a longer time today so that you can have more conversation.

[Brandy Steffen | JLA Public Involvement] 19:36:03
But what we'll do is we'll do three minutes. I'll have the timer and then we'll get through our first three people who want to speak. If there are no other people who would like to speak.

[Brandy Steffen | JLA Public Involvement] 19:36:13
to date, then we can go back to anyone who wants to continue providing comments to the PAC or to ODAB directly.

[Brandy Steffen | JLA Public Involvement] 19:36:23
So I will just remind you that there will be that three minutes

[Brandy Steffen | JLA Public Involvement] 19:36:28
Again, you can also put things in the Q&A. I've seen things coming through there. And then of course we will

[Brandy Steffen | JLA Public Involvement] 19:36:34
be collecting comments always on the website, but especially through the 23rd, which is in about two weeks.

[Brandy Steffen | JLA Public Involvement] 19:36:41
from today when um from today when

[Brandy Steffen | JLA Public Involvement] 19:36:44
we will be collecting comments that will go into the meeting summary and can be addressed and responded to.

[Brandy Steffen | JLA Public Involvement] 19:36:52
Okay, so that was a big spiel. So let me get my timer up and ready and then um

[Brandy Steffen | JLA Public Involvement] 19:37:00
I will...

[Brandy Steffen | JLA Public Involvement] 19:37:02
bump it over to you, Doug so you have

[Brandy Steffen | JLA Public Involvement] 19:37:06
three minutes. So go ahead.

[Doug Wilson] 19:37:09
Oh, well, thank you very much. Let me um

[Doug Wilson] 19:37:12
Can I undo my camera from my 10-year-old self in a Cessna 150?

[Doug Wilson] 19:37:16
1986.

[Brandy Steffen | JLA Public Involvement] 19:37:17
Well, let's see. Shoot.

[Brandy Steffen | JLA Public Involvement] 19:37:21
Let me see. Sorry about that.

[Doug Wilson] 19:37:23

That is definitely me.

[Kenji Sugahara (ODAV)] 19:37:26
This won't count against your three minutes. Don't worry.

[Doug Wilson] 19:37:28
Okay, and that's me.

[Brandy Steffen | JLA Public Involvement] 19:37:28
Yeah, let me sorry

[Doug Wilson] 19:37:30
38 years ago, by the way.

[Brandy Steffen | JLA Public Involvement] 19:37:32
Yeah.

[Doug Wilson] 19:37:32
Here it is. That's how long I've been at this game, ladies and gentlemen.

[Brandy Steffen | JLA Public Involvement] 19:37:34
No.

[Brandy Steffen | JLA Public Involvement] 19:37:37
Okay, sorry, all my little things, all my little windows disappeared here for a second.

[Brandy Steffen | JLA Public Involvement] 19:37:45
So let me just see here.

[Brandy Steffen | JLA Public Involvement] 19:37:48
So start video.

[Brandy Steffen | JLA Public Involvement] 19:37:51
I'm not sure if I can get your video.

[Brandy Steffen | JLA Public Involvement] 19:37:56
So I apologize for that.

[Doug Wilson] 19:37:57
Wow.

[Brandy Steffen | JLA Public Involvement] 19:37:58
Doug, we're just going to have to look at your previous version of yourselves.

[Doug Wilson] 19:38:02
That's just fine if you're able to hear me.

[Kenji Sugahara (ODAV)] 19:38:04
Yep, they can hear you.

[Brandy Steffen | JLA Public Involvement] 19:38:04
Yes, we are. And so, okay, great. I'll start your timer.

[Doug Wilson] 19:38:09
That's fine. Evidently, the 10-year-old version of myself is far less confrontational.

[Doug Wilson] 19:38:15
I've been...

[Doug Wilson] 19:38:17
Just by way of introduction, my name is Doug Wilson. I'm the owner and operator of a consultancy called FBO Partners.

[Doug Wilson] 19:38:25
I have been in the business and general aviation industry.

[Doug Wilson] 19:38:28
since technically age 10, employed since age 16, I'm 48. I've been doing this for 32

[Doug Wilson] 19:38:33
from the East Coast to the West Coast.

[Doug Wilson] 19:38:35
I am familiar with AIP funding, grant assurance matters.

[Doug Wilson] 19:38:41
I worked with Century West, who is an excellent engineering firm. I wish to compliment them on

[Doug Wilson] 19:38:47
work I've done with them on AWOS programs.

[Doug Wilson] 19:38:51
The question I have, I put into the

[Doug Wilson] 19:38:55
chat a little bit.

[Doug Wilson] 19:38:56
I've been at this for a while. I work out an office out of Boeing Field today. I've been there for about 15 years or so.

[Doug Wilson] 19:39:03
My Cessna 182 is currently at Aurora Airport getting an avionics upgrade through PCA.

[Doug Wilson] 19:39:10

Early in the early

[Doug Wilson] 19:39:11
presentation, it was noted that the FAA is requiring that non-standard conditions be brought into compliance.

[Doug Wilson] 19:39:18
Several airports in the same ADO region, that is the Seattle ADO, have non-standard conditions.

[Doug Wilson] 19:39:24
And those conditions will never

[Doug Wilson] 19:39:26
be brought into compliance as a result of a number of factors.

[Doug Wilson] 19:39:30
Boeing Field, for example.

[Doug Wilson] 19:39:32
has its utility runway, which is the short runway next to the main runway, which is a non-standard distance between the two runways.

[Doug Wilson] 19:39:40
It has been looked at at being closed.

[Doug Wilson] 19:39:43
It has not. The Georgetown steam plant, which is also at Boeing Field.

[Doug Wilson] 19:39:48
is well within the FAR 77 area of penetration for the transitional surfaces.

[Doug Wilson] 19:39:55
It will never be removed. It is a federally protected building.

[Doug Wilson] 19:39:59
Under the Historic Preservation Act.

[Doug Wilson] 19:40:02
What has been mentioned here a few times is the concept of modification.

[Doug Wilson] 19:40:06
However, I certainly understand the difference that modification

[Doug Wilson] 19:40:11
to airport compliance is far more difficult.

[Doug Wilson] 19:40:16
to adjudicate than a deviation.

[Doug Wilson] 19:40:19

It sounds to me what isn't being said by ODAV and others is that AIP funding

[Doug Wilson] 19:40:26

evidently is being withheld from Aurora until it's brought into standard.

[Doug Wilson] 19:40:30

i.e. the concept of, oh, we can only maintain the runways

[Doug Wilson] 19:40:35

Because we can't use AIP funds for new development.

[Doug Wilson] 19:40:39

So in this case, my question is pretty straightforward. Why has a deviation

[Doug Wilson] 19:40:44

not been explored by ODAV with the Seattle ADO.

[Doug Wilson] 19:40:49

Like every other airport that has non-centered conditions that will never be met in order to receive AIP funding.

[Doug Wilson] 19:40:54

So my question is outside the airport compliance manual of 5196B, please point me to the recent FAA dogma.

