



AURORA STATE AIRPORT

PRELIMINARY ALTERNATIVES PUBLIC OUTREACH SUMMARY

Prepared for

Oregon Department of Aviation

Prepared by

JLA Public Involvement

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Overview

The Federal Aviation Administration (FAA) requires airports to periodically update their Airport Master Plan to determine the facility's needs and ensure the airport's safety, efficiency, and sustainability while considering economic, environmental, and social considerations. The Airport Master Plan assesses the airport's current and future needs, while also considering external factors like land use, transportation, and economic development that may impact future plans and operations.

The project is currently in Phase 2: Explore Solutions. During this phase, the technical team and ODAV developed a range of preliminary alternatives that were reviewed and approved as feasible by FAA. These preliminary alternatives were shared with the Planning Advisory Committee (PAC) and community at a public event and through an online survey. Feedback from the PAC and community members will help the technical team and ODAV to refine the alternatives for a final decision on what is included in the Master Plan.

Below is a summary of the outreach completed during this phase, as well as the comments collected. The full set of comments are included in the Appendices.

Open House

The second Open House for the Aurora Airport Master Plan project was held in-person on June 13, 2024 at North Marion High School in Aurora, Oregon. The event ran from 4:00 pm – 7:00 pm, and approximately 120 people participated, including several PAC members (although not every attendee signed in).



Advertising

The event was advertised electronically to PAC members through email to distribute to the organizations, community groups, and government agencies that they represent, as well as through ODAV's email list serve. Postcards were mailed to 276 airport users, neighbors, and stakeholders located in Aurora, Wilsonville, Canby, Portland and other surrounding communities, and three newspaper articles were published in June 2024 in the Wilsonville Spokesman which advertised/discussed the event. Additionally, the City of Wilsonville mailed their own postcards advertising the meeting. See [Appendix 1](#) for full information.

Event Format

The event provided an opportunity to collect verbal and written comments from the community, as well as share the preliminary alternatives and answer questions. Attendees dropped in throughout the three-hour event.

The event was organized as follows:

- Upon arrival, staff at the welcome table informed attendees of the event logistics, asked them to sign-in, and provided a handout with the preliminary alternatives and a printed comment form with space to record comments/questions. See [Appendix 2](#) for comment form and handout.
 - Staff also explained other ways to submit comments, including the online survey, email (Tony Beach, ODAV left a stack of business cards at the table), verbal comments to any staff that were present, on flipcharts stationed around the room, or through the project website.
- A presentation about the project played in a loop near the welcome table for attendees to view while they waited. See [Appendix 3](#) for displays.
- After a small group of attendees had gathered, they were guided through a series of informational displays to allow participants to hear the information and ask specific, detailed questions about the project and preliminary alternatives.

Aurora State Airport AIRPORT MASTER PLAN



NOTICE OF A MEETING

Notice is hereby given that the Oregon Department of Aviation (ODAV) will hold a Planning Advisory Committee (PAC) Meeting on June 11 and Open House on June 13.

PAC Meeting #6: Tuesday, June 11
5:00pm – 8:00pm (Zoom Meeting)

Open House: Thursday, June 13
drop by between 4:00pm – 7:00pm
North Marion High School, Commons
20167 Grim Rd NE, Aurora, OR 97002
Light refreshments provided; children welcome
Tendremos interpretación en español en la reunión.
We will have Spanish interpretation at the meeting.

For Additional Information, Please Contact:
Alex Thomas
Planning & Programs Manager
Oregon Department of Aviation
Alex.R.Thomas@odav.oregon.gov

Special accommodations are available upon request (with 48 hours notice)

The PAC meeting will review the preliminary alternative concepts. Airport planning work products and registration links for the virtual PAC Meeting at: <https://publicproject.net/AuroraAirport>

- There were three stations which covered: Background and Context; Landside Alternatives; and Airside Alternatives. See [Appendix 3](#) for displays.
 - Each station had two to four associated display boards that visually showed information and graphics about the project.
 - Staff from ODAV and Century West were stationed at the display boards to explain the project, answer questions, and address concerns. See [Appendix 4](#) for staff list.
- Attendees were encouraged to complete a printed comment form or submit their comments through the online survey using the two electronic tablets at the comment table or with the QR code posted around the room; the same questions were asked in these formats. Snacks were also provided in this area. See [Appendices 5-8](#) for comments collected.



Approximately 75 attendees arrived within thirty minutes of the event opening. Because of this, some participants stated that they felt rushed through the stations. Based on this feedback, staff shifted the format to accommodate more groups of attendees.

The project team ran out of printed surveys at the end of the open house (100 were printed/distributed at the event and 33 were submitted back to the project team at the event and 10 were returned by mail), but staff assisted several attendees in taking the survey using the electronic tablets that were provided. A few attendees didn't feel comfortable taking the electronic survey, so staff set up a dot exercise to collect comments; flip charts were also positioned around the room for staff to write down comments from attendees throughout the event. [See Appendices 5-8](#) for comments collected.

Verbal Comments

Overall, most respondents were not in favor of key elements of the preliminary alternatives. A minority of participants were airport users, airport tenants, or local businesses who were supportive of the project.

- **Property Acquisition:** The majority of respondents were strongly against acquiring property for additional hangars and parking, with only a small number strongly supportive, somewhat supportive or undecided.
- **Runway Shifting:** Most respondents felt that neither shifting the runway east nor west would work well. Some preferred shifting the runway east, shifting Hubbard Highway west, or were unsure or needed more information.

- **Runway Extension:** A significant majority were strongly against extending the runway up to 497 feet, while a smaller group were strongly supportive.
- **Runway Extension Direction:** Most respondents felt that neither extending the runway north nor south would work well. While some preferred extending it south or north.

Several attendees were angry about the project and many expressed frustrations that the FAA had ruled out several alternatives¹. Others were frustrated that the event ran out of printed surveys and some did not feel that they were given enough time to fill out the survey during the event.

Survey and Other Feedback

The public survey was open from June 12 through June 25, 2024 through the following venues:

- **Total survey responses:** 75 ([Appendix 5](#))
 - **Paper surveys during the open house:** 33 ([Appendix 8](#))
 - **Mailed surveys:** 10 ([Appendix 8](#))
 - **Electronic survey responses:** 32
- **Dots on a large easel pad during the open house:** 10 ([Appendix 6](#))
- **Emails:** 16 ([Appendix 7](#))

This survey was conducted with self-selected members of the community and does not qualify as a scientifically valid survey that is representative of the community. Additionally, there were no restrictions on the submission of commenting in multiple ways (printed surveys, online surveys, or emailed comments).

Survey Responses

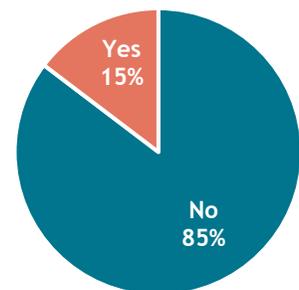
Not all questions were answered, so there is not a consistent number of responses for each question.

The majority of respondents (64) do not use the airport, while eleven people stated that they did.

The majority of respondents (47) were strongly unsupportive of property acquisition for additional hangars and parking. Ten responses were strongly supportive of property acquisition for this purpose, nine were somewhat supportive, four felt unsure or had no opinion, and three were somewhat supportive.

Most respondents (35) did not feel that either option would work well for realigning the Hubbard Highway to the west or the runway to the east. Sixteen felt that shifting the runway to the east was their preference, and fifteen felt that shifting Hubbard Highway to the west was a better solution. Eight respondents were unsure or felt they needed more information.

Do you use the Aurora State Airport?



¹ A total of eight alternatives were posted to the project website on June 11, 2024. After additional consideration, the FAA determined that three alternatives were not feasible because they did not adequately address compliance with standards for current operations at the airport. These non-feasible alternatives were not presented at the June 13, 2024 event but remained posted to the website with an explanation of the change.

Most respondents (50) felt strongly unsupportive of extending the runway up to 497 feet. Fifteen respondents were strongly supportive of extending the runway to meet safety requirements. Four people felt both somewhat supportive and somewhat unsupportive, and one person was unsure or had no opinion.

Most respondents (42) felt that neither option for a runway extension (to the north or south) would work well. Twenty felt that extending the runway south was the best option while six felt north was best, and one was unsure or needed more information.

The high-level themes from the open-ended comments ([Appendix 5](#) and [Appendix 8](#)) include:

Operational

- Extend the Aurora Control Tower operational hours longer through the night or 24 hours a day for better monitoring.
- Implement IFR-only approaches and departures.

Infrastructure and Expansion Concerns

- No additional hangar space is needed.
- Mixed opinions, but most were not in favor of extending the existing runway by approximately 500 feet or adding a new primary East/West runway.
 - Questions and concerns about the necessity and impact of expanding the runway.
 - Concerns about larger aircraft usage and increased traffic.
- Consideration of utilizing underused airports like McMinnville and Salem before expanding Aurora.

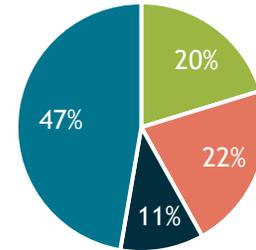
Noise Abatement and Environmental Impact

- Strong emphasis on enforcing current noise abatement rules on all departures and approaches.
 - Create robust noise abatement district. Use Orange County/John Wayne Airport as an example if needed.
- Concerns about increased noise levels affecting residential areas, especially Charbonneau and Wilsonville.
- Environmental considerations and concerns, including impacts on local wildlife and pollution.

Community and Economic Impact

- Suggestion of equalizing airport fees across multiple airports in the region.
- Addressing how expansion impacts the surrounding communities, public health, and local wildlife.
- Mixed community responses with some supporting expansion for economic growth and others opposing due to noise and traffic concerns.
- Importance of public engagement and clear communication regarding the project.

Do you prefer realigning the Hubbard Highway to the west or shifting the runway to the east?



- Shifting Hubbard Highway to the west
- Shifting the runway to the east
- Unsure/Need more information
- Do not think that either option would work well

Safety and Regulation Compliance

- Concerns about the necessity of the runway extension.
- Addressing compliance with FAA regulations and monitoring pilot adherence to noise abatement and flight path guidelines.
- Concerns about the airport's impact on local traffic and infrastructure and how that would negatively affect the surrounding community.
- Ensuring the safety of current operations with potential runway extensions for better aircraft performance.

Public Involvement and Transparency

- Calls for extending the public comment period.
- Need for clear information on project timelines, costs, and the overall impact on local communities.
- Transparency in decision-making processes and consideration of community feedback in planning and implementation.

Dots at Open House

- Overall, nine people felt very unsupportive of ODAV buying property when at capacity for additional hangars and aircraft parking, and one person was strongly supportive.
- Nine people also felt that neither runway option would work well for Aurora Airport, with one person preferring shifting Hubbard Highway to the west.
- Nine were strongly unsupportive of extending the runway up to 497 feet to meet safety regulations, with one person strongly supportive of the extension.
- Nine also felt that neither runway extension option would work, with one person showing that they were unsure.

Emails

The majority of emails were unsupportive of changes to the airport or the preliminary alternatives.

APPENDICES

APPENDIX 1: ADVERTISING

The project team and ODAV announced the open house and survey in the following ways.

