

Testimony at the City of Wilsonville Public Hearing on Aurora Airport

November 27, 2018

I'm Tony Holt, President of the homeowners' association in Charbonneau. I have represented Charbonneau at the PAAM airport meetings for some 11 years.

I'm here tonight because I've watched some members of the airport community consistently manipulate the public process, falsify the record of public meetings and generally ignore the concerns of communities around Airport. Here's proof:

At the Aviation Board meeting March 31, 2011 during the Master Plan process ODA presented its 'Preferred Alternative' as 'no extension'. They said the Planning Advisory Committee (of which I was a member) was conflicted on the issue and an extension was QUOTE "infeasible".

But here's the first deceit. The Minutes reference an ODA 'Preferred Alternative' presentation yet there is no mention, NO MENTION WHATSOEVER, that it recommended 'no runway extension'. But guess what, the **Oregonian** was there and reported, **"The Aurora State Airport runway would remain 5,000 feet long for two more decades under a proposal released last week----."**

The **Woodburn Independent** said, **"At last Thursday morning's Aviation Board meeting, planners revealed the "recommended alternative" didn't include the expected runway extension."**

At the next Board meeting, ignoring all prior public testimony, at many meetings, over some 18 months, the Aviation Board said that in that 21 day period since the ODA 'no extension' presentation they had received 33 comments in favor of an extension and only 5 against, therefore the preferred alternative would now include a runway extension! This was a flagrant misuse of the data in their possession and was deliberate manipulation. The cumulative numbers over the Master Planning process were 126 responses in favor of an extension and an overwhelming 406 opposed. The Minutes say nothing about the reversed extension decision. They say only QUOTE "The Board Discussed". More deceit.

Surrounding communities have had enough of these deceptions, lack of transparency and 'hide the ball' antics of the aviation people over the years. Now they claim the extension is required for safety, yet they allow wavers for heavy aircraft to use a runway built for lower weight limits! All an ongoing sham to pander to hangar developers and FBOs.

We must get municipal governance over this facility. Time too to return ODA to being part of ODOT. We need a new start! This application should be shelved!

Thank you!

Attachments

Oregon State Aviation Board Meeting Minutes, March 31, 2011

Oregon State Aviation Board Meeting Minutes, April 28, 2011

'Initial Aurora Airport development plans increase runway capacity, not length'-Oregonian April 2011

Article dated from Woodburn Independent

Handwritten signature of Tony Holt in blue ink, dated November 27/18.

# Oregon State Aviation Board

## Meeting Minutes

March 31, 2011 Salem, Oregon

Pursuant to notice made by press release to newspapers of general and local circulation throughout the state and mailed to persons on the mailing list of the Committee, a meeting of the Oregon State Aviation Board was held on March 31, 2011, at Salem Conference Center in Croisan Creek Conference Room A.

**Board Members in attendance included:** Vice-Chair Chris Corich, Board Members: Larry Dalrymple, Nan Garnick and Joe Smith.

**Department of Aviation employees in attendance included:** Interim Director & State Airports Manager, Mitch Swecker; Projects & Planning Manager, Chris Cummings; Fiscal Manager, Jenny Wilfong; Planning Assistant, Sandra Larsen; Airport Specialist, Don Hankwitz; Airport Specialist, John Wilson; Maintenance Supervisor, Dueford Adams; Accounting Technician, Jim Putnam; Administrative Assistant, Roger Sponseller.

**Presenters and guests in attendance included:** ODA Director, ODA Projects & Planning Manager, ODA Fiscal Manager. Rainse Anderson, WH Pacific; Trina Froehlich & Jeffrey Hartz, Kevin Mulcaster, Mead & Hunt; Tim Knapp & Mark Ottenad, City of Wilsonville; Tony Holt, Charbonneau Country Club; Nick Kaiser, City of Aurora; Shelly Humble, City of Creswell; Bruce Bennett, Aurora Aviation; Ted Millar, Southend Airpark; Jeff Witwer, Economic Development for Central Oregon (EDCO); Ken Hardwick, Independence Airpark; Mia Nelson, One Thousand Friends of Oregon; Ben Williams, Friends of French Prairie; John Brosy, Independence; Dan Evey, Independence; Ron Sterba, Salem.

### CALL TO ORDER – INTRODUCTIONS

- The meeting started at 10:00 a.m.

***ACTION ITEM – Approval of minutes from January 27, 2011 board meeting.***

**Motion** to approve by Joe Smith

**Motion 2<sup>nd</sup>** by Larry Dalrymple

**Motion** passed unanimously

**Public Comments:**

**Ken Hardwick:** Mr. Hardwick expressed concern over the rumor that Oregon Department of Aviation (ODA) will be moving back into Oregon Department of Transportation (ODOT) and asked the board to comment. Chris Corich remarked that there is currently a proposal in the legislature to move ODA back into ODOT. The members of the board are opposed to this move and have testified before the Ways and Means sub-committee expressing their views on the subject.

**John Brosy:** Mr. Brosy represents the property owners that own 41.1 acres of property west of Independence airport. The land is within the airport's master plan for possible future expansion and has also recently been brought within the city's urban growth boundary. Mr. Brosy remarked that the property is currently for sale and would be an excellent addition to the airport.

Chris Cummings, ODA's Planning Manager, replied that an appraisal of the property was conducted in the past. The property was determined to be too expensive for the agency's budget and was removed from the Capital Improvement Program (CIP). There might also have been a problem with wetland preservation which would have added to the cost of any development.

