

Aurora State Airport Master Plan

Planning Advisory Committee (PAC) Meeting #1

July 22, 2010
Charbonneau Country Club

MEETING SUMMARY

Welcome and Introductions

At 6:10 the meeting commenced. Chris Cummings, Oregon Department of Aviation (ODA) Planning and Projects Manager, welcomed everyone and thanked them for attending. Mr. Cummings gave an overview of what ODA does as an agency, which includes owning and managing 28 airports in Oregon. The Aurora State Airport (Airport) is the largest and busiest Airport that ODA owns. Other ODA employees attending the meeting were introduced: Doug Hedlund, Interim Director; John Wilson, Airport Operations Specialist; Mitch Swecker, State Airports Manager; and Sandi Larsen, Planning Analyst. The Consultant, WHPacific, who is preparing the Master Plan (Plan) was then introduced. WHPacific team members were Rainse Anderson, Project Manager; Sara Funk, Senior Aviation Planner; and Sarah Lucas, Aviation Planner. Other sub-consultants on the project are (not in attendance): Bergman Photographic Services, aerial photography; Corvid Consulting, environmental services; and Jeanne Lawson and Associates, public outreach.

The Planning Advisory Committee (PAC) then introduced themselves. Below is a list of the PAC members (all were present at the meeting), along with their affiliations.

- Bruce Bennett – Aurora Aviation
- Jim Bernard – Clackamas County Board of Commissioners
- Jim Hansen – On-Airport / Tenant
- Tony Helbling – Off-Airport / Tenant & Business (Wilson Construction Co)
- John Henri – City of Canby
- Tony Holt – Charbonneau Country Club
- Steve Hurst – City of Wilsonville
- Nick Kaiser – Community
- Roger Kaye – Friends of Marion County
- Rick Kosta – Deer Creek Estates
- James Meirow – City of Aurora
- Ted Millar – Aurora State Airport Business – Southend Airpark
- Patty Milne – Marion County Board of Commissioners
- Fred Netter – Aurora Fire District

- Dan Riches – Columbia Helicopters
- Scott Starr – Wilsonville Chamber of Commerce
- Mitch Swecker – Oregon Department of Aviation
- David Waggoner – Willamette Aviation
- Craig Wilmes – Aurora Jet Center

The PAC was formed by ODA to represent varying interests at the Airport that includes on and off-airport businesses, local government agencies, surrounding communities and four at-large positions. The at-large positions were announced as available at the November 2009 kick-off meeting and applications were submitted to ODA. ODA performed a double-blind review of the applications to select the at-large representatives.

Review of Process and Revised Schedule

The WHPacific Consulting Team then described the Master Plan's purpose, process, the PAC's involvement and the project schedule. Below is an overview of the information discussed.

Purpose of the Master Plan – A Master Plan is a document that guides the development of the Airport over a 20-year planning period. The focus of the Master Plan is to update the inventory, demand forecasts, Airport Layout Plan (ALP) and capital improvement plan (CIP). To be eligible for federal or some state funding, a project must be shown on the approved ALP.

The Master Plan Process – The Master Plan will consist of seven chapters: 1) Airport Issues and Goals, 2) Airport Inventory, 3) Aeronautical Activity Forecast, 4) Facility Requirements, 5) Airport Alternatives, 6) Airport Layout Plan and Associated Drawings, and 7) Capital Improvement Plan. The Forecast and Airport Layout Plan will require Federal Aviation Administration (FAA) approval. Once a final draft is complete, ODA will present the Plan to the State Aviation Board for approval and submittal to the FAA. ODA will request the Plan be adopted into the Marion County Comprehensive Plan.

Parameters of the Plan – An overview of what the Plan will not do was then given. The Plan will not:

- Analyze the Airport's economic impact; this information is included in the 2007 Oregon Aviation Plan
- Prepare a surface transportation plan for off-airport area; the Plan will consider local transportation system plans.
- Change land use designations; existing land use designations for the Airport and surrounding area will be identified and any deficiencies will be noted
- Develop a vision statement for the Airport; rather, it will focus on the Airport's strategic role and issues/goals.
- Commit FAA or ODA to fund improvements in the Plan; development will only be funded if justified

Several PAC members had questions about the Plan's parameters. These questions and answers were:

Q – Why will there not be a vision statement for the Airport in the Plan? How can you develop a plan without a vision?

A – We are gathering the goals and issues from all parties now, without them you can't develop a vision. As the Plan progresses, a vision of the airport may develop, but it won't be in the form of a one sentence vision statement.

Q – Who signed off on no impact to Clackamas County?