[Doug Wilson] 19:41:02

that states that deviations would not be honored or considered

[Doug Wilson] 19:41:06

Because I am unfamiliar with any laws that have been passed in Congress on FAA funding, or is this an ADO position?

[Doug Wilson] 19:41:12

that is a personal position.

[Doug Wilson] 19:41:15

Thank you.

[Brandy Steffen | JLA Public Involvement] 19:41:17

Great. Thank you so much, Doug.

[Brandy Steffen | JLA Public Involvement] 19:41:22

Okay, let me go back to

[Brandy Steffen | JLA Public Involvement] 19:41:25

our other participants. Okay, so I'm going to go to um lucas

[Brandy Steffen | JLA Public Involvement] 19:41:31

Nickerson, you should be able to

[Brandy Steffen | JLA Public Involvement] 19:41:35
Speak.

[Lukas Nickerson] 19:41:37
Hello, can you all hear me?

[Brandy Steffen | JLA Public Involvement] 19:41:39
Yes, we can.

[Lukas Nickerson] 19:41:41
I'm Lucas Nickerson, Aerometal International and Pacific Skies Aviation here at Aurora. We've been here since about 2005.

[Lukas Nickerson] 19:41:51
But I'd just like it added to the record that I'm opposed to the proposed master plan put forth by the state.

[Lukas Nickerson] 19:41:59
all the other airport stakeholders have really already brought up my major points.

[Lukas Nickerson] 19:42:07
I have one other question directed at Mr. Miller and the Oregon Department of Aviation.

[Lukas Nickerson] 19:42:13
Can you share with us approximately what percentage of the

[Lukas Nickerson] 19:42:18
proposed approximate \$200 million cost associated with the master plan

[Lukas Nickerson] 19:42:24
is directed to corrections of non-standard conditions versus other development that the ODAV would like to do at the state at the airport.

[David Miller - Century West] 19:42:39
Brandy, was that a question directed to me? I'm sorry.

[Brandy Steffen | JLA Public Involvement] 19:42:41
I believe, yeah, I believe that was a question and I'm not sure if you'll be able to answer it in this meeting.

[David Miller - Century West] 19:42:47
Not specifically, but I will tell you that as we went through in the last meeting, the majority of the costs that we walked through

[Brandy Steffen | JLA Public Involvement] 19:42:48
Bye.

[David Miller - Century West] 19:42:54

were related to bringing the airport up to standards.

[David Miller - Century West] 19:43:00

and go back to the information presented at the last meeting and it breaks that out a little bit, but I don't have those numbers directly in front of me.

[Lukas Nickerson] 19:43:07

Okay.

[David Miller - Century West] 19:43:08

we could respond in writing also.

[Lukas Nickerson] 19:43:10

Okay, yeah, that would be great if you could respond in writing. It occurs to me that most of the costs associated with it are for these items like the vehicle service road and the parallel taxiway.

[Lukas Nickerson] 19:43:24

And my understanding is those have nothing to do with bringing the airport to standard.

[Lukas Nickerson] 19:43:29

that's...

[Lukas Nickerson] 19:43:32

That wraps up my questions. Thank you.

[David Miller - Century West] 19:43:34

Yeah, I can just, just to elaborate, we made the distinction in the last meeting in October

[David Miller - Century West] 19:43:41

that...

[David Miller - Century West] 19:43:43

the...

[David Miller - Century West] 19:43:46

proposed preliminary alternative

[David Miller - Century West] 19:43:49

a portion of the costs were associated with essentially

[David Miller - Century West] 19:43:55

We had the runway extension. We had the highway realignment, which included Bright of Way.

[David Miller - Century West] 19:44:03

acquisition, highway reconstruction, property acquisition portions or some entire parcels.

[David Miller - Century West] 19:44:11
You are accurate in the...

[David Miller - Century West] 19:44:14
the costs that were estimated for the east side impacts, namely the hangars.

[David Miller - Century West] 19:44:20
were driven in large part by the addition of the vehicle service road and the

[David Miller - Century West] 19:44:28
parallel taxiway and you are correct that that's an important distinction. Those
were items, as Tony has mentioned and Genji, I believe.

[David Miller - Century West] 19:44:37
Those

[David Miller - Century West] 19:44:39
represented by feedback provided by the PAC and the concepts were presented because

[David Miller - Century West] 19:44:44
They came up through the master planning process.

[David Miller - Century West] 19:44:47
that isn't the standards.

[David Miller - Century West] 19:44:49
compliance issue the way the runway object-free area is or the runway safety area.
So thank you for that question.

[Brandy Steffen | JLA Public Involvement] 19:44:56
Okay, great. Thank you, Lucas. Okay, I see, sorry.

[Brandy Steffen | JLA Public Involvement] 19:45:03
Click the wrong button here. Okay, so Wendy Kellington.

[Brandy Steffen | JLA Public Involvement] 19:45:07
And then I see Doug has your hand raised again, so we'll circle back to you.

[Brandy Steffen | JLA Public Involvement] 19:45:13
Sorry, let me restart the timer.

[Brandy Steffen | JLA Public Involvement] 19:45:17
Wendy, are you able to speak?

[Wendie Kellington] 19:45:20
I am. Can you hear me?

[Brandy Steffen | JLA Public Involvement] 19:45:21
Okay, wonderful, wonderful. Yes, we can hear you. Okay, I'll start your time.

[Wendie Kellington] 19:45:25

all right i have i'm a lawyer and I've been in this process a long time, as you know, and I have three things I want to say.

[Wendie Kellington] 19:45:32

And one of them is that we are mixing a lot of concepts here that have nothing to do with each other.

[Wendie Kellington] 19:45:39

The first one is that a master plan must show all aviation related uses now and in the future for the airport.

[Wendie Kellington] 19:45:47

And Aurora is unusual in the sense that some of those are going to be private and every single master plan for the Aurora Airport since 1976 to 2012 has always shown

[Wendie Kellington] 19:45:59

the areas of the airport that we're going to develop with privately with aeronautics related uses. And to the extent that that is, we're tone deaf to that, we should look at the statute that the Oregon legislature

[Wendie Kellington] 19:46:13

has directed ODAB has directed

[Wendie Kellington] 19:46:16

to incorporate the through the fence operations as a part of the airport boundary. They use the word shall

[Wendie Kellington] 19:46:24

And that they shall be coordinated with the airport master plans, that they shall conform with the airport master plans.

[Wendie Kellington] 19:46:33

There is no possibility that the Aurora Airport public-private partnership

[Wendie Kellington] 19:46:40

can be blown up in this master plan effort or that ODAP can take the position legitimately that we're only going to plan

[Wendie Kellington] 19:46:48

for the areas that we own. No, there is no federal law that supports that. And importantly, there is no state law that allows that. So that is just wrong. We need to get that out of our head.

[Wendie Kellington] 19:47:00

is this other idea that is very different that the feds won't fund anything that ODAB doesn't own.

[Wendie Kellington] 19:47:06

And Tony points out that there's a whole lot that's being planned here that ODAB doesn't own like moving 551. So that dog really doesn't hunt but assuming

[Wendie Kellington] 19:47:15
that that dog hunts.

