

# Aurora State Airport Master Plan & Airport Layout Plan Update

## Kick-Off Meeting Summary

November 3, 2009

Maplewood Grange Hall

6:00 – 7:30 p.m.

### Attendees:

**Oregon Department of Aviation:** Gregg Dal Ponte, Interim Director; Mark Gardiner, State Aviation Board Chair; Christopher Cummings, Planning & Projects Manager; Mitch Swecker, State Airports Manager; and John Wilson, Airport Operations Specialist

**WHPacific, Inc:** Rainse Anderson, Project Manager; Sara Funk, Senior Aviation Planner; and Sarah Lucas, Aviation Planner

**Members of the Public:** 65 people signed in. Refer to attached sign-in sheets

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### Welcome and Introductions

Gregg Dal Ponte opened the meeting at 6:10 pm by welcoming everyone and thanking them for their attendance. Mr. Dal Ponte then introduced the ODA staff attending the meeting, prior to introducing the consultant team's Project Manager, Rainse Anderson.

Mr. Anderson introduced his project team: Sara Funk and Sarah Lucas. Personally, Mr. Anderson has completed numerous planning, environmental and engineering projects at the Aurora State Airport for the past 32 years. Ms. Funk and Ms. Lucas have completed numerous airport master plans and other planning studies.

The following information was presented in a PowerPoint format, which has been placed on the project website.

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### Purpose of the Master Plan Update

Mr. Anderson reviewed the purpose of updating the master plan, which is a document that guides the development of the Airport over a 20-year planning period. The last master plan was completed in 2000. Typically, general aviation airports, like Aurora State, have the master plan updated every seven to ten years.

The focus of the Master Plan is to update the inventory, demand forecasts, Airport Layout Plan (ALP) and capital improvement plan (CIP). Additionally, to be eligible for federal or state funding, a project must be shown on the approved ALP.

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### Project Components

Ms. Funk and Ms. Lucas reviewed the individual components of a master plan, which are:

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- *Chapter 1 – Airport Issues and Goals*
  - *Chapter 2 – Airport Inventory*
  - *Chapter 3 – Aeronautical Activity Forecast*
  - *Chapter 4 – Facility Requirements*
  - *Chapter 5 – Airport Alternatives*
  - *Chapter 6 – Airport Layout Plan and Associated Drawings*
  - *Chapter 7 – Capital Improvement Plan*

Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5070-6B, *Airport Master Plans*, and other relevant ACs, Federal Orders and Aviation Regulations will be used for project guidance.

Details of each chapter are:

- ▶ Chapter 1 – Airport Issues and Goals
  - Dissemination of surveys to better understand Airport use:
    - User Survey (available at tonight’s meeting, FBOs and project website: [www.aurorastateairport.org](http://www.aurorastateairport.org))
    - Runway Usage Survey (to be mailed to businesses, responses will be reported in chapter)
  - Interview FBOs at nearby airports
  - Strategic Role
- ▶ Chapter 2 – Airport Inventory
  - On-site inspection of airport facilities (Airfield, Landside and Airport Support Facilities)
  - Airspace
  - Land Use Planning and Zoning
  - Environmental Inventory
  - Aviation Activity Data
  - Airport Financial Data
- ▶ Chapter 3 – Aeronautical Activity Forecast
  - Critical Aircraft
  - Based Aircraft
  - Operations Forecast
  - *To be approved by the FAA*
- ▶ Chapter 4 – Facility Requirements
  - Identify the ability of the airport facilities to meet forecasted demand and other needs
- ▶ Chapter 5 – Airport Alternatives
  - Three build alternatives, in addition to the no build alternative, will be

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developed to address the needs identified in Chapter 4.

- ▶ Chapter 6 – Airport Layout Plan and Associated Drawings
  - Airport Layout Plan (ALP)
  - Airport Airspace Drawing
  - Inner Portion of the Approach Surface Drawing
  - Terminal Area Drawing
  - Land Use and Noise Contour Drawing
  - Runway Departure Surfaces Drawing
  - Airport Property Map (Exhibit A)
  - *To be approved by the FAA*
- ▶ Chapter 7 – Capital Improvement Plan
  - Will identify the cost associated with the ALP improvements and potential funding sources for the projects.

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### **Project Schedule**

Mr. Anderson relayed the project is on an 18-month schedule, which allocates review period for ODA, FAA and PAC prior to each public meeting. There will be a total of seven meetings that include a public kick-off meeting, six PAC work sessions and five open houses.

The meeting schedule is subject to change; however, tentative dates for upcoming meetings are:

- ▶ Public Kick-Off Meeting – November 3, 2009
- ▶ PAC Meeting #1 – January 2010
- ▶ PAC Meeting #2 \* – April 2010
- ▶ PAC Meeting #3 \* – June 2010
- ▶ PAC Meeting #4 \* – September 2010
- ▶ PAC Meeting #5 \* – December 2010
- ▶ PAC Meeting #6 \* – January 2011

*\* Immediately following these PAC meetings, there will be public open houses to cover the same topics of the PAC meeting (the first open house will cover the topics of both meeting #2 and meeting #1).*

The project website [www.aurorastateairport.org](http://www.aurorastateairport.org) will have specific dates posted, as soon as they are determined.

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### **Planning Advisory Committee (PAC) Formation; Roles and Responsibilities**

Mitch Swecker discussed the Planning Advisory Committee (PAC), which is still being developed. The PAC will represent members who have varying interests in the Airport. Current members of the PAC represent Marion County, Clackamas County, City of Aurora, City of Wilsonville, Aurora Fire District, Airport Fixed Base Operators (3), Oregon Department of Aviation, Charbonneau, and Deer Creek. Four at-large representatives will be selected for the following groups: Community Representative, Airport Business, On-

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Airport Tenant, and Off-Airport Tenant.