A – No one signed off on anything to that effect. The Plan will consider Clackamas County, as well as all surrounding areas. However, the Airport is located in Marion County and they will be the ones adopting the Plan into the Comprehensive Plan. The Intergovernmental Agreement (IGA) that shows an impact area is completely separate from the Plan and is not considered.

Q – Is ODA coming to the table with an agenda?

A – No. Financial self-sufficiency, however, is desired for all state-owned airports.

Q – Can a plan be set firm without surface transportation planning?

A – The plan will consider local surface transportation planning, but it is not a surface transportation plan.

Q – Is the IGA tied to the air traffic control tower?

A – No, the IGA is not tied to the tower except that Marion County will be the county that approves permit applications for construction.

At this point, WHPacific clarified the Airport's "fence." There is a difference between the state's property and the fence around the Airport environs. Accessing the Airport from private property to the state's airport property is called going "through-the-fence." The perimeter fence, which includes state and private property, is for safety and security purposes.

PAC Roles and Responsibilities – The PAC is an advisory committee to ODA; ODA has final authority over the Master Plan. 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.

Project Schedule – There are approximately 12 months remaining in the project. The schedule allocates review periods of all documents prior to each PAC meeting for ODA, FAA and PAC members. In total, the project includes a kick-off meeting (held November 2009), six PAC work sessions and five open houses.

The remaining meeting schedule is as follows. (Note, meeting dates and times are subject to change.)

*PAC Meeting #2 * – September 30, 2010*

- Discuss draft chapters of the issues and goals, inventory, and draft forecast (Chapters 1,2 and 3)

*PAC Meeting #3 * – December 2, 2010*

- Discuss the draft facility requirements chapter (Chapter 4) and identify possible development alternatives

*PAC Meeting #4 * – February 1, 2011*

- Evaluate the draft airport alternatives (Chapter 5)

*PAC Meeting #5 * – June 9, 2011*

- Discuss the draft ALP and CIP (Chapters 6 and 7)

*PAC Meeting #6 * – July 14, 2011*

- Present the Final Report

** All meetings will occur on Thursday nights. 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).*

Introduction to Master Plan Goals and Issues

The Master Plan goals will be used in the Plan as a means to create and evaluate development alternatives. They also set the tone of the report. WHPacific gave examples of what the goals may be, such as safety, operational efficiency, public acceptance and protection from incompatible land uses. Issues are identified to help direct the effort to the things that are most important to resolve in the Plan. Regarding issues, WHPacific reported on the issues heard at the kick-off meeting and what was submitted on the airport user surveys. Issues from the kick-off meeting related to runway length, calm wind runway designation, air traffic control tower, precision approach, noise, public outreach, surface transportation planning and land use planning. The major issues identified in the user survey are the following: build an air traffic control tower (25 for, 3 against), lengthen runway, add precision instrument approach, change calm wind runway back to 17, improve airport roads and address traffic issues, and provide public sewer and water facilities.

PAC Discussion of Goals and Issues

Goals for the Plan, as stated by PAC members:

- Jim Hansen – Would like to see by the end of the process (directly or parallel) a clear vision statement defining what the Airport will be like in the foreseeable future (30-50 years) that is embraced by stakeholders in terms of safety, noise, development scale and flavor. The Plan's preparers need to get really high quality, great information about actual operations at the Airport and relationship of the Airport and economic growth. Is there a way to make sure the plan is really implemented?
- Steve Hurst – Consider all areas of impact: service area definition. Goals should be established, not foregone. Proceed in good faith. Measure supply and demand equally. Just because there is demand for something, we are not required to supply it.
- Nick Kaiser – Consider livability for airport neighbors. Traffic issues and noise must be considered.

- Tony Holt – All communities need to be listened to and their points of view taken into account.
- Jim Meiorow – Property between airport and Aurora should be considered. The airport will grow and we need to know where it is going. Consider the impacts of an air traffic control tower.
- Jim Bernard – Look at what impacts the airport would have versus the cost of addressing those impacts and include Oregon Department of Transportation (ODOT) costs for roadway improvements.
- Fred Netter – Consider the additional load put on the fire district (FD) that may occur as a result of expansion. FD has very little control over what happens at the airport, but is responsible for it. Why pay (community) to subsidize what's happening at the airport? FD must have ability to cover the airport. These costs should be included in the Plan. We have heard safety is #1, as it is for the FD. However, expansion has an impact associated with it on our equipment.
- David Waggoner – Inside the fence: safety and safety only. Outside the fence: give a careful look at how the investment will play out (benefits vs. costs).
- Bruce Bennett – The Plan doesn't direct or drive the economy. Safety is first, which includes runway length. The plan needs to determine what the actual need at the Airport is for runway length. The Plan should include integration with other systems, *i.e.*, fire suppression system.
- Patty Milne – Keep issues separate and don't mix issues. Stay focused on the Plan and its process. Twenty years is a long way out, and while there are issues today, we must consider the future.
- Dan Riches – Safety first. The airport has to be responsive to the needs of airport business users.
- Mitch Swecker – Safety. Everybody should come to the table with an open mind.
- John Henri – Safety at the Airport and look at the safety of city/county streets and roads. Must look at all of the transportation infrastructure needs. Does airport expand to whatever it wants to be or should there be constraints to its growth?
- Roger Kaye – Agricultural lands are very important to the community. Worried how the increase of airport traffic will impact the farmers and farming operations. Should not forget the Salem airport needs protection, too.
- Ted Millar – As we go forward, remember the Airport is important in the National Plan of Integrated Airport Systems (NPIAS). The Airport's location on I-5 is ideal and the Airport needs to service the communities. An airport grows to provide services. The Airport is a reliever to PDX (*note, it is not an FAA designated reliever at this time*). Corporate aviation is very important for large companies. Provide future growth potential for efficient business operations.