Date	Method	Content
05/10/24	Postcard mailed to 276 airport neighbors, users, and members of adjacent communities	<p>Notice is hereby given that the Oregon Department of Aviation (ODAV) will hold an in-person Public Open House.</p> <p>When: June 13, 2024; drop in from 4 – 7 p.m.</p> <p>Where: In person event; North Marion High School, Commons (20167 Grim Rd NE, Aurora, OR 97002)</p> <p>This meeting will provide an opportunity for the community, neighbors, and interested parties to learn about the Airport Master Plan preliminary alternatives. For copies of the airport planning work documents, please visit: https://publicproject.net/AuroraAirport</p> <p>Accessible Meeting Information</p> <p>Special accommodations are available upon advanced request. Please contact Alex Thomas at least 48 hours prior to the event to discuss specific needs. For airport questions or project information, please contact Alex Thomas, ODAV Aviation Planner, through the following means:</p> <p>Email: Alex.R.THOMAS@odav.oregon.gov</p>
05/09/24	Planning Advisory Committee (PAC) email	<p>As representatives on the PAC, we encourage you to share this information with your members or wider community. We would like to have as many people as possible there to discuss the preliminary alternatives for the Aurora State Airport. We hope to see you there.</p> <p>Thursday, June 13, 2024</p> <p>Drop by between 4:00-7:00 pm</p> <p>North Marion High School, Commons (20167 Grim Rd NE, Aurora, OR 97002)</p> <p>Light refreshments provided; children welcome</p> <p>Tendremos interpretación en español en la reunión. We will have Spanish interpretation at the meeting.</p> <p>This meeting will provide an opportunity for the neighbors, PAC members, and other interested community members to learn about the Airport Master Plan project. This meeting will present the preliminary alternatives for the Aurora State Airport Master Plan. All written and verbal comments collected during the open house will be included in the event Summary.</p>
06/07/24	PAC email	<p>Hello PAC members – We hope that you will share this with your community or group that you represent. We’ve also included a poster and postcard that you can share. Please reach out if you have any questions. We’d also greatly appreciate you sharing on any social media platforms that you have. Thank you!</p> <p>-----</p> <p>The Aurora State Airport Master Plan will host an open house to show preliminary design alternatives and hear feedback on what the future Aurora State Airport could look like in the future. This Open House will be held in</p>

		<p>person on Thursday, June 13, 2024, between 4:00-7:00 pm in the Commons of North Marion High School, (20167 Grim Rd NE, Aurora, OR 97002)</p> <p>Please share this information with your friends and neighbors! We would like to talk with as many people as possible and hear community feedback on the preliminary alternatives.</p> <p>If you can't make the event, don't worry! We'll post all the information on the website and have an online survey for you to provide your thoughts on the draft alternatives (open from June 11-21): https://publicproject.net/AuroraAirport</p>
05/13/24	<p>ODAV list serve email sent to 1,910 recipients (with an 8% bounce rate, for a total of 1,762 delivered)</p>	<p>NOTICE OF AN OPEN HOUSE FOR THE AURORA STATE AIRPORT</p> <p>Airport Master Plan Project</p> <p>We want to announce and invite you to our next public open house, which will be held in-person. We hope to see you there.</p> <p>Thursday, June 13, 2024 Drop by between 4:00-7:00 pm North Marion High School, Commons (20167 Grim Rd NE, Aurora, OR 97002)</p> <p>Light refreshments will be provided; children are welcome.</p> <p>Tendremos interpretación en español en la reunión. We will have Spanish interpretation at the meeting.</p> <p>This open house provides an opportunity for the neighbors, PAC members, and other interested community members to learn about the project, including the preliminary alternatives for the Aurora State Airport Master Plan. All written and verbal comments collected during the open house will be included in the event Summary.</p> <p>Thank you again for your continued interest in, and participation with, the Aurora State Airport Master Plan project.</p>
	Project Website	<p>05/07/24; event details posted on "meetings" page</p> <p>05/28/24; updated with postcard on "meetings" page</p> <p>06/7/24; updated with handout on "meetings" page</p> <p>06/10/24; updated with survey link on "home" page and on "meetings" page</p>

The following news articles were published before and after the event which referenced the public event.

Date	Media Outlet	Author	Headline/Sub-Header
03/20/24	Wilsonville Spokesman	Krista Kroiss	<p>Public meetings for the Aurora Airport master plan are back</p> <p>The first Planning Advisory Committee meeting in over a year was held recently and highlighted the airport's aviation forecast.</p>

06/07/24	Wilsonville Spokesman	Krista Kroiss	<p>Oregon Department of Aviation to hold two Aurora Airport meetings</p> <p>Next week, the Oregon Department of Aviation will hold an advisory committee meeting and open house for the Aurora State Airport Master Plan.</p>
06/13/24	Wilsonville Spokesman	Krista Kroiss	<p>What could adjustments to the Aurora State Airport look like?</p> <p>Various preliminary alternatives for the airport were presented to an advisory committee for its next 20 year master plan.</p>
06/14/24	Wilsonville Spokesman	Krista Kroiss	<p>What are the concerns over the proposed Aurora Airport adjustments?</p> <p>At an open house, community members learned and expressed concerns about preliminary options for the Aurora State Airport</p>

APPENDIX 2: OPEN HOUSE MATERIALS



Aurora Airport Master Plan – Public Feedback Survey

Development Alternatives Review

1. Do you use the Aurora State Airport? (circle one)

- Yes
- No

2. If yes, please explain how you use the Aurora State Airport:

Do you agree or disagree with these statements? (Circle/check one)

3. How supportive are you of the Oregon Department of Aviation (ODAV) buying property to handle hangars or aircraft parking if the existing airport property is at capacity?

- Strongly support property acquisition for future hangars and aircraft parking needs.
- Somewhat supportive
- Unsure/No opinion
- Somewhat unsupportive
- Strongly unsupportive of property acquisition for additional hangars and parking.

4. There will be tradeoffs for any decision that ODAV makes in order to meet current Federal Aviation Administration (FAA) standards. One of the tradeoffs with the alternatives includes either realigning the Hubbard Highway to the west or shifting the runway to the east, which impacts the use of hangars, loss of apron space, and relocates the Air Traffic Control Tower (ATCT). If you had to choose between these two options, which do you feel would work best for the Aurora State Airport?

- Shifting Hubbard to the west
- Shifting the runway to the east
- Unsure/Need more information
- Do not think that either option would work well

5. One of the other things that ODAV needs to consider with the Airport Master Plan is meeting the current safety regulations (set by the FAA). Currently the Aurora Airport runway doesn't meet the justified runway length. How supportive are you of extending the runway up to 497 feet to meet the justified runway length?

- Strong Supportive of extending the runway to meet safety requirements
- Somewhat supportive
- Unsure/No opinion
- Somewhat unsupportive
- Strongly unsupportive of extending the runway to meet safety requirements

More on back →

Return this survey during the event or mail back to JLA / Attention Aurora Airport Master Plan / 123 NE 3rd Ave #210, Portland, OR 97232 before June 24, 2024.



6. As mentioned above, there are tradeoffs with the different alternatives. If you support a runway extension, would you prefer it be extended to the north or south?

- North
- South
- Unsure/need more information
- Do not think that either option would work well

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

Optional demographic questions (not tied to survey responses)

8. What is your race/ethnicity? (check all that apply)

- African American/Black
- American Indian or Alaska Native
- Asian/Asian American
- Hispanic, Latino, or Spanish
- Native Hawaiian or Other Pacific Islander
- White
- Other (please explain): _____

9. What is your zip code? _____

11. Would you like to join our email mailing list to get updates on this project? Yes or No

Name: _____ Phone: _____

Email: _____

Return this survey during the event or mail back to JLA / Attention Aurora Airport Master Plan / 123 NE 3rd Ave #210, Portland, OR 97232 before June 24, 2024.



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



Aurora State Airport



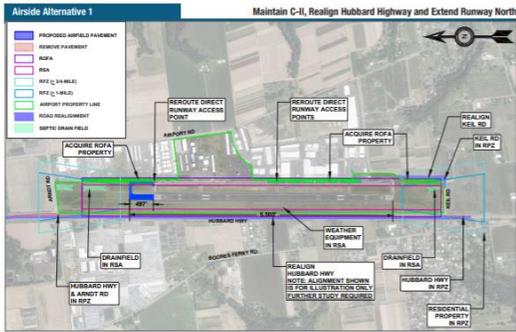
AIRPORT MASTER PLAN PRELIMINARY ALTERNATIVES



The preliminary alternatives were developed to facilitate discussions surrounding the "big questions" that will guide the Oregon Department of Aviation (ODAV) on how best to meet the facility requirements for Aurora State Airport in the 20-year planning period.

<https://publicproject.net/auroraairport#>





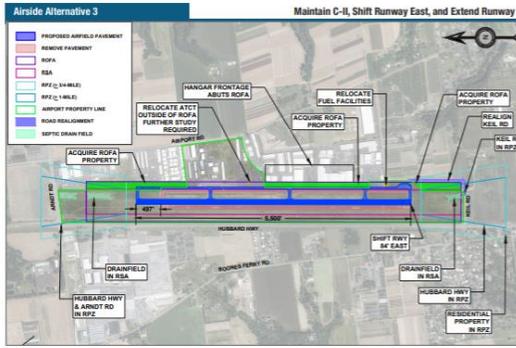
Comments:

- Primary Components:**
- Realigns Hubbard Highway outside of Runway Object Free Area (ROFA). As proposed, the highway is shifted approximately 30 to 35 feet west, within existing ODOT-owned highway right-of-way.
 - Note: The roadway alignment depicted is for illustration only. Further study and coordination with ODOT will be required to identify final roadway alignment needed to clear/control ROFA.
 - Maintains 100-foot runway width (C-II standard).
 - Extends runway 497 feet to the north resulting in a total length of 5,500 feet.
 - Extends parallel taxiway (Taxiway A) to the north with runway.
 - Property acquisition is required to accommodate east sections of ROFA (northeast and southeast).
 - Keil Road is realigned to the outside of the ROFA.
 - Reconfigure/relocate existing TTF access taxiway connection at current north end of Taxiway A to remove direct runway access at that location.
 - Realigned TTF access to be coordinated with adjacent property owner.
 - Install painted islands between Taxiway A and the adjacent southern TTF properties to address direct runway access and V/PD issues.
- Issues Addressed by Alternative:**
- Extends runway to justified length of 5,500 feet.
 - Clears ROFA of existing public roads.
 - Airport control of ROFA achieved through property acquisition.
 - Addresses direct runway access and V/PD issues through pavement removal and painted islands.
- Other Issues to be Addressed:**
- Septic drainfield remains in south end of RSA.
 - Further study is required to relocate drainfield out of RSA.
 - Wind cone and weather equipment (ASOS) remain in RSA and ROFA.
 - Further study is required to identify new locations for equipment.
 - Existing incompatible land uses (Hubbard Highway, Keil Road, Boones Ferry Road and residential areas) remain in RPZs.
- New Issues:**
- New incompatible land use (Arndt Road) in Runway 17 RPZ.
 - Septic drainfield located in north end of extended RSA.
 - Further study is required to relocate drainfield out of future RSA.



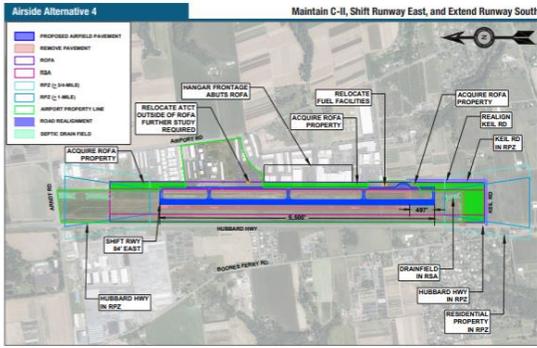
Comments:

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



Comments:

- Primary Components:**
- Shifts runway 84 feet east to bring west edge of ROFA onto Airport property.
 - All runway and parallel taxiway surfaces (ROFA, RSA, OFZ, RPZ, etc.) are shifted east based on the shifted runway centerline location.
 - ATCT and other aviation use facilities (fuel, helicopter parking, etc.) to be relocated outside of ROFA.
 - Further study is required to determine new locations.
 - Maintains 100-foot runway width (C-II standard).
 - Extends runway 497 feet to the north resulting in a total length of 5,500 feet.
 - Extends parallel taxiway (Taxiway A) to the north with runway.
 - All property within the shifted/extended ROFA not owned by the Airport to be acquired.
 - Keil Road is realigned to the outside of the ROFA.
 - Reconfigure/relocate existing TTF access taxiway connection at current north end of Taxiway A to remove direct runway access at that location.
 - Realigned TTF access to be coordinated with adjacent property owner.
 - Install painted islands between shifted Taxiway A and the adjacent southern TTF properties, where feasible to address direct runway access and V/PD issues.
- Issues Addressed by Alternative:**
- Extends runway to justified length of 5,500 feet.
 - Clears ROFA of existing public roads.
 - Airport control of ROFA achieved through property acquisition.
 - Direct runway access and V/PD issues to be addressed in redesign of Taxiway A.
 - Wind cone and ASOS are no longer in ROFA or RSA.
- Other Issues to be Addressed:**
- Septic drainfield remains in south end of RSA.
 - Further study required to relocate drainfield out of RSA.
 - Existing incompatible land uses (Hubbard Highway, Keil Road, Boones Ferry Road and residential areas) remain in RPZs; some mitigated by runway shift.
- New Issues:**
- ATCT must be relocated/reconstructed outside of ROFA.
 - Atlantic Aviation fuel equipment to be relocated outside of ROFA.
 - ROFA directly abuts hangar doors for south TTF properties.
 - The septic drainfield is located in the north end of (extended) RSA.
 - Further study required to relocate drainfield out of future RSA.
 - New incompatible land use (Arndt Road) in Runway 17 RPZ.
 - Requires relocation/replacement or decommissioning of localizer navigational aid.