A review panel, consisting of four ODA employees, will conduct a blind review to select the at-large PAC representatives based on application responses. If interested in serving as an at-large representative, please complete the application posted at [www.aurorastateairport.org](http://www.aurorastateairport.org). Applications for the at-large positions are due by November 17, 2009.

Mr. Anderson reminded attendees the PAC is an advisory committee to ODA and ODA has final authority over the Master Plan. If serving on the PAC, members are asked to provide input to help produce a plan that balances a wide range of airport stakeholder needs and concerns; bring forward comments and concerns of those they represent; and help disseminate accurate information about the plan.

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**Discussion of Goals and Issues for Plan**

Once the presentation was completed, attendees were able to comment and ask ODA and WHPacific specific questions about the master plan update. Below is a summary of the questions/comments and responses (*in italics*).

- There is a survey of airport users – what consideration will there be for non-airport users? *The PAC meetings and public open houses provide representation for airport neighbors.*
- Please elaborate the four at-large PAC positions. *The at-large PAC positions will be for people representing one of the following: community resident, airport business, on-airport tenant, and off-airport tenant.*
- Is there a formal tie between the Plan and agencies? *Yes, the Plan, once approved by ODA, FAA, and the State Aviation Board, will be taken to Marion County for formal adoption into the County's Comprehensive Plan.*
- The website should have a place for comments. *Yes, the website has a comment form.*
- The alternatives will have varying impacts on the surrounding community. What analysis will be done to address this? *Each alternative will have noise contours drawn, as well as an environmental review that includes factors such as social impacts, socioeconomic impacts, etc.*
- Are there records of airport operations for the last ten years? *Operations data for airports without air traffic control towers is difficult to acquire and we rely on any historical data that is available, which includes the ODA RENS acoustical counter information. The last count was completed in the 2002-2003 cycle, which reported 62,926 operations. The RENS program is no longer operational.*
- If it takes 18 months to do a count and the project timeline is 18 months, why not do a count now to ensure an accurate baseline? *Even if the RENS program were operational, the forecasts are done during the beginning stages of a master plan update so it would*

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*actually add 12-18 months to the project schedule.*

- *Isn't federal funding and prioritization based on aircraft operations? No, federal funding is not contingent upon aircraft operations. Instead, funding for a general aviation airport like Aurora State is based on the airport's need and the demand for the project. Having a project on an approved ALP (making it eligible for federal funding) does not necessarily justify the funding. Additional justification may be required, depending on the project.*
- *What was the impetus for updating the 2000 Master Plan? To reflect current conditions and changes at an airport, most general aviation airports will have the master plan updated every seven to ten years.*
- *How does the air traffic control tower fit into the plan? The FAA will be completing an independent tower survey in March 2010. A benefit cost analysis was completed and showed a tower is justified at Aurora State. Funding for the project has not been secured at this time.*
- *The last master plan did not discuss an air traffic control tower, but it was shown in the ALP. How can that happen? Showing a project on the ALP does not justify funding, so it is possible one was shown without much discussion within the master plan. The 1976 Master Plan did show a tower.*
- *Having an air traffic control tower means more large aircraft operating at the Airport. Having an air traffic control tower at the Airport does not necessarily mean increased traffic, louder traffic, or larger aircraft. Traffic may actually lessen because smaller aircraft may displace to un-controlled airports. Additionally, new technology has created many jet engines that are quieter than propeller driven aircraft. The air traffic control tower is for safety.*
- *What type of fire protection does the Airport have? The Aurora Fire District protects the Airport. The District has a crash truck that will be used at the Airport and they are currently training volunteers (fire trucks are only required at commercial service airports). Through funding from private business partnership, a fire suppression system was recently installed at the Airport, with a mainline and fire hydrants running the full length of the Airport. The City of Aurora doesn't even have a fire suppression system.*
- *The Airport does not have a vision statement. Will one be included in the Plan? The strategic analysis and review of issues/goals will create an opportunity to develop the Airport's vision.*
- *Will there be a study on adjacent property evaluation? No, a property valuation will not be completed.*
- *Is sewer and water an issue at the Airport? Yes, currently all septic needs are met with individual septic systems and drain fields. The land could be better utilized if not needed for the drain fields. Water is currently supplied by individual well.*

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- The Airport has many benefits such as emergency and disaster relief, tax income, job creation and tourism. Is this addressed in the Plan? *Yes, the strategic role analysis will identify these advantages. Additionally, Aurora State is outside of the 100-year floodplain unlike other I-5 airports (i.e., Chehalis).*
  - Are Marion and Clackamas County represented on the PAC? *Yes.*
  - The 2000 Master Plan is straightforward and doesn't incorporate some of the considerations other modes of transportation include. Will the goals of SB 680 be included? *The FAA provides guidance for an airport master plan and this master plan is primarily funded by the FAA. The airport master plan scope was developed to fit the FAA's criteria, while also tailoring the project to Aurora State Airport.*
  - What agency or external involvement will there be during the planning process? *Many local and state agencies will be notified about upcoming public meetings, some of which are on the PAC, and the final Plan will be taken to Marion County for adoption within the Comprehensive Plan.*

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**Future Meeting  
Dates and Times**

The next meeting will be a PAC meeting open to the public to discuss draft Chapters 1 and 2 (issues/goals and inventory) and it is tentatively scheduled for January 2010. Location is yet to be determined.

The meeting adjourned at 7:30 pm.