[Wendie Kellington] 19:47:18
Who cares? Odiev has no business trading \$150 million basic price tag

[Wendie Kellington] 19:47:25
for a useless, bad public policy

[Wendie Kellington] 19:47:29
service road that wipes out 150 plus million dollars

[Wendie Kellington] 19:47:34
of private business jet hangers a thousand jobs

[Wendie Kellington] 19:47:38
All those things just so that it can avoid

[Wendie Kellington] 19:47:43
10, maybe \$1,000 to pave a service road

[Wendie Kellington] 19:47:47
That's insanity. That is neither efficient nor effective, nor an aeronautics interest that is not consistent with the purpose of a master plan.

[Wendie Kellington] 19:47:55
that dog doesn't hunt. And the third one that I want to be sure that we understand is that that runway

[Wendie Kellington] 19:48:02
is the only safety issue that we are talking about now. And that runway has needed to be lengthened for the aircraft that use the airport right now as of 2012.

[Wendie Kellington] 19:48:11
This is not about accommodating new, better improved airport or airplanes or bigger ones.

[Wendie Kellington] 19:48:17
This is about accommodating the ones that are there right now. And the fact that we have a one in a thousand year chance of having a problem because 551 is located where it is, we got a problem right now with the runway not being long enough. We need to take care of that right now. If we care about safety.

[Wendie Kellington] 19:48:33
we're extending that runway right now and we're saying, okay, yeah, we will extend, we'll move 551 at the end of the master plan period if we have money. But by golly.

[Wendie Kellington] 19:48:45

we are going to extend that runway so pilots don't die. How about that?

[Brandy Steffen | JLA Public Involvement] 19:48:50

Thank you so much, Wendy.

[Brandy Steffen | JLA Public Involvement] 19:48:55

Okay, I'm going to circle back with Doug and then we can check in if anyone else would like to speak from the public.

[Doug Wilson] 19:49:05

Thank you so much, Brandy, and I apologize. I'm not trying to take my more than three minutes, but I did notice that David was kind enough to answer the question to the speaker who followed me.

[Doug Wilson] 19:49:15

But I've not yet received a response to the question that I posed, which was.

[Doug Wilson] 19:49:20

What has changed in FAA Dogma regarding compliance with non-standard conditions at airports and AIP funding?

[Doug Wilson] 19:49:27

That has not occurred. I've not received an answer to that.

[Doug Wilson] 19:49:30

So I'd appreciate that. And that would be super great. And also, I am also curious

[Doug Wilson] 19:49:36

where the gentleman from the FAA, oh, and there's Kenji as well. I was just trying to hear those answers from those personnel.

[Kenji Sugahara (ODAV)] 19:49:40

Hey, hey.

[Doug Wilson] 19:49:42

Directly, I return my time to them. Thank you.

[Kenji Sugahara (ODAV)] 19:49:45

So him, question.

[Brandy Steffen | JLA Public Involvement] 19:49:46

All right.

[David Miller - Century West] 19:49:47

Go ahead.

[Kenji Sugahara (ODAV)] 19:49:48

Deviations.

[Brandy Steffen | JLA Public Involvement] 19:49:50
Okay, Tim, are you here?

[Tim House - FAA] 19:49:54
Yeah.

[Tim House - FAA] 19:49:55
If I can get everything working again properly.

[Brandy Steffen | JLA Public Involvement] 19:49:57
Okay, great.

[Tim House - FAA] 19:49:58
I think you're clicking and I'm clicking.

[Tim House - FAA] 19:50:01
Yeah, modifications are modification of standards are available.

[Tim House - FAA] 19:50:05
They are not considered in a part of the master plan.

[Tim House - FAA] 19:50:09
We need to present a plan that meets standards.

[Kenji Sugahara (ODAV)] 19:50:13
So Tim, question for you. Is there a difference between a mod to standard and a deviation? Or is a mod to standard? Because that was the question

[Kenji Sugahara (ODAV)] 19:50:23
That's what...

[Tim House - FAA] 19:50:25
Well, but it sounds like what he's saying is...

[Kenji Sugahara (ODAV)] 19:50:28
Doug, could you...

[Tim House - FAA] 19:50:29
Give us a modification of Stan, give us a modification of standards while we're planning it.

[Doug Wilson] 19:50:34
Can I be unmuted?

[Kenji Sugahara (ODAV)] 19:50:34
Yeah, yeah, you're unmuted.

[Doug Wilson] 19:50:36
Am I unmuted? Okay, I speak your language, gentlemen. I speak grand assurance. I speak AIP funding.

[Kenji Sugahara (ODAV)] 19:50:37
Yeah, yeah.

[Brandy Steffen | JLA Public Involvement] 19:50:38
Yeah.

[Doug Wilson] 19:50:42
talk brass tacks. Okay. So a 7460 is the most basic concept of a modification for the transitional surfaces for FAR 77. For everybody who's on the call.

[Doug Wilson] 19:50:51
Transitional surfaces are the 701 slope available from the main center line of the runway along with areas such as the RSA,

[Doug Wilson] 19:50:59
RFA, et cetera. So when one builds a hangar and they need to penetrate the 74 they need to penetrate the far 77,

[Doug Wilson] 19:51:07
they file a 7460. It's reviewed by the FAA to see if it's a hazard to navigation, etc.

[Doug Wilson] 19:51:12
That is a deviation, a modification is a request to change the actual dogma and the actual language within the FAA itself as to what

[Doug Wilson] 19:51:20
how AIP monies are determined via master planning, et cetera. I'm asking about a deviation, not a modification.

[Doug Wilson] 19:51:26
I'm also further asking to use my example I provided, Boeing Field.

[Doug Wilson] 19:51:31
which has the Georgetown steam plant, which is a federally protected building that penetrates Far 77.

[Doug Wilson] 19:51:37
As well as the utility runway that is too close to the main instrument runway, they continue to receive AIP funding.

[Doug Wilson] 19:51:45
my statement earlier is that it appears, although it has not been stated, and I would love it if Kenji would.

[Doug Wilson] 19:51:51
that the ODAV.

[Doug Wilson] 19:51:53

is unwilling to put forth a master plan

[Doug Wilson] 19:51:56
to the FAA that is not exactly in compliance because there is not AIP funding available.

[Doug Wilson] 19:52:02
Is that a true statement or a false statement?

[Doug Wilson] 19:52:04
Are you stating, is the FAA, is the FAA dogma changed in the last two to three years?

[Doug Wilson] 19:52:10
that one cannot have a deviation. I'm not talking about the master planning process.

[Doug Wilson] 19:52:15
I understand the difference between a new greenfield airport and an existing airport with nonconformities, which is what we're discussing.

[Kenji Sugahara (ODAV)] 19:52:24
Tim?

[Tim House - FAA] 19:52:26
You said you have your you have

[Tim House - FAA] 19:52:30
business at Boeing Field.

[Tim House - FAA] 19:52:33
Have you been a part of the current master plan that's ongoing there?

[Doug Wilson] 19:52:36
That's a great question. It's an irrelevant question, but to be sure.