Comments:

- Primary Components:**
- Shift runway 84 feet east to bring west edge of ROFA onto Airport property.
 - Extends runway 497 feet to the south resulting in a total length of 5,500 feet.
 - Maintains 100-foot runway width (C-II standard).
 - Extends parallel taxiway (Taxiway A) to the south with runway.
 - All runway and parallel taxiway surfaces (ROFA, RSA, OFZ, RPZ, etc.) are shifted east with shifted runway centerline.
 - ATCT and other aviation use facilities (fuel, helicopter parking, etc.) to be relocated outside of ROFA.
 - Further study is required to determine new locations.
 - All property within the shifted/extended ROFA not owned by the Airport to be acquired.
 - Keil Road is realigned to the outside of the existing and future ROFA.
 - Reconfigure/relocate existing TTF access taxiway connection at current north end of Taxiway A to remove direct runway access at that location.
 - Realigned TTF access to be coordinated with adjacent property owner.
 - Install painted islands between shifted Taxiway A and the adjacent southern TTF properties, where feasible to address direct runway access and V/PD issues.
- Issues Addressed by Alternative:**
- Extends runway to justified length of 5,500 feet.
 - Clears ROFA of existing public roads.
 - Airport control of ROFA achieved through property acquisition.
 - Direct runway access and V/PD issues to be addressed in redesign of Taxiway A.
 - Wind cone and ASOS are no longer in ROFA or RSA.
- Other Issues to be Addressed:**
- Septic drainfield remains in south end of RSA.
 - Further study required to relocate drainfield out of RSA.
 - Existing incompatible land uses (Hubbard Highway, Keil Road, Boones Ferry Road and residential areas) remain in RPZs; some mitigated by runway shift.
- New Issues:**
- ATCT must be relocated/reconstructed outside of ROFA.
 - Atlantic Aviation fuel equipment to be relocated outside of ROFA.
 - ROFA directly abuts hangar doors for south TTF properties.
 - Additional incompatible land uses (residential properties, and realigned Keil Road) enter Runway 35 RPZ.
 - Requires relocation/replacement or decommissioning of localizer navigational aid (located at Runway 35 end).

APPENDIX 3: PRESENTATION AND DISPLAY BOARDS

Hello & WELCOME



Aurora State Airport Airport Master Plan Project Open House





<https://publicproject.net/auroraairport#>

What is an Airport Master Plan?

The Airport Master Plan (AMP) is required by the Federal Aviation Administration (FAA) to maintain a safe and efficient airport that is economically, environmentally, and socially sustainable. The Airport Master Plan will also:

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

Aurora State Airport (ODAV Property)



What exactly is (and isn't) an AMP?

The AMP is a plan for the future of the airport and it:

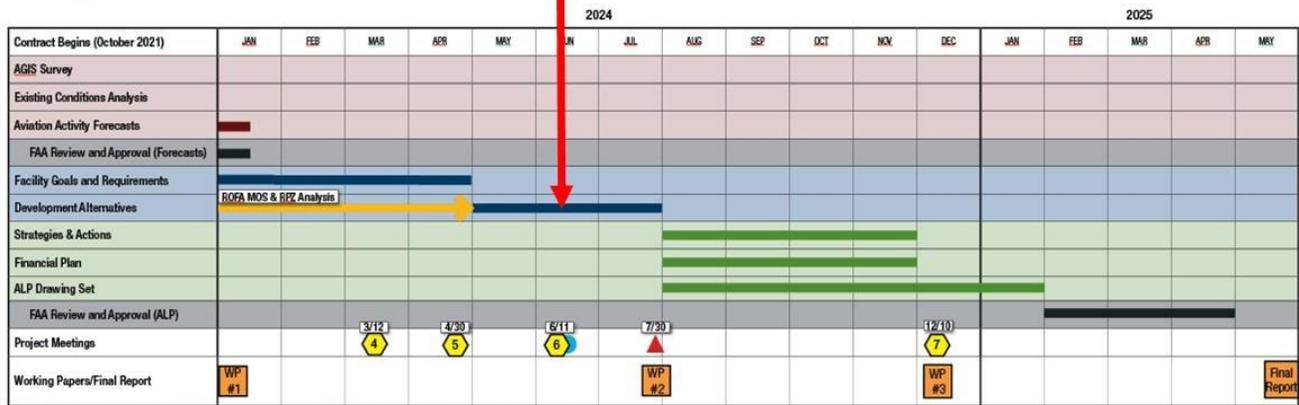
- Is developed or updated every 10-20 years (on average)
- Is used to review existing airport conditions and facilities
- Includes forecasts that determine future aviation and non-aviation needs
- Provides a "road map" for development while remaining adaptable to changing aviation industry conditions and requirements
- Guides airport improvements that are economically, environmentally, and socially sustainable
- Includes a planning-level budget for facility improvements
- Results in a visual representation (ALP) of proposed facility improvements

An Airport Master Plan is NOT a:

- Design/construction project
- Guarantee of a proposed project
- Environmental analysis
- County land use plan/action
- County transportation system plan (TSP)
- Mandated expansion of the Airport

Project Schedule

We are here

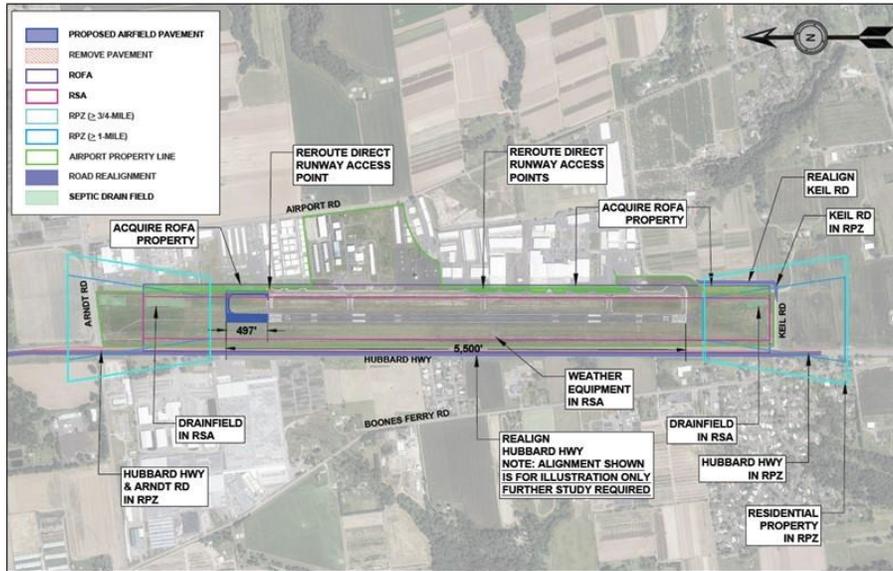


- █ Develop Understanding
- █ Explore Solutions
- █ Implementation
- █ FAA Review and Approval
- ⬡ PAC Meetings
- ⬢ Public Open House
- ⬡ PAC Working Session Meeting
- ⬡ Forecast Approval Overview
- ⬡ Facility Goals and Requirements
- ⬡ Review of Comments and Responses from Facility Requirements & Preliminary Alternatives
- ⬡ Review of Comments and Responses from Preliminary Alternatives & Preferred Alternative
- ⬡ CIP, ALP, and Draft Final for FAA Review



Preliminary Alternatives

AIRSIDE ALTERNATIVE 1 Maintain C-II, Realign Hubbard Highway and Extend Runway North



Issues Addressed by Alternative:

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

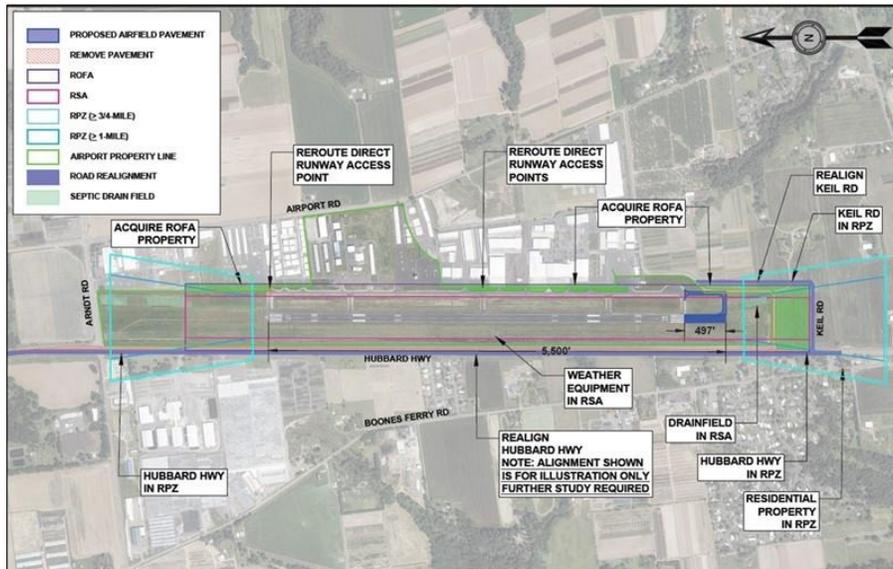
Other Issues to be Addressed:

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

New Issues:

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

AIRSIDE ALTERNATIVE 2 Maintain C-II, Realign Hubbard Highway and Extend Runway South



Issues Addressed by Alternative:

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

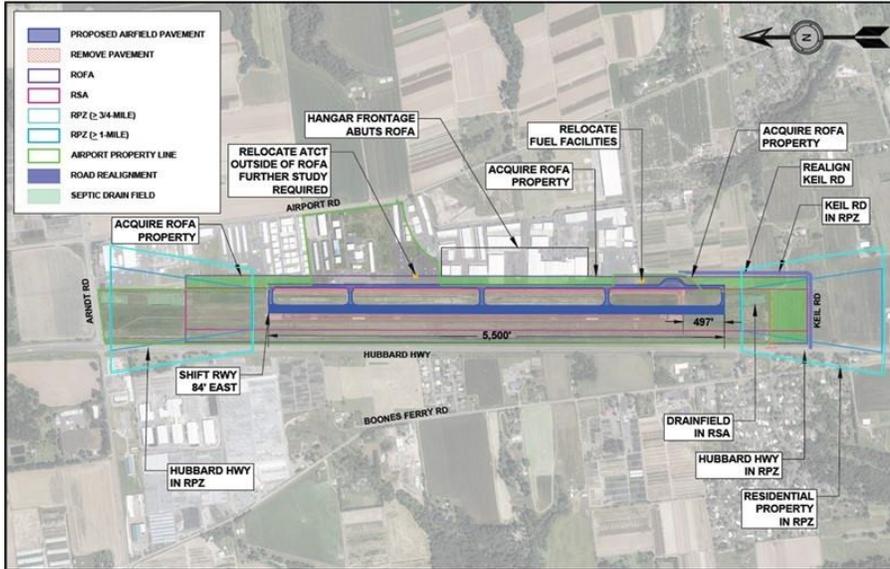
Other Issues to be Addressed:

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

New Issues:

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

AIRSIDE ALTERNATIVE 4 Maintain C-II, Shift Runway East, and Extend Runway South



Issues Addressed by Alternative:

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

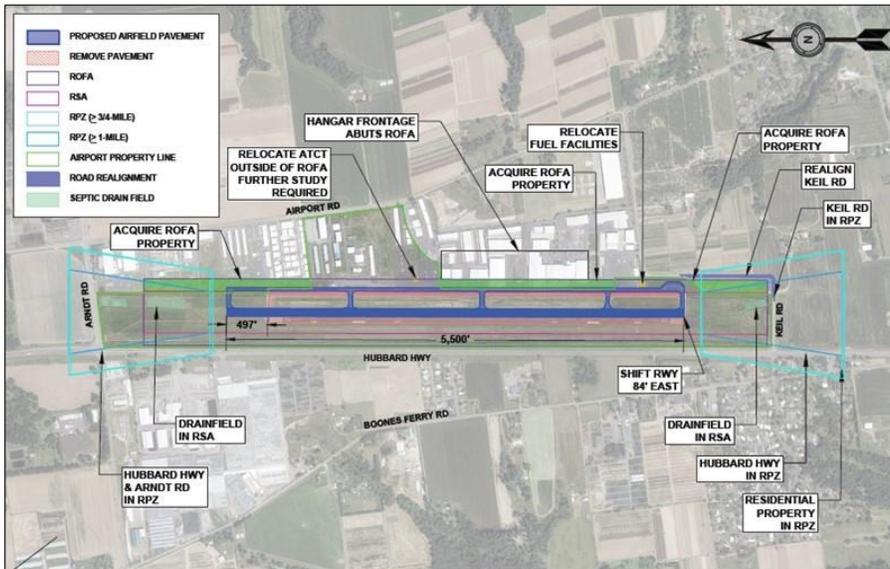
Other Issues to be Addressed:

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

New Issues:

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

AIRSIDE ALTERNATIVE 3 Maintain C-II, Shift Runway East, and Extend Runway North



Issues Addressed by Alternative:

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

Other Issues to be Addressed:

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

New Issues:

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

LANDSIDE ALTERNATIVE 1A Commercial Hangar and FBO Development with Reconfigured Flight School Apron



Primary Components:

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

LANDSIDE ALTERNATIVE 1B Commercial Hangar and FBO Development with Reconfigured Flight School Apron and Vehicle Service Road



Primary Components:

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

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



Primary Components:

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

Thank You

PLEASE TAKE A MOMENT AND SUBMIT A PUBLIC FEEDBACK FORM BY JUNE 23, 2024

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

APPENDIX 4: OPEN HOUSE STAFF IN ATTENDANCE

Agency Representatives

Anthony Beach, *ODAV*
Brandon Pike, *ODAV*
Alex Thomas, *ODAV*
Tim House, *FAA*

Staff and Consultants

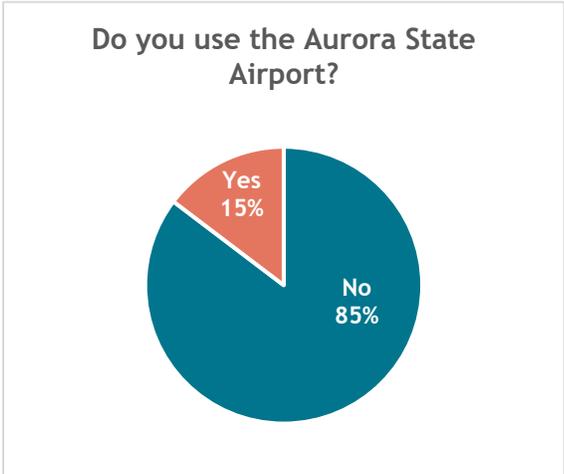
Matt Rogers, *Century West*
David Miller, *Century West*
Samantha Peterson, *Century West*
James Kirby, *Century West*
Mark Steele, *Century West*
Brandy Steffen, *JLA Public Involvement*
Stacy Zurcher, *JLA Public Involvement*
Tuyen Ta, *JLA Public Involvement*
Ashley Balsom, *JLA Public Involvement*

APPENDIX 5: PUBLIC SURVEY RESPONSES

The following data includes all surveys submitted electronically, through paper surveys at the open house, or returned by mail through June 23, 2024.