- Jim Bernard – The Airport has impacts to air transportation, not just road traffic.

Issues at the Airport were then discussed:

- Scott Starr – First there are questions about air traffic volume, will status quo be maintained? What is the capacity of the planes? Are there going to be any airspace changes?
- Bruce Bennett – Runway length and strength limits some operations. Zoning is necessary to protect the Airport. Agriculture is a good neighbor for the Airport.
- Tony Holt – In the last Plan noise was taken out and done separately. We need to discuss noise in this Plan. Forecasting: there is absolutely no way to track operations. Starting a forecast without historic data is difficult. How will it be accomplished?
- Rick Kosta – Deer Creek was established circa 1972. At that time Aurora was a smaller airport. Noise is a concern.
- Jim Bernard – Operations volume, frequency, and traffic direction is of concern. Will growth limitations be considered, as with the IGA between ODA and other entities? Clackamas County is impacted and that isn't being addressed. There are also through-the-fence concerns.
- Steve Hurst – Reaffirming that hopefully we'll be able to collect good information to make a true plan. Measure demand accurately.
- Fred Netter – As for collecting data, we need to come up with is what has happened safety wise in the past. What has/hasn't worked at other airports and Aurora?
- Rick Kosta – Reference to the IGA. To ODA: why would ODA sign an IGA at a time when we are trying to expand participation?
- John Henri – These processes do work.
- Craig Wilmes – An air traffic control tower is for safety and involvement with all stakeholders is key for the process and economic development.

Summary and Next Steps

WHPacific will prepare drafts of the Issues and Goals (Chapter 1), Inventory (Chapter 2), and Forecasts (Chapter 3) and submit to ODA, PAC and FAA. ODA must receive FAA approval of the Forecast Chapter. The next PAC meeting will cover the first three chapters, tentatively set for September 30. The PAC meeting will be from 5:30 – 7:00 pm and the open house from 7:00 – 8:00 pm.

The Positive Aurora Airport Management (PAAM) groups meet on Thursday mornings, and it was requested the meetings be moved to another night of the week. However, for County Commissioners and City Councilors Thursday nights work best. All future meetings will be held on Thursdays.

Public Comments

The following public comments were given:

- Will the Plan consider the balloonist a safety issue?
 - No, balloonists have a right to the airspace in accordance with FAA regulations.
- Has ODOT and the Counties been invited to these meetings?
 - Yes, they have been and will continue to be invited.
- I've been through planning processes before and this is a good process. Airplanes are getting quieter.
- What is WHPacific's experience and what are they being paid?
 - Rainse Anderson has worked as an airport engineer and at the Aurora Airport since 1977. In total, he has worked on over 300 airport planning and engineering projects in the Pacific Northwest. Sara Funk has over 20 years of planning experience throughout the United States and brings a breadth of knowledge to the plan. Sarah Lucas has worked at WHPacific as a planner for four years, prior to that she was a planner for ODA and the Nebraska Aeronautics Division, and has been a commercial pilot for eight years. The fee for the Plan is \$306,149.46 (includes sub-consultant work).
- Canby should be involved in the process.
- Clackamas County has committed to keeping the area south of the Willamette River rural. Part of this was due to the cost in upgrading the infrastructure to meet industrial demands. The freeways are for freight, not commuters. What is the Airport's acreage footprint going to be set at? Charbonneau was planned in 1970 and was always planned to be the size it is today and it has never grown outside those boundaries.
- How are the forecasts going to be completed?
 - The forecasts are completed by studying existing demographic and population forecasts for the area, in addition to national forecasts. There are strong correlations between population and specific demographic statistics to indicate airport activity at general aviation airports like Aurora State.

Meeting Adjournment

The meeting adjourned at 8:40 pm.