[Tim House - FAA] 19:52:40
No, it's very relevant. It's very relevant.

[Doug Wilson] 19:52:41
I am actually on the airport planning committee. I was also part of the hiring committee for the current director of that airport.

[Tim House - FAA] 19:52:45
Okay.

[Tim House - FAA] 19:52:50
You are aware, I'm assured then too, that they are relocating taxiway Bravo

[Doug Wilson] 19:52:56

Which is on the far side of the utility runway and does nothing for the center line between those two runways.

[Tim House - FAA] 19:52:57
Okay.

[Tim House - FAA] 19:53:02
And do they have simultaneous operations between those two runways?

[Doug Wilson] 19:53:05
they do today. Do you know something different?

[Tim House - FAA] 19:53:08
simultaneous operations.

[Doug Wilson] 19:53:10
I fly it every day.

[Tim House - FAA] 19:53:11
simultaneous operations.

[Doug Wilson] 19:53:13
I understand what the word simultaneous means. Are you asking if there's a Boeing 777 next to me on final? The answer is yes.

[Tim House - FAA] 19:53:22
Okay.

[Doug Wilson] 19:53:25
Do you care to contact the tower to confirm that, Tim?

[Tim House - FAA] 19:53:29
It is my understanding that because the separation is not there?

[Tim House - FAA] 19:53:33
that they do not have simultaneous operations.

[Doug Wilson] 19:53:36
And I apologize that you are misinformed, Tim, and I invite you to come out to Boeing Field any day of the week.

[Tim House - FAA] 19:53:42
Appreciate that. The runways do not have proper separation. They're not supposed to have simultaneous operations.

[Doug Wilson] 19:53:49
They're not supposed to, but the question around AIP funding

[Tim House - FAA] 19:53:50
They are also not receiving FAA funding.

[Tim House - FAA] 19:53:54
for that small runway.

[Doug Wilson] 19:53:56
Okay, so I understand what you're referring to then is the small runway. So in this case, as what was being referred to, Aurora was

[Doug Wilson] 19:54:04
maintenance versus an extension. Is that a correct statement?

[Doug Wilson] 19:54:07
You were talking about that, or maybe Kenji was only referring to that maintenance monies could be provided, but not AIP funding. Is that what we're getting at?

[Doug Wilson] 19:54:15
The master plan is a function of AIP funding, right? 80, 20, 90, 10, grant assurances. Is that a correct statement?

[David Miller - Century West] 19:54:16
I mean...

[Doug Wilson] 19:54:22
Kenji?

[David Miller - Century West] 19:54:22
That was actually my comment. And the distinction is FAA is indicated, and this is true at other airports.

[David Miller - Century West] 19:54:29
that there's a distinction between

[David Miller - Century West] 19:54:32
rehabilitating, maintaining existing runways versus upgrading to meet

[Doug Wilson] 19:54:34
Sure.

[David Miller - Century West] 19:54:37
pavement weight bearing capacity or runway length. So that's what I was specifically talking about.

[Doug Wilson] 19:54:42
Understood. Understood. Okay.

[Doug Wilson] 19:54:44
Okay.

[David Miller - Century West] 19:54:46
Could I add one thing too, and I don't want to get down into the weeds beyond

[Doug Wilson] 19:54:48

Sure. My question is around if the dogma has changed, and I've not heard that answer in the formative.

[David Miller - Century West] 19:54:50

Well, I just want to

[David Miller - Century West] 19:54:54

You specifically cited Part 77 and deviations and and you know.

[Doug Wilson] 19:54:58

I have.

[David Miller - Century West] 19:54:59

7460s. I would point out 7460s are required for anything built in an airport.

[David Miller - Century West] 19:55:03

Not just something that might penetrate a surface.

[Doug Wilson] 19:55:05

Of course.

[David Miller - Century West] 19:55:05

But what I would say is because I'm from Alaska.

[David Miller - Century West] 19:55:07

And a lot of the airports that I learned to fly at are penetrated severely by terrain.

[Doug Wilson] 19:55:12

Yeah, yeah.

[David Miller - Century West] 19:55:13

There is no way to

[David Miller - Century West] 19:55:15

mitigate that. And so it's not treated the same way

[Doug Wilson] 19:55:16

Which is where R&P approaches came from.

[Doug Wilson] 19:55:19

Yeah.

[David Miller - Century West] 19:55:19

It isn't treated the same way as

[David Miller - Century West] 19:55:21

a non-standard runway safety area. Part 77 airspace is non-modifiable

[David Miller - Century West] 19:55:26

In that sense, you either have penetration or they don't, you attempt to mitigate through design where you can.

[Doug Wilson] 19:55:27

Of course.

[David Miller - Century West] 19:55:31

I just want to make that point.

[Doug Wilson] 19:55:33

You raise an excellent point. And again, I cannot

[Doug Wilson] 19:55:36

Sing Century West's praises enough. The notion, however, is that one has a document within the FAA they can file

[Doug Wilson] 19:55:43

for a non-standard matter, in this case, a 7460 for if you do need to penetrate, and I can share with you a

[Doug Wilson] 19:55:50

hangar that was just built at Boeing Field that in fact penetrates that.

[Doug Wilson] 19:55:54

So I guess my question is.

[Tim House - FAA] 19:55:55

Park 77 is a notification surface

[Doug Wilson] 19:56:00

Is there not a process?

[Doug Wilson] 19:56:02

In this plan that we're referring to that

[Doug Wilson] 19:56:04

Well, let me go back to a basic question.

[Doug Wilson] 19:56:07

really basic is the FAA withholding aip funding

[Doug Wilson] 19:56:11

for airports that are not in compliance, yes or no?

[Tim House - FAA] 19:56:21

There are...

[Tim House - FAA] 19:56:23

We are making incremental improvements

[Tim House - FAA] 19:56:26
to get to meeting the standards.

[Tim House - FAA] 19:56:29
The way that we do that is we have a master plan that shows

[Tim House - FAA] 19:56:34
they meet standards.

[Tim House - FAA] 19:56:36
And we execute projects.

[Tim House - FAA] 19:56:38
Along that 20-year plan

[Doug Wilson] 19:56:41
Mm-hmm.

[Tim House - FAA] 19:56:41
to get the airport to standard.

[Tim House - FAA] 19:56:43
So as long as an airport is making progress towards meeting standards, we will continue to fund the airport.

[Tim House - FAA] 19:56:49
If we get to a point

[Tim House - FAA] 19:56:51
Where we are not trying to make any progress. We don't care about your standards.

[Doug Wilson] 19:56:55
Sure. Sure.

[Tim House - FAA] 19:56:57
You're basically saying, and that's what we've stated in the past

[Tim House - FAA] 19:57:01
the term maintenance mode was used. It's not an FAA term, but that term was used with this group, so I'll continue it here.

[Doug Wilson] 19:57:03
Yep.

[Doug Wilson] 19:57:10
Yeah.

[Tim House - FAA] 19:57:10

we would not

[Tim House - FAA] 19:57:12
fund an extension.