1. Do you use the Aurora State Airport?

There were **75 responses** to this question. The majority of respondents (64) do not use the airport, while eleven (11) people stated that they did.



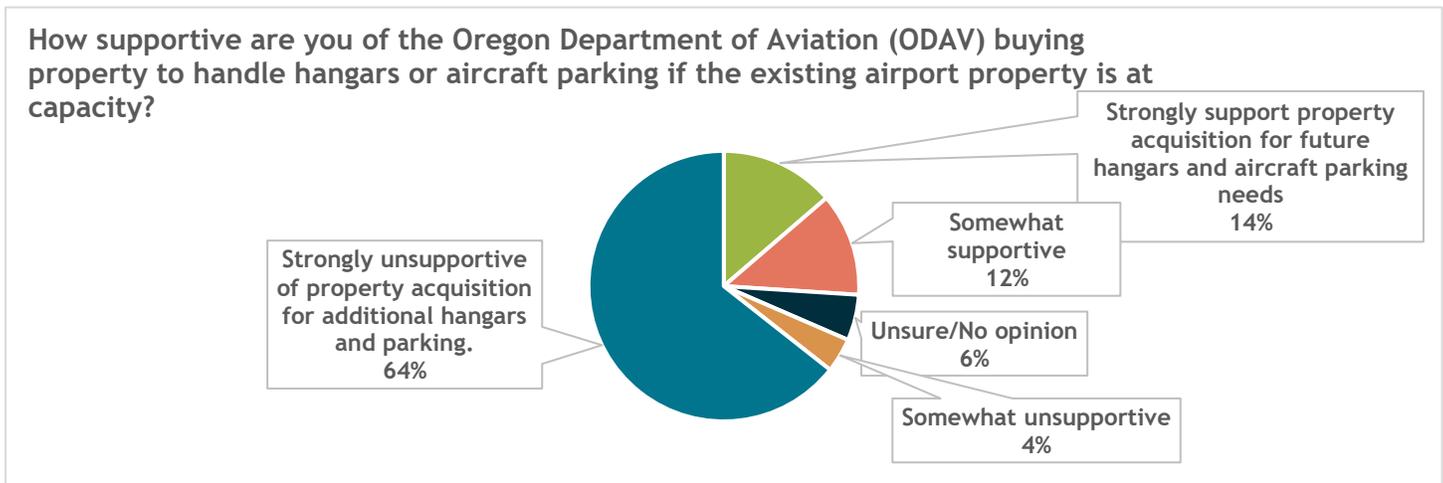
2. Please explain how you use the Aurora State Airport.

The eleven (11) responses explaining how people used the airport included:

- Fly some business jets that are based at UAO
- Manage Aircraft
- Pilot, aircraft hangar renter
- Keep A/C at Willamette Aviation
- We own two hangars at Aurora
- We own several hangars at KUAO that we rent out
- Family flies in from Seattle on small plane
- As a base for an Embraer Phenom 300 business Aircraft I manage and crew
- Corporate jet lease/rental
- Flying in and out. Property owner
- SEACAP tenant

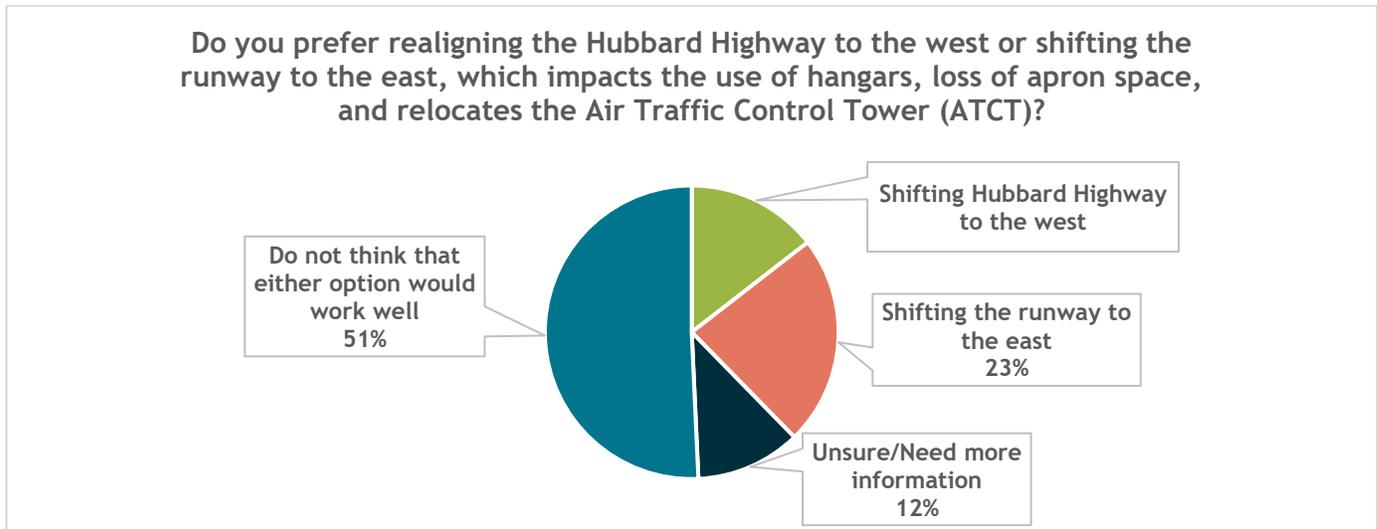
3. How supportive are you of the Oregon Department of Aviation (ODAV) buying property to handle hangars or aircraft parking if the existing airport property is at capacity?

There were seventy-three (73) total responses to this question. The majority of respondents (47) were strongly unsupportive of property acquisition for additional hangars and parking. Ten (10) responses were strongly supportive of property acquisition for this purpose, nine (9) were somewhat supportive, four (4) felt unsure or had no opinion, and three (3) were somewhat unsupportive.



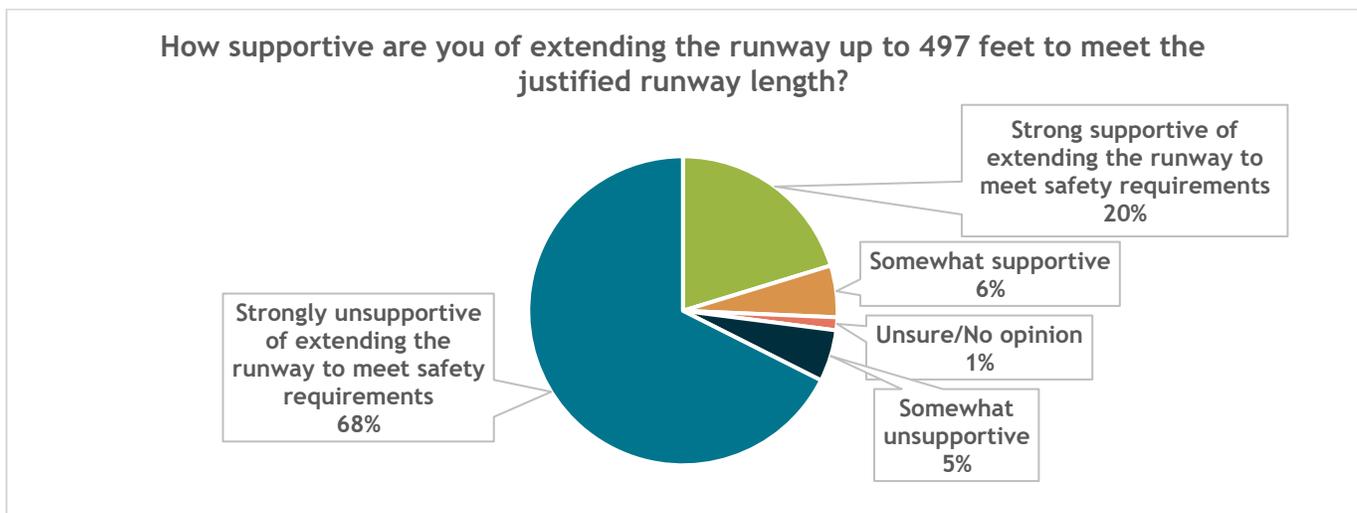
4. There will be tradeoffs for any decision that ODAV makes in order to meet current Federal Aviation Administration (FAA) standards. One of the tradeoffs with the alternatives includes either realigning the Hubbard Highway to the west or shifting the runway to the east, which impacts the use of hangars, loss of apron space, and relocates the Air Traffic Control Tower (ATCT). If you had to choose between these two options, which do you feel would work best for the Aurora State Airport?

Of the seventy-four (74) responses to this question, most (35) did not feel that either option would work well. Sixteen (16) felt that shifting the runway to the east was their preference, and fifteen (15) felt that shifting Hubbard Highway to the west was a better solution. Eight (8) respondents were unsure or felt they needed more information.



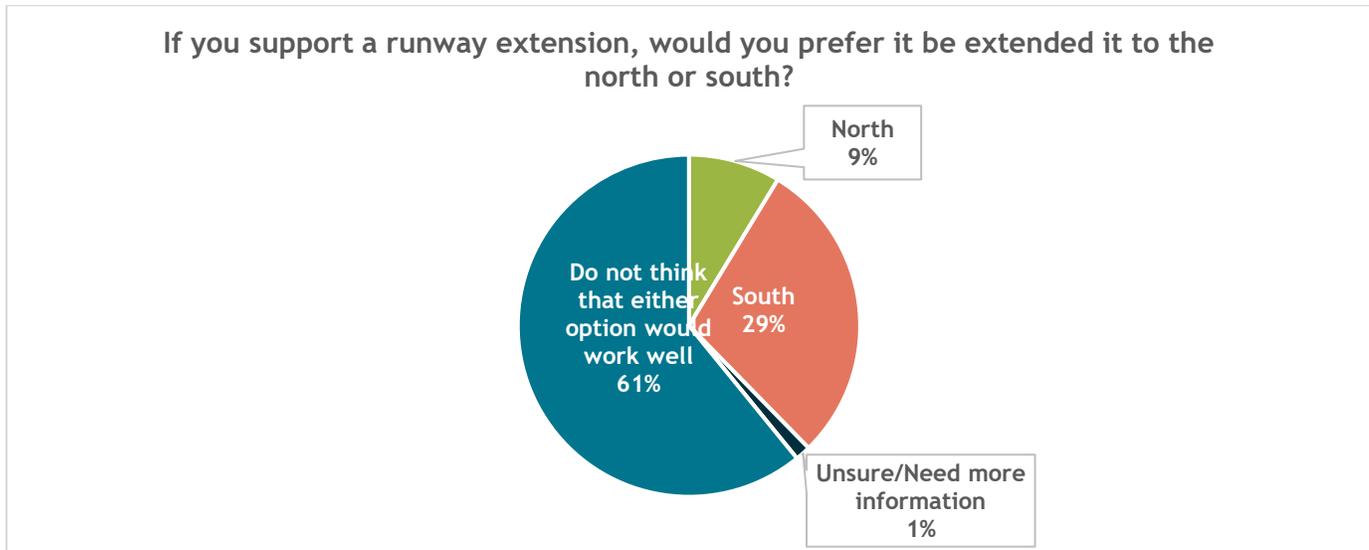
5. One of the other things that ODAV needs to consider with the Airport Master Plan is meeting the current safety regulations (set by the FAA). Currently the Aurora Airport runway doesn't meet the justified runway length. How supportive are you of extending the runway up to 497 feet to meet the justified runway length?

There were seventy-four (74) responses to this question. Most respondents (50) felt strongly unsupportive of extending the runway up to 497 feet. Fifteen (15) respondents were strongly supportive of extending the runway to meet safety requirements. Four (4) people felt both somewhat supportive and somewhat unsupportive, and one (1) person was unsure or had no opinion.



6. As mentioned above, there are tradeoffs with the different alternatives. If you support a runway extension, would you prefer it be extended it to the north or south?

Of the sixty-nine (69) responses to this question, forty-two (42) people felt that neither option would work well. Twenty (20) felt that extending the runway south was the best option. Six (6) people felt north was best, and one (1) person was unsure or needed more information.



7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives.

There were 62 total responses to this open-ended question. *Full responses are in the table below. Photos of handwritten comments from paper surveys are also available in [Appendix 8](#), but are also included in this table for readability.*

SC # ²	Comment
SC.1	1) Staff ATC and Aurora Tower 24/7 2) IFR only approaches and departures 3) No additional hangar space 4) Noise abatement protocols mandatory on all departures and approaches (see Orange County/John Wayne Airport) 5) Equalize all airport fees for Portland, Hillsboro, and Salem Eugene Corvallis, and Aurora *6) Add an East/West runway as PRIMARY
SC.2	A) Believe option to extend BOTH ends of the existing runway for extra 500' should be considered. B) Believe ODAV needs to consider how underused, under-capacity McMinnville and Salem Airports can be better utilized before expanding Aurora. C) A more robust noise abatement policy must be considered for surrounding residential neighborhoods.
SC.3	Current laws and regulations are not being abided by the FAA tower both on takeoff and arrival of aircraft; currently there is no monitoring of compliance with the tower's instructions. The tower closes too early and pilot are on UFR. They are not monitored and fly too low over Charbonneau, the neighboring homes, and Wilsonville.

² Survey Comment Number

	<p>Extended hours on existing Tower should be made. A NOISE ABATEMENT district should be enacted. OC Airport has a policy that works!</p>
SC.4	<p>Noise from planes doesn't seem to follow guidelines. Greater activity will make that noise levels more difficult for homeowners and residents.</p>
SC.5	<p>The current noise abatement rules should be followed. Extend hours for traffic controllers.</p>
SC.6	<p>We hear planes at all hours of the day and night. No more hangars, no larger runway either!! No (runway extension), keep Aurora a small airport. Marked South, Unsure/need more information, and do not think either option would work well for runway extension. Smaller, commercial airplanes are constantly flying over our houses in Charbonneau at all hours of the day and night. Life flight and helicopters don't bother me much. Please don't enlarge the runway cuz that means more traffic over our house. PDX can easily handle more air traffic using the Columbia River.</p>
SC.7	<p>Don't use the airport but hear all the planes, at all hours of the night. More hangars mean more planes and more noise. Absolutely not under any circumstance (referencing runway extension). Marked south, unsure/need more information, and do not think either option would work for runway extension. Aurora Airport does not (need) to be enlarged in any capacity. The current # of small (probably commercial) planes are constantly flying over the Charbonneau neighborhood, which I was told was illegal. PDX is a much bigger airport and can handle all the air travel going up and out over the Columbia River. Please let us enjoy retirement in peace!!!</p>
SC.8	<p>The noise abatement rules are not now being followed. Insure that constant compliance is supported especially after midnight. These planes are only supporting a few and are adversely affecting thousands.</p>
SC.9	<p>Extending the runway for larger planes? ODAV should create a noise abatement plane particularly for planes flying (take-offs and landing) into residential areas at night and early morning.</p>
SC.10	<p>I am not in favor of any expansion. We already have planes flying over Charbonneau daily that don't follow the noise abatement guidelines. If current traffic can't be managed - no more traffic!! Controllers should ensure this. Controllers should be added to midnight. Charbonneau has about 2,100 residents - if you must extend do NOT go east or north.</p>
SC.11	<p>The runway is too short for the super midsize jets during winter when wet. I wouldn't be shocked if somebody finally screwed up and landed long, and plowed right across the road on the north side of the field.</p>
SC.12	<p>No need to expand the airport</p>
SC.13	<p>Aurora airport is a necessary aviation link in the overall Oregon growth and service plan for the Willamette Valley. As international businesses are drawn to the expanding metro area it is necessary to provide these businesses with the transportation system that best suits them. It's painfully obvious that ODOT has dropped the ball on surface transportation, let's not do the same to air transportation.</p>

	I would like to see ODA extend the comment period by 14 days to allow me to better prepare my argument in favor of airport expansion.
SC.14	I support Aurora Airport expansion and would like to see it accomplished soon.
SC.15	<p>The first question on the comment page makes no sense do I use the aurora state airport. Can the public get in? I drive by the airport everyday never seen a welcome sign for the public. I have seen that the sign by the traffic lights is broken someone should probably fix that.</p> <p>Provide information on how the expansion can impact public health.</p> <p>Information of how the expansion impacts wildlife health and environment hopefully provided by certified wildlife biologist.</p> <p>How would the expansion benefit surrounding communities.</p> <p>How much profit will the airport and other partnerships be making from this expansion?</p> <p>Will this profit be shared with surrounding communities that will be impacted by the expansion.</p> <p>How will the traffic look during the expansion.</p> <p>The airport is surrounded by small/big communities we already hear the aircrafts at all times. If the small aircrafts make a lot of noise how will the big ones differ?</p> <p>Why can't the bigger aircrafts go to another airport that is equipped with the safety standards.</p>
SC.16	There has been a steady decline in small Portland area runways over the years, since I was young and used to fly small planes. Now is the time to build an extended runway, while there is still inexpensive farmland nearby and Portland METRO hasn't taken over. It is good for the local economy combined with some high teck companies already located in Wilsonville.
SC.17	I am against any type of expansion of the Aurora Airport. Not only will it cause noise pollution but it will also cause more traffic which the roads in and around Aurora and surrounding cities can't handle.
SC.18	I am a 10 year Charbonneau resident. Som people have wanted more commercial opportunities in the area e.g. golf course sells property to Amazon, thus needing larger aircraft. City of Wilsonville tells residents the airport wants a longer runway to accommodate size/weight class no currently used. Who is correct?
SC.19	<p>Regarding #5, how is "justified runway length" defined?</p> <p>No option shows a north end run-up apron. I will vote against any "option" that does not include a north end run-up area.</p>
SC.20	No expansion!
SC.21	<p>The airport should return to light A/C use.</p> <p>This "meeting" has lots of info available to take in however we were told 2x to move along. I had questions and was told to come back when it was less crowded - the line up of people was backing up. One "worker" commented to another that too many people showed up. I feel like I could have learned something but didn't. Was this just an exercise to say you had a meeting but w/o caring that the public was pushed through and left feeling our comments don't matter?</p> <p>I asked if survey has been done on traffic increase on Airport Road and was told "I have no idea." No options I saw included a N runup area but wasn't able to ask about it as line had to keep moving. As an Aurora citizen I am concerned about water/sewer needs of additional buildings and how it will impact our</p>

	<p>system.</p> <p>I overheard one "worker" tell a lady lengthening the runway will make it safer but will not increase the number of A/C takeoffs/landings at all - so not true!</p>
SC.22	Do not want at all. No big planes coming in.
SC.23	Airport should its closest size and operation. No Aurora Airport expansion.
SC.24	I support moving the runway either into the existing space to realign the highway - although I'm not sure what re-aligning the highway will do to existing development. I strongly oppose extending the length of the runway. it will increase use and noise, and air pollution.
SC.25	Because of noise pollution and the added traffic, I'm completely against this.
SC.26	Timeline no clear. Costs to accomplish what?
SC.27	I am against any expansion that facilitates or allows more or larger aircraft to land or take off. My home is in the flight path, and we are VERY concerned with any increase in flight traffic, noise, pollution, etc.
SC.28	Want the Aurora Airport closed. Want C-II designation removed. No extension. Remove C-11 designation and go to only small general aviation...OR terminate license and eliminate airport!!
SC.29	Keep it with small planes! Don't want big ones flying over my house. Just illuminate airport and that takes care of problem. People in the area needed to have more say in this!
SC.30	Currently jets coming in all hours low is very disruptive. Air traffic has increased 10 fold since moving here 5 years ago.
SC.31	How many accidents have been caused by the runway being too short? How is vehicular traffic affected. Noise levels around airport continue to increase.
SC.32	Why was the airport "stay the way it is" taken off the menu? Why don't you punish the ones who violate the rules? What difference does (being involved) make when money decides everything?
SC.33	Count the actual number of planes daily using the runway. DO not use projections. Make the Aurora Airport tower a 24 hour tower. Reduce C-II planes flying into Aurora. Have pilots adhere to the FAA rules and regulations to NOT fly over housing developments, to not buzz houses and trees that are 3+ miles from the airport, with polluted exhaust. Fly over I-5 and not Airport Way.
SC.34	Do not support a runway extension. We are frustrated with the lack of participation of the "volunteer noise abatement." We can only imagine what it would be like when larger planes start landing at Aurora.
SC.35	NO EXPANSION PERIOD! Any of your proposals DO NOT! include noise abatement. The volunteer program is not working/we need designated noise sensitive zones! Period. We want to plead for Alternative #7 be recommended. No others are acceptable.
SC.36	Add to question 5 - Airport should be limited to comply with current safety regulations.
SC.37	Question 5 is backward; Aircraft use should be limited to safety standards applicable to the existing runway and facility.
SC.38	Let us have a regional airline at Aurora.

SC.39	The noise abatement policy is poorly attended to. Who holds pilots accountable if they could safely divert to the east or west rather than fly over Charbonneau, and they don't? Would like to be a good neighbor and support your airport business, but there has been no evidence from airport management that they will also be a good neighbor!
SC.40	Resident in Charbonneau. Noise abatement procedures are ignored by the majority of the pilots. I have two grown children who are pilots - I reviewed the issues with them to get their input. They both laughed and said that if the runway is extended that then the pilots with larger planes will just come in and land - landing light on fuel if needed. Documenting larger aircraft will simply result in a need to increase the classification again. We want to be good neighbors but don't see evidence of that effort on the part of the airport management group. It's all about increasing fuel sales and hangar spaces to rent. This does nothing positive for the area except to increase profit to a small number of people. It also increases traffic congestion in the already vulnerable area that has increasing car accidents. If the only safe alternative is to expand the runway then I would support the expansion to the south.
SC.41	It's fine the way it is (the runway)! I am concerned with pollution and the extension of the airport to support larger planes, like jets. I would rather keep it as a small for private propeller planes as it always has been. I don't want it to be a regional airport for passenger planes, like Hillsboro or something like that. I live very near the airport and I am concerned with a possible airplane crash or the pollution that airplanes put out when taking off or landing. AV gas has lead in it, and most all small places use it.
SC.42	Use the Salem Airport - leave Aurora as is. We support the safety improvements but not the extension of the runway that would support larger aircraft using the airport. It is unclear what tax burden this would have on residential property. Current traffic and noise level is high and we are concerned the noise level will increase. Why is there a "no runway extension" alternative presented? We believe there is an unstated objective of increasing traffic and larger aircraft - we strongly disagree with an objective of increasing the airport to support larger aircraft!
SC.43	We live in Charbonneau. Already experiencing many low flyovers. Do not support runway extension - increased # of flights of larger aircraft. Traffic congestion on small roads around airport. Airport Rd. and Miley Rd. not safe currently worried about appropriating agriculture land to expand the airport. Concerned about environmental impact.
SC.44	I do not support making changes to the airport.
SC.45	I live in the southwest corner of Charbonneau and the large planes are very loud - we have to pause our conversations until the noise is over. I'm not against airports but I don't see the benefit of the large planes. Does the airport have any benefit to locals? All I hear is the noise, potential crash, or dumping of fuel. Nothing positive,
SC.46	Airplanes and jet noise is too loud right now. Do not need bigger jet louder noises from in and out bound planes and jets. Noise level is too loud right now. Pilots have no respect for residents. Fly too low over homes. If this change is enforced on the residents. Then we who live around it should be compensated.
SC.47	We live at Charbonneau. Extending to the South is the only alternative we would like.
SC.48	I live close to the airport. Larger aircraft and/or more frequent would be very disruptive to my quiet living space.