[Tim House - FAA] 19:57:14
We would not fund a

[Tim House - FAA] 19:57:18
reconstruction of the runway.

[Doug Wilson] 19:57:20
Yeah.

[Tim House - FAA] 19:57:20
a pavement strengthening of the runway.

[Doug Wilson] 19:57:22
Sure.

[Tim House - FAA] 19:57:23
pavement strengthening for the taxiway.

[Tim House - FAA] 19:57:26
If we continued funding with a airport that is not willing to meet our standards,
not willing to pay attention to their grant

[Tim House - FAA] 19:57:35
assurances

[Doug Wilson] 19:57:37
Sure.

[Tim House - FAA] 19:57:38
The maximum we would do with that would be to provide maintenance to keep the
pavement usable.

[Tim House - FAA] 19:57:42
And I say that's the maximum that we would do.

[Tim House - FAA] 19:57:45
If they're in noncompliance, there are provisions that say that the grant funds
will be removed.

[Doug Wilson] 19:57:52
Absolutely. And I also want to speak to an earlier comment about people asking
about FA funding on non-airport land. Totally get it. No questions asked on that
one. You're never going to get an argument out of me on that. Okay.

[Doug Wilson] 19:58:03

Understood. And again, we're never going to solve this on this call, but I do want to key into the term

[Doug Wilson] 19:58:09
an airport making progress.

[Doug Wilson] 19:58:12
I believe in the preferred alternative that may bring the airport fully into compliance. Is that a true statement?

[Doug Wilson] 19:58:21
or close? You're close.

[Tim House - FAA] 19:58:21
The preferred alternatives that they've got out there, I'll say i would say

[Doug Wilson] 19:58:25
Sure.

[Tim House - FAA] 19:58:26
likely all of the alternatives that they have.

[Tim House - FAA] 19:58:28
show the airport being in compliance with all of those activities completed.

[Doug Wilson] 19:58:29
Yeah.

[Doug Wilson] 19:58:32
Right. And so I guess to me, and the only thing I would

[Doug Wilson] 19:58:36
give thought to is the notion that the term progress is rather fun.

[Doug Wilson] 19:58:41
And being able to move directly to full compliance versus incremental progress are two different things.

[Tim House - FAA] 19:58:47
Certainly.

[Doug Wilson] 19:58:48
So I just encourage that sort of line of thinking.

[Doug Wilson] 19:58:53
And beyond that, I'm a non-confrontational guy. I love this opportunity. I love FAA dogma. I love understanding it. If there's anything I can do to help.

[Doug Wilson] 19:59:03
And I also, Tim, want to give you a big shout out because I don't mean to say it

like this, but

[Doug Wilson] 19:59:08
Let's be honest, government employees after 5 p.m.

[Doug Wilson] 19:59:11
Thank you so much for being part of this.

[Doug Wilson] 19:59:14
I very much appreciate it. And I'll refrain from further comment and I look forward to working with you guys so much.

[Brandy Steffen | JLA Public Involvement] 19:59:21
Thanks, Doug. Thanks, Tim.

[David Miller - Century West] 19:59:21
Thanks, Doug. Also, Randy.

[Brandy Steffen | JLA Public Involvement] 19:59:23
I just want to say that we're actually just about to time.

[Brandy Steffen | JLA Public Involvement] 19:59:28
And so I do see a couple of other hands, but I want to check in with you, David, and then Kenji. And then I think we

[Brandy Steffen | JLA Public Involvement] 19:59:38
might need to wrap it up, but we're still collecting comments through Monday, December 23rd, right before the holiday season starts.

[Brandy Steffen | JLA Public Involvement] 19:59:46
So that we can include all the comments. If anyone isn't here and they're watching later, you can chime in on any of the comments or questions that have been raised so far.

[Kenji Sugahara (ODAV)] 19:59:47
Ready.

[Kenji Sugahara (ODAV)] 19:59:58
I saw Wendy's hand up, so let's get her. And then Erin's got his hand up as well. So let's make sure we get to them.

[Brandy Steffen | JLA Public Involvement] 19:59:59
Yes.

[Brandy Steffen | JLA Public Involvement] 20:00:03
Okay.

[Brandy Steffen | JLA Public Involvement] 20:00:06
Okay, great. So we'll stay. And I think those were the only wrap up next step items. So it's just get your comments in by the 23rd. You can do that via email or

through the website.

[Brandy Steffen | JLA Public Involvement] 20:00:17
So I will jump over to Wendy and um

[David Miller - Century West] 20:00:22
I will. Randy, I'm going to step out for just about 30 seconds. I'll be right back.

[Brandy Steffen | JLA Public Involvement] 20:00:25
Okay. Okay. Sounds good. Thanks, David.

[Brandy Steffen | JLA Public Involvement] 20:00:28
All right. Wendy, you should be able to speak.

[Wendie Kellington] 20:00:32
Thank you. I want to really echo what we just heard.

[Wendie Kellington] 20:00:38
Dave and Tim talking about

[Wendie Kellington] 20:00:41
So the reality here

[Wendie Kellington] 20:00:43
is that there is a path forward

[Wendie Kellington] 20:00:46
That does not put this internal service road in the middle of a bunch of business jet hangers and destroy the airport.

[Wendie Kellington] 20:00:54
And that allows the runway to be extended.

[Wendie Kellington] 20:00:58
that has the master plan include a plan

[Wendie Kellington] 20:01:03
to move Highway 551 and for Odav to work real hard to make that happen.

[Wendie Kellington] 20:01:11
All of those things are possible. This is not the binary

[Wendie Kellington] 20:01:15
set of choices where we either destroy the golden goose that gave us Aurora in the first place

[Wendie Kellington] 20:01:21
by destroying the business jet hangers

[Wendie Kellington] 20:01:25

And we continue to have an unsafe runway situation for the aircraft that use the airport.

[Wendie Kellington] 20:01:31
And we can aspire to work toward moving 551

[Wendie Kellington] 20:01:37
Maybe we make incremental changes along the way, as Tim said. Maybe we move the fence.

[Wendie Kellington] 20:01:44
Maybe we do little things.

[Wendie Kellington] 20:01:46
And we can strengthen

[Wendie Kellington] 20:01:49
the drain field, if people just talk to each other, Kenji we've learned

[Wendie Kellington] 20:01:53
that there's probably a path forward to make the drain fields also comply with standards. And I think we would be

[Wendie Kellington] 20:02:01
absolutely reckless if we did not pursue the olive branches

[Wendie Kellington] 20:02:07
to get to a yes that works for the aeronautics

[Wendie Kellington] 20:02:12
stakeholders works for ODE,

[Wendie Kellington] 20:02:15
works for the FAA.

[Wendie Kellington] 20:02:17
And if we just let this opportunity go and the next thing we see is this preferred alternative the way it is.

[Wendie Kellington] 20:02:23
I mean, shame on you guys.

[Kenji Sugahara (ODAV)] 20:02:26
Wendy, remember what I said at the beginning?

[Wendie Kellington] 20:02:30
I heard it and I'm thinking that's probably true and I'm hoping it is because I have never heard such a wonderful olive branch

[Wendie Kellington] 20:02:37

at the end of a public meeting as I heard here.

[Brandy Steffen | JLA Public Involvement] 20:02:43

Okay, great. Thank you, Wendy. I'm going to pause that timer and jump over to you, Erin.

[Aron Faegre representing HTS] 20:02:53

Yeah, and I was just going to comment. Wendy said some of what i was going to say

[Aron Faegre representing HTS] 20:02:59

And it's kind of to you, Tim.

[Aron Faegre representing HTS] 20:03:01

that it makes complete sense that if we have an incremental

[Aron Faegre representing HTS] 20:03:07

path to get to compliance.

[Aron Faegre representing HTS] 20:03:11

And with the ROFA, it seems to me that it's

[Aron Faegre representing HTS] 20:03:15

there's a pretty simple

[Aron Faegre representing HTS] 20:03:18

Which is...

[Aron Faegre representing HTS] 20:03:20

The first phase is negotiate with ODOT

[Aron Faegre representing HTS] 20:03:22

you know through the governor's office

[Aron Faegre representing HTS] 20:03:24

to move the fence closer to the road, which really is kind of a non

[Aron Faegre representing HTS] 20:03:33

It shouldn't be that hard.

[Aron Faegre representing HTS] 20:03:38

negotiate with ODOT

[Aron Faegre representing HTS] 20:03:40

to keep the road within the hundred foot

[Aron Faegre representing HTS] 20:03:43

easement and add a lane and a half

[Aron Faegre representing HTS] 20:03:46

to the west, you know, there's a sequence

[Aron Faegre representing HTS] 20:03:50
that makes a lot of sense.

[Aron Faegre representing HTS] 20:03:52
And I would just encourage the ODAV and FAA

[Aron Faegre representing HTS] 20:03:58
to look at it, that that's a positive solution

[Aron Faegre representing HTS] 20:04:02
that's actually doable.

[Aron Faegre representing HTS] 20:04:05
You know, without the \$100 or \$200 million.

[Aron Faegre representing HTS] 20:04:09
Just a suggestion.

[Kenji Sugahara (ODAV)] 20:04:10
And Aaron, we had been talking phasing for a while so

[Kenji Sugahara (ODAV)] 20:04:15
Yes.

[Aron Faegre representing HTS] 20:04:16
Good.

[Brandy Steffen | JLA Public Involvement] 20:04:18
Okay, well, thank you, everyone. I think this has been a really good conversation
and allowed some good

[Brandy Steffen | JLA Public Involvement] 20:04:25
dialogue and back and forth. So again, as always, we will include a meeting summary
that will

[Brandy Steffen | JLA Public Involvement] 20:04:33
address any comments or questions that were not answered during the meeting. We
will try to get that up as soon as possible on the website. I've also promised you
a follow-up email to PAC members

[Brandy Steffen | JLA Public Involvement] 20:04:45
about answering the question about our future meetings.

[Brandy Steffen | JLA Public Involvement] 20:04:50
In the meantime, please do send any additional comments.

[Brandy Steffen | JLA Public Involvement] 20:04:54
to us either through the website or via email. It can come to me or it can come to
Tony.

[Brandy Steffen | JLA Public Involvement] 20:05:02
Tony Beach, sorry, should have clarified. And

[Brandy Steffen | JLA Public Involvement] 20:05:07
before December 23rd, that's almost two weeks from today. So we just want to make sure that even if a PAC member wasn't here tonight or if you've thought of something.

[Brandy Steffen | JLA Public Involvement] 20:05:17
Please send that over to us by that time. And thank you so much for staying

[Brandy Steffen | JLA Public Involvement] 20:05:22
Just five minutes late, but we really appreciate you being part of this conversation. I want to just check in with Tony Beach and Kenji. Anything you want to do to close out the meeting?

[Kenji Sugahara (ODAV)] 20:05:33
Tony Hubbling would have loved to get all the pack emails. No, but seriously, it was great to chat with people and ask questions. And, you know, nothing beats an in-person meeting. I get it.

[Kenji Sugahara (ODAV)] 20:05:50
We are where we are at. And I appreciate everybody's feedback and especially spending a Tuesday

[Kenji Sugahara (ODAV)] 20:05:56
night doing this because I know and understand and value the folks at Aurora and the surrounding communities as well.

[Kenji Sugahara (ODAV)] 20:06:04
You are all very important stakeholders and I appreciate all the input that you give to us so

[Kenji Sugahara (ODAV)] 20:06:09
From the bottom of my heart, thank you.

[Kenji Sugahara (ODAV)] 20:06:12
And yeah, we will take everything into consideration. And as I stated before

[Kenji Sugahara (ODAV)] 20:06:20
We are open to refining the

[Kenji Sugahara (ODAV)] 20:06:23
preferred alternative. So thank you so much and have a wonderful night. And I'll hand it over to Tony to see if he has any comments as well.

[Tony Beach - ODAV] 20:06:31
I can't add anything more than that. Just want to reiterate thank you and um

[Tony Beach - ODAV] 20:06:36

And then looking forward to updating the pack and meeting again in February.

[Tony Beach - ODAV] 20:06:42

for our next meeting.

[Brandy Steffen | JLA Public Involvement] 20:06:45

All right. Thank you, everyone. That officially closes meeting eight. We'll add the video to the website and we'll send you a follow-up email.

[Brandy Steffen | JLA Public Involvement] 20:06:54

Thank you, everyone, and have a lovely evening.

[David Miller - Century West] 20:06:58

Thank you, everyone. Appreciate it.

17:08:12 From Brandy Steffen | JLA Public Involvement to Everyone:

Just a reminder that we are recording the meeting. The recording will be posted to the website in the next 48 hours; the meeting summary will be posted when it is complete <https://publicproject.net/AuroraAirport>. Public comments can be submitted through the website and through the Q&A section of this meeting.

17:08:31 From Jen Winslow | JLA Public Involvement to Dave TibbettsAnd all panelists:

Hi Dave, you are logged in twice but I want to promote you to panelist. Can you please log off the second one?

17:12:33 From Dave Mauk to Hosts and panelists:

Did log off work?

17:15:32 From Tim House - FAA to Brandy Steffen | JLA Public Involvement(direct message):

George Buley - FAA has my other log in. He either did not have a link, or it did not work.

17:16:59 From Brandy Steffen | JLA Public Involvement to Tim House - FAA(direct message):

Thanks

17:17:25 From Tim House - FAA to Brandy Steffen | JLA Public Involvement(direct message):

He was able to get the name changed.

17:18:52 From Brandy Steffen | JLA Public Involvement to Tim House - FAA(direct message):

Perfect

17:25:28 From Brandy Steffen | JLA Public Involvement to Everyone:

PAC Members - feel free to use the chat feature if you have questions or comments tonight. Please just use the "Everyone" setting so that attendees can see what you've written.