SC.49	I do not agree that a longer runway is needed. I have not seen enough evidence to even come close to justifying the extremely high investment of public funds at this airport.
SC.50	I have airplanes jets and helicopters flying over my house at all hours of the day and night. How will increasing air traffic benefit me and my neighbors who do not own private aircraft and who do not fly out of this airport?
SC.51	I believe the runway length increase is critical (and should be to 6000 ft as planned since 1976) but that the direction decision should be based on whichever works the best considering cost, feasibility, and land footprint. ODAV acquiring the acre abutting the Southwest corner of their landside parcel would make a significant improvement in ODAV ramp space, as well as largely benefiting Aircraft and vehicle access and movement.
SC.52	In discussion with Mr. Bishop and with FAA personnel at the meeting June 13th I was told that a detached threshold at either or both ends of the existing runway was not going to be an alternative. The effective lengthening of the runway for take off and departure abort would make the airport safer for aircraft of current size and weight and have a positive effect on noise over private property as aircraft would achieve a higher altitude quicker upon departure. I was told by FAA personnel that the detached thresholds would not meet FAA standards and no further clarification was available. If The Object Free Zone must be addressed then the moving of the highway would bring the airport into compliance. No additional extension, moving, widening, or hardening of the runway would be required. I believe this alternative would enhance airport safety, move further towards compliance with FAA requirements, not require moving the recently installed tower, and not compromise the area directly adjacent to the new, large hangars on private property. At the same time reducing the noise from departure aircraft over the community. This alternative deserves discussion and serious consideration, unless the ultimate goal is further lengthening, widening, and hardening of the runway expressly to accommodate yet larger, wider, and heavier commercial aircraft into our small community. The residents are firmly opposed to that type of illegal expansion considering the EFU designation of the adjacent land and current level of noise and pollution we experience daily.
SC.53	Enduring aircraft safety is of primary concern. Living in Wilsonville the amount of audible air traffic above is limited and does not affect day to day life.
SC.54	Concerned about water drainage from the extension if it happens. There is a little creek that goes from the field to the South of Keil. It goes under the highway and goes under Boones Ferry Rd. It could flood and ruin property at the West of Boones Ferry Rd. Murray Rd. goes over the culvert to 2 Homes. Flooding could wash out the culvert. Cause damage to peoples homes.
SC.55	Where are the other plans, specifically #7, and why were they suddenly dropped without notice?
SC.56	Wilsonville residents will be most affected by expanding the airport, how do Wilsonville citizens benefit from this enlargement? It is quite obvious that they don't. Deep pockets and greed should not be allowed to ruin our community. I will never stop fighting against this recklessness.
SC.57	There is not a good reason to expand the airport. IF the runway is not long enough how can they be flying airplanes out?

	It seems that you are more concerned with a money making fuel station than you are for any of the surrounding communities.
SC.58	I prefer no airport expansion.
SC.59	Nothing presented here seems like a win for the community as a whole.
SC.60	We are opposed to expanding the airport. We live in Wilsonville, and are concerned about additional noise and pollution. Based on the city of Wilsonville's analysis, the expansions are not needed. Please don't degrade our quality of life.
SC.61	This safety extension needs to be completed soon.
SC.62	Comment about the fleet mix: Did anyone take into consideration the number of aircraft that cannot use the airport due to the weight restrictions of the runway (Gulfstreams/Globals)? The runway weight was reduced to extend it's life, effectively eliminating any larger aircraft from using the airport which would skew the fleet mix. ODAV must have data on waiver requests over the years - approved, not approved or not responded to. Considering the aircraft that cannot use the airport, along with waiver request data, the fleet mix would show a higher number of larger aircraft using the airport which would possibly support a 6,000 foot runway rather than 5,500.

Below: Comments from City of Wilsonville.

Of the original draft set of seven Master Plan "airside alternatives," only Alternative 7 maintains most of the Airport's current layout and footprint:



- Retains current runway length (5,003 feet) and existing vast majority B-II class of aircraft standards rather than planning for a longer, strengthened runway that accommodates larger, heavier C-I, C-II and larger class of aircraft.
- Protects the important local agricultural economy: Keil Road, a key access for local farmers, is not impacted by Alternative 7. Additionally, by restraining Airport expansion, speculative real-estate pressures that increase farmland rental costs are reduced, and help to keep farming economical in Oregon's bread-basket of French Prairie.
- Reduces land-use conflicts: Existing Airport septic drain fields, wind cones, and weather equipment do not conflict with layout. Wilsonville-Hubbard Highway 551, Keil Road, Boones Ferry Road and nearby residential areas do not conflict with the Runway Protection Zone (RPZ). Alternatives 1-4 all propose Airport expansion that negatively impacts ag operations.
- Increases safety by limiting runway access for pedestrians and vehicles and preventing over-weight/over-sized aircraft that can hold more fuel.

HOWEVER, Neither Alternative 7 nor any of the other draft alternatives in the draft Master Plan address any land-use, surface transportation, pollution and other issues of concern to area constituents:

- Poor quality roads in the Airport area vicinity are unimproved county roads with no shoulders or sidewalks, narrow lanes and deep ditches – no improvements are proposed by the Master Plan.
- Negative impacts to the farming-based agricultural economy due to Airport expansion and speculative real-estate deals near the Airport are not addressed.
- No mitigation methods for low-flying overflights and loud aircraft noise that negatively impact homeowner real-estate values and area residents' quality-of-life are presented in the Master Plan.
- Pollution from fuel, sewage, stormwater and PFAS forever chemicals generated by Airport users is disregarded, as are negative impacts to salmon-bearing streams near Airport.
- Impacts from increasing Climate Change greenhouse gas (GHG) emissions due to money-making Oregon Department of Aviation fuel sales at Aurora State Airport are disregarded.
- Oregon Department of Geology and Mineral Industries (DOGAMI) data shows that the Aurora State Airport is located in an area subject to major potential damage in a projected 9.0 Cascadia Subduction Zone Earthquake. Airport area soils are prone to shaking and liquefaction during major earthquake, resulting in runway broken-apart into many sections and unserviceable for a long period of time. Only helicopters, which don't need a runway, will be able to operate for months or years after the Big One.

For more information: www.ci.wilsonville.or.us/asa

FAA tells public three Alternatives that maintain current layout of Airport accommodating majority of Airport users "Will Not Be Considered Further":



The 'System of Airports' around Aurora State Airport

How does the Aurora State Airport fit in with other airports in the area? Does it make sense to spend millions on expanding Aurora, when so many other airports are operating far below past levels? The Master Plan makes no attempt to conduct an analysis. In the interest of safety, should we keep larger private jets with heavy fuel loads at the safest possible airport, PDX, where highest level fire services are provided 24/7 on-airport?

Airport	Direction & Distance from KUAO	Runway dimensions (largest)	Weight Capacity (single gear)	Fire & Rescue Index	TAF data avg daily Total Ops (peak-year)	2019: avg daily Total Ops	ATADS data 2023: avg daily Total Ops	% local ops	2023 vs peak year
Aurora (KUAO)	-	5,003ft x 100ft	30,000 lbs	no ARFF Index	286 (2013)	172	173	46%	-40%
Portland International (KPDX)	22nm NNE	11,000ft x 200ft	200,000 lbs	ARFF Index E	898 (1997)	653	521	1%	-42%
Hillsboro (KHIO)	19nm NW	6,600ft x 150ft	50,000 lbs	no ARFF Index	714 (2008)	422	503	64%	-30%
Salem (KSLE)	23nm SW	5,811ft x 150ft	105,000 lbs	ARFF Index B	272 (2007)	108	121	41%	-56%
McMinnville (KMMNV)	16nm W	5,420ft x 100ft	40,000 lbs	no ARFF Index	213 (2007)	no ATC, no count	no ATC, no count	??	??
Trousdale (KTTD)	24nm NE	5,399ft x 150ft	19,000 lbs	no ARFF Index	367 (2018)	267	287	72%	-22%
Eugene (KEUG)	70nm SSW	8,009ft x 150ft	120,000 lbs	ARFF Index C	443 (1991)	172	159	32%	-64%

ARFF: Aircraft Rescue & Fire Fighting Index ranges from 'A' to 'E'. PDX has the highest ARFF Index, to handle accidents for the largest aircraft. ATADS & TAF are two FAA databases; ATADS provides precise operational counts for each of 500+ U.S. airports with ATC (air traffic control tower); TAF is Terminal Area Forecast and provides past annual operations totals and future projected ops levels for each of nearly 4,000 U.S. airports. Weight Bearing Capacity is an important metric, to define which aircraft can safely and sustainably use a runway. When an airport authority allows use by larger and overweight aircraft, the runway surface is rapidly degraded, which reduces safety.

For more information: www.ci.wilsonville.or.us/asa

ASA MP Operations Data Analysis by Type of Aircraft

TABLE 3-7: AURORA STATE AIRPORT INSTRUMENT FLIGHT OPERATIONS

TFMSC IFR Operations by AAC/ADG - Calendar Year Data

AAC/ADG	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Average Annual Operations	
A-I	2,372	2,638	2,414	2,482	2,750	2,750	3,428	2,458	2,162	2,330	2,578	28.0%
A-II	490	494	1,108	1,554	1,814	1,966	1,844	1,158	930	1,398	1,268	13.8%
A-III	14	6	2	4	4	10	6	2	0	4	5	0.1%
A-IV	0	0	0	0	0	0	0	0	0	0	0	0.0%
B-I	1,498	1,368	1,422	1,194	1,198	1,126	1,134	1,190	1,024	1,154	1,231	13.4%
B-II	2,232	2,232	2,214	2,620	3,270	3,110	3,952	3,798	3,448	4,182	3,025	32.8%
B-III	0	0	0	2	0	2	4	8	2	0	2	0.0%
B-IV	0	0	0	0	0	0	0	0	0	0	0	0.0%
C-I	390	374	514	440	340	306	274	286	170	274	334	3.6%
C-II	348	378	294	208	316	370	358	226	242	264	300	3.3%
C-III	18	10	4	8	0	14	50	54	10	0	17	0.2%
C-IV	0	0	0	0	0	0	0	0	0	0	0	0.0%
C-V	0	0	0	0	0	0	0	0	0	0	0	0.0%
D-I	2	8	16	0	4	6	8	4	0	12	6	0.1%
D-II	4	0	4	0	2	6	2	8	26	84	14	0.2%
D-III	6	10	4	2	6	8	4	0	4	6	5	0.1%
D-IV	0	0	0	0	0	0	0	0	0	0	0	0.0%
D-V	0	0	0	0	0	0	0	0	0	0	0	0.0%
Unknown	446	390	390	388	504	376	366	472	442	572	434	4.7%
Total	7,700	7,968	8,376	8,902	10,208	10,050	10,630	9,644	8,460	10,280	9,238	100.0%
Operations by AAC and D Aircraft	738	780	836	658	668	710	696	578	452	640	676	
Operations by ADG II and Larger	3,022	3,130	3,630	4,398	5,412	5,486	5,420	5,254	4,662	5,938	4,635	

Source: FAA TFMSC Report - 4/16/2022 (Aurora State Airport)

Comparing the latest 2021 Operations data with the 10-year Average Annual Operations data reveals the following:

- The most active class of aircraft accounting for largest share of operations at 33%, B-II aircraft totaled 2,066 ops in 2021, 45% over the average.
- The second most active group, C-I aircraft, totaled 252 ops in 2021, 23% below the average.
- The third most active group, C-II aircraft, totaled 218 ops in 2021, 52% below the average.
- The fastest growing group, D-II aircraft, totaled 80 ops in 2021, 515% above the average. These flights were mostly Gulfstream IV (GLF4) jets, topping out at ~74,000 pounds.

CONCLUSION: Aurora State Airport is a B-II dominated airport with C-I and C-II declining, but D-II use exploding. However, the FAA and ODAV insist that Airport is classified as C-II. The data also shows that B-II and smaller aircraft compose 87.9% of Airport's Average Annual Operations, while C-I and larger aircraft make-up just 7.3% of all operations.

It appears the 'tail is wagging the dog': the smallest portion of aircraft (7.3%) that are the largest size are dictating to the vast majority 87.9% of Airport users that the Airport should be expanded. This data also indicates that airport authority Oregon Dept. of Aviation (ODAV) is willing to allow use of the Aurora State Airport runway by larger and overweight aircraft (C-I and larger), with a tradeoff that these aircraft generate huge fuel flowage revenues to ODAV due to aircraft large fuel capacities. However, public safety is jeopardized and Airport runway maintenance costs increased when larger aircraft are allowed to use Airport that is currently violating FAA safety requirements.

We like the Aurora State Airport the way it is!
Let's keep it that way with **No expansion!**



Oregon Department of Aviation's 6 of 7 Preliminary Alternatives for new Draft Aurora State Airport Master Plan propose to:

- Expand the Airport's direct impact on neighboring communities with a longer runway for bigger airplanes, taking private property. The Master Plan ignores significant problems with low-flying overflights and noise, increased traffic, sewage, pollution, climate change, farm impacts, underground fuel storage, uncertain firefighting capacity and earthquake-prone soils.
- Extend the Airport runway by approximately 500 feet to 5,500 feet to allow larger, heavier aircraft to land and take-off with more fuel. The main revenue source for Oregon Department of Aviation is a tax on aviation fuel; so more fuel sales means more money for government agency, despite negative impacts to residents, farmers, environment and climate change.
- Ignore 9 years' worth of actual Airport control tower flight operations data to project future Airport growth. Rather than use actual Airport operations data or the standard "FAA Oregon Federal Contract Tower Terminal Area Forecast (TAF) Model," the Draft Master Plan uses inflated population growth projections of Clackamas and Marion Counties to determine future Airport growth. Oregon Department of Aviation is using a dubious methodology that inexplicably equates population growth with increasing flights at Airport — a false correlation between general population growth of counties and Airport without passenger air service.

The Federal Aviation Administration (FAA)-approved Oregon Department of Aviation's Airport Operations Forecast is 50% greater than the standard FAA Oregon contract tower forecast. The "Marion and Clackamas County Combined Population Growth Model" projects annual operations to increase by 0.9% per year, whereas the "Oregon Federal Contract Tower TAF Model" estimates 0.6% annual growth rate.

- Deprive citizens of the right to appeal the FAA Airport Operations Forecast that calls for expansion. Oregon Department of Aviation asserts that the Airport Operations Forecast is not appealable. By preventing public challenge, federal and state aviation agencies appear to do as they please without being answerable to citizens.
- FAA is now telling the public that a "No Action" Alternative is Not allowable and only Airport expansion can occur since Airport is violating too many air safety requirements. Without an apparent basis in law, federal agency now appears to have put the fix in for larger Airport and to disregard public feedback.
- FAA and Oregon Department of Aviation disregard Airport operations data that shows decrease over time in larger, heavier C-I and C-II aircraft, and that smaller, lighter B-II and smaller aircraft are the vast majority of Airport users. Government agencies appear to collude on backroom deals that provide wealthy developers with more tax-payer funded subsidies.
- Disregard that other nearby airports (Hillsboro, PDX, Salem, McMinnville) with over 5,000-foot runways are underutilized and would welcome additional based aircraft and operations.

For more information: www.ci.wilsonville.or.us/asa

Optional Demographic Information

This information was optional and used to see who was heard from in the community, and who the project team still needs to reach out to. It was not tied to names or survey responses.

8. What is your race/ethnicity? (check all that apply)

There were fifty-three (53) responses to this question. The overwhelming majority identified as white (91%). Two people chose "other", with one person sectioning why this question mattered. One person each identified as American Indian or Alaska Native, Asian/Asian American, and Hispanic/Latino/Spanish.

9. What is your age?

There were 30 responses to this question. This question was left off the paper surveys, so responses are only from those who chose to answer electronically. Of those who answered, 47% were aged 65 or older (14 responses), 30% were aged 45 – 64 (9 responses), and 23% were aged 25 – 44 (7 responses).

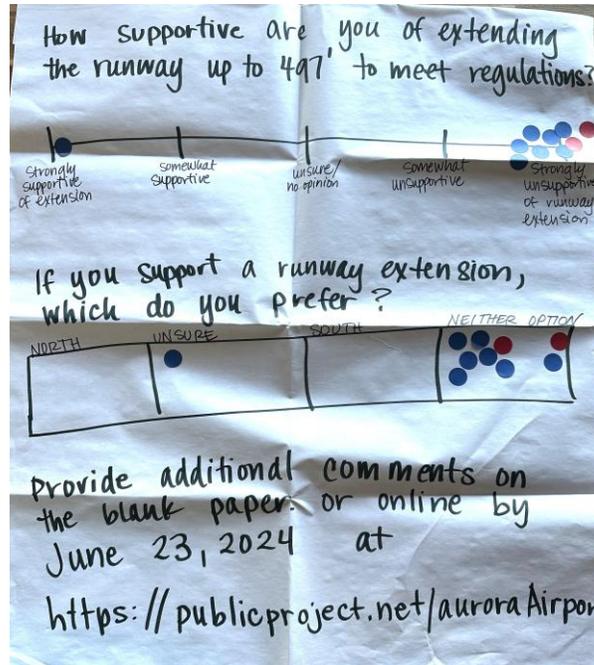
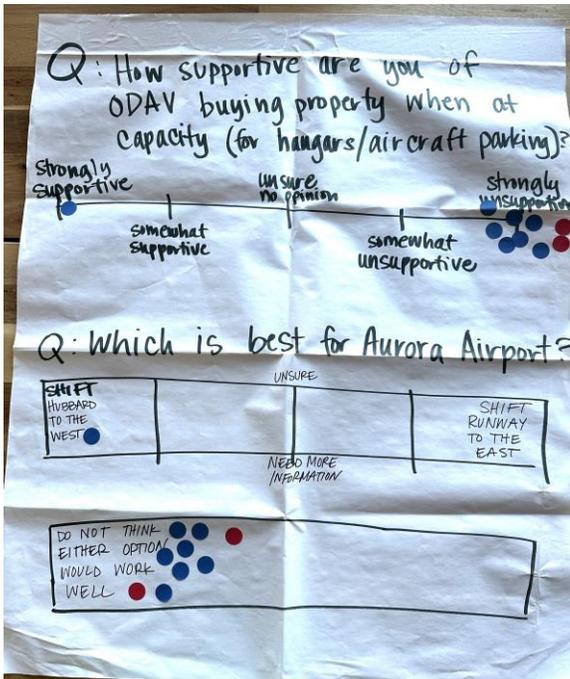
9. What is your ZIP code?

- 97070 (Wilsonville) – 49
- 97002 (Aurora) – 12
- 97071 (Woodburn) – 2
- 97140 (Sherwood) – 2
- 97132 (Newberg) – 1
- 97062 (Tualatin) – 1
- 97032 (Hubbard) – 1

APPENDIX 6: DOTS AT OPEN HOUSE



Ten community members who attended the in-person Open House also answered survey questions on easel paper by placing dots on their preferences when no more comment forms were available.



APPENDIX 7: EMAILED COMMENTS

Comments that were received by email or through the website by July 1, 2024 are below.

Date	Question/Comment
06/10/24	<p>We are writing to express our strong objection to lengthening runways and increasing size of aircraft at Aurora Airport. Planes from this airport already take off and land over densely populated areas and this proposal will seriously adversely affect communities in and near the flight path both in terms of noise and quality of life, and also in terms of safety. In addition, the Boone Bridge section of I-5 is already a traffic nightmare and adding traffic to and from the airport is not tenable. We have a more than adequate airport in Portland and the studies do not support the need for this expansion any time in the near future</p> <p>Please take citizens and neighbors concerns into consideration and stop any expansion of Aurora Airport.</p>
06/11/24	<p>Attached is an outline of the property parcel that I showed to Tony & Kenji and that is available to ODAV.</p> <p>As we discussed this Aurora ramp space would facilitate a huge improvement in Aircraft and vehicle movement at UAO.</p> <p>This property transfer would go along with ODAV's 1995 plans to own & control ramp space as well as the FAA's 1985 directive for ODAV to increase their UAO ownership percentage</p> <p>Please add this to the master plan record and contact me with any questions.</p>
06/12/24	<p>I am opposed to the expansion of the Aurora Airport. As a resident in Wilsonville, OR, I already see far too many large and small planes above my house. The noise is awful and scares the wildlife. The small is also terrible and has notably affected our health.</p>
06/12/24	<p>For too long Charlotte Lehan, Tim Knapp, Greg Leo and the current Wilsonville City Council have stood in the way of much needed progress of bringing the airport up to date. In fact, I would argue the City makes a big show of fighting the airport expansion to secure NIMBY (not-in-my-backyard) votes to distract from the major issues it is dealing with. These include major traffic, congestion and parking issues that have been eroding public support for current council urban renewal projects like gutting Town Center with thousands of people. It is long passed time that the airport be upgraded and expanded.</p>
06/13/24	<p>We are local residents in Butteville and we totally support the planned growth of the Aurora State airport, adding 500ft to one end of the runway to increase safety margins for larger aircraft and develop the land mid-field with hangars. UAO is a fantastic airport that has so many businesses, employing many locals.</p>
06/13/24	<p>Good Day!</p> <p>I am writing of support for the Aurora airport runway extension.</p>

	<p>This airport is so critically important to our area, providing over 1200 jobs, providing fire fighting equipment and expertise (Columbia Helicopter/HTC) and life saving services (Lifeflight/ organ transport services).</p> <p>Adding 500' to the runway will make the airport safer as any pilot can attest. Having lost a best friend in an airplane accident at Coos Bay/South Bend off the end of the runway, I know this is a life or death solution.</p> <p>Please support this extension which has been part of the master plan since the 70's for safety reasons.</p> <p>This is also ground zero for subduction earthquake disaster relief. ODART is doing a simulation soon in support of this.</p> <p>Look at the big picture. Airplanes fly over every corner of the United States- (except military restricted zones).</p> <p>They use navigational way points to travel. People near those way points are just as equally affected by airplanes as those near an airport and do they send you their complaints?</p> <p>I recently sold a \$2,000,000 home across the street from the Newberg VOR on Chehalem Mountain. They were not concerned in the least about aircraft traffic.</p>
06/13/24	<p>I won't be able to attend the North Marion High meeting tonight to discuss the Airport Master Plan. I would like to itemize the problems or issues with the plan from my perspective as a home owner.</p> <p>-I live in Charbonneau and have for the last 15 years. Over the last 4-5 years the number of aircrafts and the overflight noise has increased greatly which makes it very difficult to hear when sitting on my porch when the planes fly so close over Charbonneau. It sometimes feels like the plane is going to crash. The noise level is much more obvious at Charbonneau than downtown Wilsonville because the flight plans go straight over Charbonneau.</p> <p>-to extend the airport runway will allow larger aircrafts to use it and increase even more the noise level. The infra structure to support increase usage is not mentioned in any of the master plans I have read. Why is that? Traffic on I-5 is already horrendous and the rural roads around the airport cannot handle more cars/trucks.</p> <p>-if only the flight plans to depart and arrive would be vectored away from Charbonneau. I can see the aircraft markings from my porch so they are sometimes not very high in the sky..... For example why can't the planes fly over I-5 or over the many acres of forest and farm land to access the runway. Take the planes away from the populated areas of Wilsonville. Think of options which will accomplish what both the locals and the airport want...a compromise so one side isn't the loser.</p> <p>-I fear the interests of our neighborhoods have taken a back seat for financial gain of the airport businesses and the ODA. The methods that the ODA has taken to push this master plan in the past is evidence of my concern.</p>

	<p>-Bigger doesn't mean better nor changing what has worked for this small airport. Put the interest of local residents as the reason to NOT implement the master plan. Consider the future of the communities who have to live around the airport.</p>
06/14/24	<p>Aurora Airport Expansion</p> <p>Noise Mitigation</p> <p>Request that if the airport is allowed to lengthen the runway for larger aircraft, that those flights be limited to the I-5 freeway corridor. That steeper take-off angles be mandated. And that Wilsonville OR be designated a Noise Abatement Zone. Today, Helicopter Transport fly directly over our home in Wilsonville. Sometimes at low altitude but always in the late and early morning hours. Our windows shake and dogs bark in the neighborhood.</p> <p>To be fair, you have already addressed this issue by requiring pilots of business jets to gain altitude quickly but still present noise pollution upon take-off and landing over town.. along with helicopter "red-eye" service.</p> <p>The I-5 corridor won't eliminate noise but will help.</p>
06/15/24	<p>Please record that we strongly oppose this expansion. There are multiple alternative airports in the greater Portland/Salem area to use for larger, heavier aircraft.</p>
06/16/24	<p>My wife and I are residents of Charbonneau (Wilsonville). We wish to register our strong opposition to any proposed airport expansion. Expansion of the airport, especially the lengthening of the runway, will encourage increased air traffic and enable and encourage larger jets that will further increase overflight noise. The increased air traffic will also lead to increased local road traffic in the vicinity of the airport and on I-5.</p> <p>The city of Wilsonville has registered opposition to the airport expansion and listed many reasons that the expansion is ill advised and unnecessary. We join with the City in opposition to airport expansion.</p> <p>Another factor in our opposition to airport expansion is that other property owners in the vicinity of the airport will seek exceptions to the land use restrictions outside the urban development zone. Langdon Farms has already sought an exception to the land use regulations to build a truck depot. If the airport were to be expanded, that would provide more justification for Langdon Farms and other property owners to convert from recreational use and farmland to industrial uses in support of the expanded airport.</p> <p>We have lived in Charbonneau for twelve years and have enjoyed the relative quiet of the area and lived with the current level of noise from jet overflights. Increase in the level of aircraft noise and road traffic through expansion of the airport would degrade the area irreparably. Please do not expand the airport and especially do not lengthen the runway to enable larger jets to land and take off from the Aurora State Airport.</p> <p>I was disappointed that I was unable to speak to a senior member of the Oregon Department of Aviation at the June 13 meeting.</p>