17:27:01 From Brandy Steffen | JLA Public Involvement to Everyone:

For attendees listening in tonight you can submit comments and questions on the project website or using the Q&A section of the Zoom meeting. We will respond to all questions and comments in the meeting summary, which will be posted to the website: <https://publicproject.net/AuroraAirport>

17:31:40 From Brandy Steffen | JLA Public Involvement to Everyone:

Just a reminder that we're recording this meeting. We'll be post the recording and presentation to the website tomorrow.

17:53:59 From Brandy Steffen | JLA Public Involvement to Everyone:

Sorry for the duplicate screens!

17:54:35 From Brandy Steffen | JLA Public Involvement to Everyone:

Next up, we have Bruce Bennet, then Aron Faegre and Tony Helbling

17:58:16 From Pam Barlow Lind to Brandy Steffen | JLA Public Involvement(direct message):

This is helpful to have the speaker's names here. Thanks!

17:58:43 From Brandy Steffen | JLA Public Involvement to Pam Barlow Lind(direct message):

I agree! It's like name tags; so helpful.

18:04:59 From Brandy Steffen | JLA Public Involvement to Everyone:

Just a reminder that we will have time for the public/attendees to speak following the PAC roundtable conversation.

18:05:57 From Jamie Stickel, City of Canby to Brandy Steffen | JLA Public

Involvement(direct message):

Brandy - I emailed a letter from Canby's Mayor Hodson. Is that sufficient for public comment or shall I read it during this roundtable?

18:08:00 From Brandy Steffen | JLA Public Involvement to Jamie Stickel, City of Canby(direct message):

Thanks Jamie. It is up to you, but the group may like to hear it during the roundtable. Did you email that to me? If so, I don't think it's come through yet.

18:09:02 From Jamie Stickel, City of Canby to Brandy Steffen | JLA Public Involvement(direct message):

Yes, I emailed right before the meeting. I would be happy to read it and if you need me to send again, I can do so.

18:09:24 From Brandy Steffen | JLA Public Involvement to Jamie Stickel, City of Canby(direct message):

That sounds good. Thanks Jamie

18:14:46 From Brandy Steffen | JLA Public Involvement to Everyone:

Next up Tony Helbling, then Jamie Stickel

18:15:18 From Brandy Steffen | JLA Public Involvement to Everyone:

Then David Waggoner

18:31:38 From Ken Ivey | Aurora Butteville Barlow Community Planning Org to Hosts and panelists:

Mr. Faegre said that the 2012 consultants recommended a 1,000 foot extension. However, the original recommendation to ODAV was "No Extension". The plan was then changed to satisfy ODAV.

18:32:56 From Brandy Steffen | JLA Public Involvement to Everyone:

Just sharing this with everyone. This chat was from Ken Ivey: "Mr. Faegre said that the 2012 consultants recommended a 1,000 foot extension. However, the original recommendation to ODAV was "No Extension". The plan was then changed to satisfy ODAV."

18:32:57 From Bruce Bennett - Airport user, property & business owner to Everyone:

The improved runway length is NOT for "bigger" aircraft but for the aircraft that have been using Aurora since 1943. Please understand that the only safe action during an emergency for a small single engine aircraft is to always land straight ahead, also please study "balanced field lengths" for any twin, including light twins as required by FAA regulation 135.

18:36:29 From Brian Asher | City of Aurora to Hosts and panelists:

I have a council meeting and will be leaving this meeting thanks

18:49:02 From Bruce Bennett - Airport user, property & business owner to Everyone:

much of the priorly planned ISR is on ODAV property

18:54:23 From Brandy Steffen | JLA Public Involvement to Jamie Stickel, City of Canby(direct message):

Do you still want to share your/the mayor's comments?

18:55:08 From Jamie Stickel, City of Canby to Brandy Steffen | JLA Public Involvement(direct message):

yes please

18:55:16 From Brandy Steffen | JLA Public Involvement to Jamie Stickel, City of Canby(direct message):

Perfect! I'll call on you next

18:57:51 From Bruce Bennett - Airport user, property & business owner to Brandy Steffen | JLA Public Involvement(direct message):

can we take a 5 minute break?

18:59:31 From Brandy Steffen | JLA Public Involvement to Bruce Bennett - Airport user, property & business owner(direct message):

Let me check!

19:14:43 From Bruce Bennett - Airport user, property & business owner to Brandy Steffen | JLA Public Involvement(direct message):

THANK YOU

19:14:55 From Brandy Steffen | JLA Public Involvement to Bruce Bennett - Airport user, property & business owner(direct message):

Of course!

19:16:45 From Tony Helbling | Aurora Airport Improvement Association to Everyone: would like this in the PAC record.,,

19:17:03 From Tony Helbling | Aurora Airport Improvement Association to Everyone: It has been started that "The FAA is requiring that non-standard conditions be brought into compliance."

Several airports in the same ADO region have non-standard conditions and will NEVER be brought into compliance as a result of a number of factors. Boeing Field, which is a far higher profile airport than Aurora, will NEVER be in compliance as a result of federally-protected historic buildings, etc.

It *sounds* to me that what isn't being said, is that AIP-funding will be withheld from Aurora until it is brought into standard; however, airports all over the country continue to receive AIP funding with non-standard conditions. There has always been a path for deviations within the ADO, why is that not-being explored by ODAV?

Outside of the Airport Compliance Manual FAA 5190.6B, please point to the "recent" FAA dogma that states that deviations would not be honored/considered?

Has a law been passed within Congress of FAA funding that changes past practice? Or is this an ADO leader's personal position?

19:22:25 From Brandy Steffen | JLA Public Involvement to Everyone:

We'll be starting public comment soon. If you are interested in speaking, please raise your hand. You may also type your comments/questions in the Q&A area or submit them via the website through 12/23/24.

19:22:48 From Bill Graupp | Aurora CTE to Brandy Steffen | JLA Public Involvement(direct message):

Are you recording now?

19:23:14 From Brandy Steffen | JLA Public Involvement to Bill Graupp | Aurora CTE(direct message):

Yes, we are

19:29:32 From Brandy Steffen | JLA Public Involvement to Everyone:

For public comments, I see Doug Wilson, Lukas Nickerson, and Wendie Kellington. You'll each have 3 minutes. If no one else wants to speak, we can have you speak for additional time until 7:50 when we will finish public comments.

19:33:16 From Brandy Steffen | JLA Public Involvement to Everyone:

Please continue to raise your hands if you'd like to speak.

19:35:34 From Tony Helbling | Aurora Airport Improvement Association to Everyone: the record needs to show - short 2.5 hour PAC meetings controlled electronically - when we're talking about the destruction of hundreds of millions of dollars is not the way to do business.

19:42:32 From Tony Helbling | Aurora Airport Improvement Association to Everyone:

Doug Wilson's idea is exactly the outside the box we're talking about - if we could work collaboratively rather than under threat and control... we could move

this thing forward!

20:06:52 From Brandy Steffen | JLA Public Involvement to Everyone:

Thanks everyone!

Jeff Lewis 05:58 PM

at 557pm, Miller says they are looking at numbers showing recent increases in IFR jets, etc. The people need to see the data he claims being looked at post-pandemic. What will be done to maximize transparency of data through at least September 2024? When will we see it?

Jeff Lewis 06:08 PM

Bruce also noted a long history of master plans, going back to CH2M Hill in 1976. Some of us have seen them all. Can we confirm the fact that ALL master plan forecasts have failed... that there has never been a forecast of operations met going forward? And how does this resonate with Ben's excellent question, about the true iability of a no-build alternative?

Jeff Lewis 06:16 PM

Is Faegre eligible to attend as an alternate to HTS, as the posted member list does not show him as that role (he is alternate to Ted Millar)?

Jeff Lewis 06:21 PM

at ~610, Faegre repeatedly cites SB680 and claims it is about public private partnership... but those words do not occur in the text of SB680. It is about TTF, and it was created by Betsy Johnson, all in service of the Aurora pilot community. Can someone please clarify the context of SB680 as a TTF legislative act that is NOT about PPPs?

Doug Wilson 06:26 PM

It has been started that "The FAA is requiring that non-standard conditions be brought into compliance." Several airports in the same ADO region have non-standard conditions and will NEVER be brought into compliance as a result of a number of factors. Boeing Field, which is a far higher profile airport than Aurora, will NEVER be in compliance as a result of federally-protected historic buildings, etc. It *sounds* to me that what isn't being said, is that AIP-funding will be withheld from Aurora until it is brought into standard; however, airports all over the country continue to receive AIP funding with non-standard conditions. There has always been a path for deviations within the ADO, why is that not-being explored by ODAV? Outside of the Airport Compliance Manual FAA 5190.6B, please point to the "recent" FAA dogma that states that deviations would not be honored/considered? Has a law been passed within Congress of FAA funding that changes past practice? Or is this an ADO leader's personal position?

Jeff Lewis 06:27 PM

At 625, Faegre notes KRNT has a recent APMP showing a B-II airport despite all the B737s that takeoff their after manufacture. How many of these larger-than-B-II ops happen at KRNT each year? Is Faegre correct that the KRNT example means KUAO can select a B-II designation in this current master plan?

Jeff Lewis 06:32 PM

If we are going to entertain including HTS as a possible airport acquisition, and if Faegre is suggesting they may be interested in leaving, is it not appropriate that the APMP document more thoroughly the role of HTS at KUAO? And should this documentation note their history: leaving the Corvallis airport, building anew near KUAO but with no airport access, running an outfit that is completely independent of ODAV's land holding?

Jeff Lewis 06:34 PM

Kirby discussed the drainfields at 631. How did it come to be that the drainfields existed prior to the 2012 Master Plan yet were completely missing from that APMP. and APMP process? Also, if FAA had known about the septic drainfields when they signed the plan in 2012, would they have annotated a modification of standards?

Jeff Lewis 06:49 PM

Is it possible that Tony and Aron are too obsessed with the idea that 'partnership' means no longer having to conform with higher regulations, safety standards, etc? Is it also possible that Tony's repeated expression of condemnation fears fails to see that a B-II airport with no runway extension does in fact ensure no condemnation threat? Why not face the facts: this airport is a mess BECAUSE of this BS 'partnership TTF' concept, and FAA is FINALLY doing the right thing, saying 'enough is enough' on the MOS's?

Jeff Lewis 06:53 PM

At 651, Helbling states a belief that an easement is sufficient to create the vehicle service road. But, is he failing to recognize FAA's significant security concerns, which are the core reason for a VSR being very restrictive (not for him to just zip up to Willamette to chat w Waggoner)? What precisely are FAA's SECURITY concerns? And what precisely are the concerns by ATC, to manage moving aircraft safely and efficiently without surpris pickups, etc.?

Jeff Lewis 06:56 PM

Is it reasonable for the public to expect a full disclosure from key PAC members, as to what financial history and gains some of these members are accruing from the current messy TTF situation at KUAO? This especially about the fiscal interests of Millar, Bennett, and Faegre, and to a lesser extent Helbling?

Jeff Lewis 07:02 PM

At 700, Tim House noted the need for meaningful public engagement, as a primary goal of the APMP process. Can I say, THANK YOU, TIM!?

Jeff Lewis 07:06 PM

Does the data confirm that, on a daily average, for 2024, we are seeing on average 5.5 'air taxi' classified operations per day, but close to 100 small planes in the closed pattern? Given that air taxi is a close proxy metric for larger jets, doesn't it make sense that KUAO remains strongly a B-II airport, serving almost exclusively small planes?

Julie Fitzgerald, Mayor of Wilsonville 07:25 PM

From Julie Fitzgerald, Mayor of Wilsonville. Thank you for the opportunity to comment. I hear many valid concerns and ideas with merit, worth considering. Another point: the Boone Bridge is, as we know. out of date, undersized and not capable of withstanding a major seismic event. To keep or freight moving, a major point of Oreogn's economiy, it must be replaced, and rebuilt with a much needed S bound auxiliary lane. The current estimated price tag, to the best of my knowledge, \$900,000,000. It is not certain that there is funding to replace it in the next 10 or 20 years, unless we can get the state to re-prioritize it. It would be a real shame to see the state move Highway 51 before identifying how and when to replace the Boone Bridge. I hope the preferred alternative recognizes the need to prioritize the Boone Bridge, before moving Highway 51, eliminating housing, essential facilities, and before funding the vitally needed Boone Bridge which carries 126,000 vehicles daily.

Julie Fitzgerald, Mayor of Wilsonville 07:31 PM

Clarification: My question above was meant to refer to Highway 551. Thank you.

Ashley Balsom | JLA 05:06 PM

Hi Bruce, here is the correct link <https://us02web.zoom.us/j/85045246628>

Bruce Bergman 05:13 PM

Well, I got in through the pac link, but a lot of public will be unable to join.

Brandy Steffen | JLA Public Involvement (You) 05:15 PM

Private answer

Thanks Bruce. I'm not sure why it was showing that for you. We double checked and the link works for us. It should allow people to join throughout the meeting tonight until we close at 8:00 pm. Thanks!

Jeff Lewis 06:02 PM

At 601pm, Bruce B is disinforming by declaring the private airport-related lands are part of the airport... and miller is nodding his head. Is that appropriate? This is NOT airport land, especially as regards application of hundreds of millions of FAA grant monies (not even one dollar goes off airport). Would miller please explain why he was nodding at this false statement by Bruce?

Bruce Bennett - Airport user, property & business owner 06:54 PM

All the aircraft businesses and hangars are not airport land? I cannot agree. They are properties zoned, developed, and used strictly for aviation.

Jeff Lewis 07:35 PM

I am finding no means to comment except via Q&A. SO I will state this: thank you all for participating. I believe the only appropriate decision is to stay with B-II, NOT extend the runway, and have ODAV stop allowing excessive overweight use of the current runway. Rely on FAA for maintenance costs. Restore the REAL partnership, not just within, but throughout the larger and more important public. Aurora Airport has a lot of cleanup to do, with the general public. TTF has created a huge mess.

Jen Winslow | JLA 07:38 PM

Hi Jeff, if you would like to speak, raise your virtual hand and Brandy will unmute you when it is your time.