06/17/24	I request that the one-acre ramp parcel that I own abutting the SW corner of ODAV's landside parcel be considered as potential additional ODAV ramp for short term Aircraft parking and as a taxi lane to allow aircraft and vehicle access to the ODAV parcel from taxiway A. This small parcel could open up access for the tower, Pacific Coast Avionics, the CAA, and the entire ODAV ramp.
06/17/24	As a PAC member, I strongly discourage any plan to move the runway due to the existing ramp constraints with a "one sided" (due to hwy 551) Airport and due to the giant cost, complexity, destruction of existing businesses, and unknowable time schedule. Thank you.
06/23/24	As a local resident, I am highly concern on this project. My daily work and personal life depend on traveling through the Arndt Rd into Canby and to access the Freeway through Portland-Hubbard Hwy, just like many others that live in my community at Century Meadows. This project would impact greatly our commute, specially when taking kids into school. Making the airport accessible to larger aircraft would raise hazard concerns driving near by any of those aircraft. Which also includes the higher levels of pollution. Specially for the existing area, since there are many water bodies in the area, the increase of jet fuel could affect the environment as well as the health of people and animals that live in the surrounding areas. Increased of noise of large aircraft can also impact people's health affecting sleep patterns and kids' ability to study.
06/27/24	<p>Upon a review of Figure 11, page 13, from the Preliminary Alternatives Summary, an important feature of the Hot Spot mitigation plan was omitted. The intent of the modification is to eliminate Hot Spot 1 and mitigate the traffic congestion on the Alpha Taxiway when runway 17 is in use.</p> <p>To eliminate the Hot Spot aircraft taxing would need to make two ninety turns to enter the runway as depicted. Does the ALP need modification to allow access from the TTF property just north of the airport property at A1?</p> <p>The second element is to reduce the traffic congestion that bottlenecks taxiway A. This is accomplished by establishing an exit only lane from the movement area. See the attached diagram and FAA 7460-1. The aircraft traffic flow on the TTF, non-movement area will be controlled by signage, pavement markings and reflectors.</p> <p>Please let me know if you have any questions.</p>
06/28/24	The residents of Sunset Estates are against expansion of the Aurora Airport, are concerns are water, air and noise pollution!!!!Also the Highways in the area cannot handle more traffic, especially with the conditions the roads and the lack of turning lanes on 551!!!!
07/01/24	<p>I wholeheartedly support continued aviation operations at the Aurora State Airport.</p> <p>I am a private pilot who earned my pilot certificate thanks to the existence of the airport and Fixed Based Operators (FBO's) like Willamette Aviation and Aurora Aviation at a location that was convenient for me with instruction and aircraft rentals that were affordable to me.</p> <p>I am an active member of the Columbia Aviation Association, an aviation community of pilots</p>

based at KUAO that are united by a passion for aviation. Our mission includes fostering aviation safety, education, mentoring and outreach, and we provide opportunities to expand our members' aviation expertise.

I am proud to now own and operate an aircraft that runs on unleaded gasoline ("MOGAS").

I support maintaining the existing runway, taxiways and control tower such that any future plans do not interrupt airport operations.

As a safety professional, I support the promotion of safety improvements for ground and air operations.

I also recommend connecting the south end operations with the midfield operations via a vehicle access behind the old church property as well as connecting the ramp in front of the Columbia Aviation Association's clubhouse directly to the taxiway toward runway 35.

I do NOT support the annexation of KUAO into the City of Aurora. I believe it would increase our taxes and provide no tangible benefit to airport users like me.

Thank you for your consideration of these comments.

APPENDIX 8: SCANNED OPEN HOUSE COMMENT FORMS

The following scans show the 38 completed open-ended comments collected during the open house or mailed back to the project team (not all comment forms included answers to this open-ended question). All information from these printed forms was included in [Appendix 5](#); these scans are listed below for reference.

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

- ① staff ATC + Aurora tower 24/7
 - ② IFR only approaches & departures
 - ③ no additional hangar space
 - ④ noise abatement protocols mandatory on all departures and approaches (see Orange County/John Wayne airport)
 - ⑤ equalize all airport fees for Portland, Hillsboro, & Salem, Eugene, Corvallis, & Aurora
 - *⑥ Add 4th East/West runway as primary
- Optional demographic questions (not tied to survey responses)

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

- A) BELIEVE OPTION TO EXTEND BOTH ENDS OF EXISTING RUNWAY FOR EXTRA 500' SHOULD BE CONSIDERED.
- B) BELIEVE ODAV NEEDS TO CONSIDER HOW UNDER-USED, UNDER-CAPACITY McMinnville & Salem AIRPORTS CAN BE BETTER UTILIZED BEFORE EXPANDING AURORA.
- C) A MORE ROBUST NOISE ABATEMENT POLICY MUST BE CONSIDERED FOR SURROUNDING RESIDENTIAL NEIGHBORHOODS

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

- Current laws and regulations are not being abided by the FAA Tower both on take-off and arrival of aircraft; currently there is no monitoring of compliance with the Tower's instructions.
- The tower closes too early and pilots are on VFR. They are not monitored and fly too low over Charbonneau, the neighboring homes and Wilsonville.
- Extended hours on existing Tower should be made.
- A NOISE ABATEMENT district should be enacted. OC airport has a policy that works!

Optional demographic questions (not tied to survey responses)

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

Noise from planes doesn't seem to follow guidelines. Greater activity will make that noise levels more difficult for homeowners & residents.

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

The current noise abatement rules should be followed.

Extend hours for traffic controllers.

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

Smaller, commercial airplanes are constantly flying over our houses in Charbonneau at all hours of the day & night!! Life flight & helicopters don't bother me much. Please don't enlarge the runway cuz that means more traffic over our houses. Pdx can easily handle more air traffic using the Columbia river,

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

Aurora Airport does not to be enlarged in any capacity. The current # of small (probably commercial planes) are constantly flying over the Charbonneau neighborhood, which I was told is illegal. Pdx is a much bigger airport and can handle all the air travel going up and out over the Columbia River. Please let us enjoy our retirement in peace!!

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

The noise abatement rules are not now being followed. Insure that constant compliance is supported especially after midnight.

These planes are only supporting a few and are adversely affecting thousands.

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

ODAV should create a noise abatement Plan particularly for planes flying (take-offs and landing) into residential areas at night and early morning.

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

I am not in favor of any expansion. We already have planes flying over Charbonneau daily that don't follow the noise abatement guidelines. If current traffic can't be managed - no more traffic!! Controllers should ensure this. Controllers should be added to midnight. Charbonneau has about 2,100 residents - if you must extend do NOT go east or north.

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

REGARDING # 5. HOW IS "JUSTIFIED
RUNWAY LENGTH- DEFINED"?

NO OPTION SHOWS A NORTH END
RUN-UP APRON. I WILL VOTE AGAINST
ANY "OPTION" THAT DOES NOT INCLUDE
A NORTH END RUN-UP AREA.

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

No EXPANSION

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

this "meeting" has lots of info available to take in
however we were told 2X to move along. I had
questions + was told to come back when it was less
crowded - the line up of people was backing up. One
"worker" commented to another that too many people
showed up. I feel like I could have learned something
but didn't. Was this just an exercise to say you
held a meeting but w/o caring that the public was
pushed through and left feeling our comments don't matter?

Optional demographic questions (not tied to survey responses)

name: _____

I overheard one "worker" tell a lady lengthening runway will make it safer but will not increase # of A/C

✓ Attention Aurora Airport Master Plan / 123 takeoffs / landings at all
→ so not true!

I asked if survey has seen rise in traffic increase in Airport Road and was told I have no idea

No options I saw included a N runway area but wasn't able to ask about it as line had to keep

as an Aurora citizen I am concerned about water/sewer needs of additional buildings how will impact our system

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

Do not want at all
NO big Planes coming in

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

Airport should its current size and operation

**NO
AURORA AIRPORT
EXPANSION**

Optional demographic question

(see)

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

I support moving the runway either into the existing space or to re-align the highway - although I'm not sure what re-aligning the highway will do to existing development. I strongly oppose extending the length of the ~~highway~~ runway. It will increase use of noise, & air ~~and~~ pollution

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

Because of Noise, Pollution, and the added traffic I'm completely against this.

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

Timeline not clear
Costs to Accomplish what?

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

I AM AGAINST ANY EXPANSION THAT FACILITATES OR ALLOWS MORE OR LARGER AIRCRAFT TO LAND OR TAKE OFF. MY HOME IS IN THE FLIGHT PATH, AND WE ARE VERY CONCERNED WITH ANY INCREASE IN FLIGHT TRAFFIC, NOISE, POLLUTION, ETC.

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

Remove C-11 designation and go to only small general aviation... OR TERMINATE license and eliminate airport!

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

Keep it with small planes!
Don't want big ones flying over my house. Just eliminate airport & that takes care of problem.
People in the area needed to have more say on this!

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

Currently jets coming in all hours low is very disruptive. Air traffic has increased 10 fold since moving here 5 yrs ago.

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

How many accidents have been caused by the runway being too short?

How is vehicular traffic affected
Noise levels around airport continue to increase.

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

Why was the AIRPORT "STAY THE WAY IT IS" taken off the menu?

Why don't you punish the ones who violate the rules?

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

- Count the actual number of planes daily using the
- Do Not Use Projections
- Make the Aurora Airport tower runway

a 24 hour tower.

- Reduce C-11 plans flying into Aurora.

- Have pilots adhere to the FAA rules & regulations to not fly over

housing developments & to not buzz houses & trees that are 3+ miles from the airport, with polluted exhaust.

Optional demographic questions (not tied to survey responses)

8. What is your race/ethnicity? (check all that apply)

- Fly over I-5 and not Airport Way.

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

We are very frustrated with the lack of participation of the "volunteer noise abatement". We can only imagine what it would be like when larger planes start landing at Aurora.

South

Unsure/need more information

Do not think that either option would work well

NO EXPANSION PERIOD

7. Please provide any additional feedback to help OBAV as they review the preliminary alternatives:

Any of your proposals do NOT include NOISE ABATEMENT THE VOLUNTEER PROGRAM IS NOT WORKING / We need DESIGNATED NOISE SENSITIVE ZONE'S! PERIOD

We want to proceed FOR ALTERNATIVE #7 Be RECOMMENDED NO OTHERS ARE ACCEPTABLE

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

Let us have a Regional Airline at Airport

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

The noise abatement policy is poorly attended to. Who holds pilots accountable if they could safely divert to the east or west rather than fly over Charbonneau, and they don't? We would like to be a good neighbor and support your airport business, ~~but~~ there has been no evidence from airport managers that they will also be a good neighbor!

Optional demographic questions (not tied to survey responses)

8. What is your race/ethnicity? (check all that apply)

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

Resident in Charbonneau. Noise abatement procedures are ignored by the majority of the pilots. I have two grown children who are pilots - I reviewed the issues with them to get their input. They both laughed and said that if the Runway is expanded that then pilots with larger planes will just come in + land - landing light on fuel if needed. Documenting larger aircraft will simply result in a need to increase the classification again. We want to be good neighbors but don't see evidence of that effort on the part of the airport management group - it's all about increasing fuel sales + hangar spaces to rent. This does nothing positive for the area except to increase profit to a small number of people. It also increases traffic congestion in an already vulnerable area that has increasing car accidents. If the only safe alternative is to expand the runway then I would support the expansion to the south.

Optional demographic questions (not tied to survey responses)

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

I am concerned with pollution and the extension of the airport to support larger planes, like jets. I would rather keep it as a small for private propeller planes as it always has been. I don't want it to be a regional airport for passenger planes, like Hillsboro or something like that. I live very near the airport and I am concerned with a possible airplane crash or the pollution that airplanes put out when taking off or landing. AV gas has lead in it, and most all small planes use it

8. What is your race/ethnicity? (check all that apply)

- African American/Black
- American Indian or Alaska Native
- Native Hawaiian or Other Pacific Islander

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

Use the Salem airport - leave Aurora Airport as is.

We support the safety improvements but not the extension of runway that would support larger aircraft using the ~~runway~~ ^{airport}. It is unclear what tax burden this would have on residential property. Current traffic noise level is high and we are concerned the noise level will increase. Why is there a "no runway extension" alternative presented? We believe there is an unstated objective of increasing traffic and larger aircraft. → We strongly disagree with an objective of increasing the ~~to~~ airport to support larger aircraft!

Optional demographic questions (not tied to survey responses)

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

We live in Charbonneau. Already experiencing many loud flyers. Do NOT support runway extension - increase # of flights of larger aircraft, traffic congestion on small roads around airport. Airport Rd & Miley Rd. NOT safe currently. Worried about appropriating agriculture land to expand airport. Concerned about environmental impact.

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

I LIVE IN THE SOUTHWEST CORNER OF ~~LEWISTOWN~~ CHARBONWATER
AND THE LARGE PLANES ARE VERY LOUD. WE
HAVE TO PAUSE OUR CONVERSATIONS ~~UNTIL~~ UNTIL
THE NOISE IS OVER.

IM NOT AGAINST AIRPORTS BUT I DON'T SEE
THE BENEFIT OF THE LARGE PLANES. DOES THE
AIRPORT HAVE ANY BENEFIT TO LOCALS? ALL
I HEAR IS THE NOISE, POTENTIAL CRACK OR
DUMPING OF FUEL - NOTHING POSITIVE
National demographic questions (not tied to survey responses)

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

Airplans and jet Noise is To Loud right now
Do not Need bigger jet louder noises
From in and out bound planes and jets
Noise level is To loud right now, pilots
have no respect for residents, Fly To Low over
homes. IF this change is enforce on the
residents. Then we who live around it should
be compensated for problem

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

We live at Charbonneau. Extending to the South is the only alternative we would like

7. Please provide any additional feedback to help ODAV as they review the preliminary alternatives:

I live close to the airport. Larger aircraft and/or more frequent would be very disruptive to my quiet living space