#### Aurora Tower Update:

**Chris Cummings:** Mr. Cummings commented that not much has changed since the last board meeting. ODA Airport Specialist John Wilson is scheduled to go to New Jersey for the Federal Aviation Administration (FAA) site study on April 11<sup>th</sup>. Tower design, environmental assessment and tower height and location are still in the preliminary planning/implementation stage. There also has to be a FAA review; which can take several months.

Board member Joe Smith asked why it was necessary to expend the resources to send someone back to New Jersey for a site study when authorities could stand on the ground at the airport and do the same thing. Chris Cummings responded that the FAA facility in New Jersey has computerized 3D modeling capabilities that permit them to simulate different weather and obstacle scenarios. Mitch Swecker added that the simulator can raise, lower and rotate the visual aspect of the airport (in a 3D model) so that you get visibility in a 360 degree range. This permits the FAA to model air traffic, position of the sun, the exact positions of the hangars and movement of aircraft on the ground. The process may seem more complex than it needs to be but the simulations will definitely help with the tower planning later on.

Vice-Chair Chris Corich then opened the meeting to comments from the public on the Aurora tower:

**Ron Sterba:** A pilot out of Salem, Mr. Sterba asked the board if they knew what the height of the tower would be. Chris Corich replied that they did not know and that one of the purposes of the site study in New Jersey was to help determine tower height. Mr. Sterba commented that the 3D modeling was a good idea because, from his experience in Salem, building obstructions external to the perimeter of the airport were becoming far more of a problem than the buildings internal to the airport.

### Aurora Master Plan Preferred Option (handout):

**Chris Cummings:** Mr. Cummings remarked that this plan was recommended, starting back in 2009, when ODA initially applied for the FAA grant. ODA has arrived at this point from comments ODA received from various groups with interest in Aurora airport development. The purpose of this meeting is to introduce the Preferred Alternative concept that the staff is recommending. There will be a month long period of public comment and then ODA will come back to the board in April to seek the board's concurrence with the agency's direction. Ultimately, at the end of the process, the board (and the FAA) will approve the final Airport Layout Plan (ALP) and the entire Master Plan. Right now, ODA just wants to make sure it's moving in the right direction. Mr. Cummings then asked Rainse Anderson, a consultant from WH Pacific, to give the board a short briefing (Handout & PowerPoint) of where ODA started on the project, what options the agency has provided to its advisory committee and what recommendations will be made going forward concerning the final ALP.

**Rainse Anderson:** A Master Plan is a document that guides the development of an airport over a 20-year planning period.

#### Project Overview:

Drafts of the first five chapters have been submitted to PAC/FAA:

- 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

\* Requires FAA Approval

#### Chapter 5 – Development Alternatives:

- Three build alternatives were developed to offset the shortfalls identified in Chapter 4.
- A No-Build alternative is also presented.
- The alternatives should be evaluated using the Plan's Goals and Issues developed in Chapter 1.
- Intent of the alternatives is to identify a Preferred Alternative to be used as the base for the Airport Layout Plan (The Preferred Alternative can be a combination of elements from the alternatives).

#### Development Alternatives Overview:

- No Build Alternative – Maintenance of existing facilities only (on state-owned property), airport reference code (ARC) of B-II, with approach minima of 1 statute mile (sm) or greater.
- Build Alternative #1 – ARC B-II, Runway 17 and parallel taxiway extension of 600', pavement strengthening, approach minima of 1 sm or greater.
- Build Alternative #2 – ARC C-II, Runway 35 and parallel taxiway extension 1,000', pavement strengthening, approach minima of greater than ¾ sm.
- Build Alternative #3 – ARC C-II, with approach minima of lower than ¾ sm.

#### Next Steps:

- Comments of Draft Chapter 5 were due from the PAC by March 24, 2011.
- PAC and public review of the Preferred Alternative (to be posted on project website) March 31 through April 21, 2011. Comments due by April 21 (can be submitted to ODA or on project website).
- The next PAC meeting, with a public open house, will discuss draft Chapters 6 and 7, *Airport Layout Plan* and *Capital Improvement Plan* (Tentatively scheduled for June 30, 2011).

#### Traffic Analysis:

##### Aurora State Airport Traffic and Airport Road Traffic Summary –

- 11 gates at Aurora airport were surveyed and the average annual daily traffic (AADT) and peak hour traffic volumes were determined.
- The total AADT of all 11 gates equaled 2,400.
  - The three Columbia Helicopter's gates contribute 1,130 AADT or 47% of the total airport-generated vehicular traffic volume.
  - Columbia Helicopter's activities do not rely on the runway system or generate similar numbers of operations as the majority of the other airport businesses or FBO's.
- HTS projected AADT, once developed, is 211.
- Approximately 2,600 vehicles travel along Airport Road between Ehlen Road and Arndt Road (this data will be updated in 2011 and the numbers are anticipated to increase).

##### Aurora State Airport Vehicular Traffic Impact to the Boone Bridge –

- Airport-generated traffic equates to approximately 1.5% of the AADT for I-5 just north of the Boone Bridge.

- The current employment numbers at the airport are estimated to be approximately 750, which equates to 3.2 trips per employee.
- If a 1.19% employment growth rate is applied, the total employment in 2030 will be 950, equating to an airport-generated AADT of 3,040 (this is an insignificant impact when compared to that of a development such as a Fred Meyers with a peak hour volume of 488 vehicles to the roadway system).

#### Recommendations –

- ODA continues to work with and support Marion County and the City of Aurora as improvements to Airport Road are considered.
- It will be important that appropriate considerations be given to the entrances (gates) to the airport and business along Airport Road.
- The question of funding these improvements should be part of the discussions and it is appropriate that future development, both public and private, participate on a similar proportionate share as HTS recently has.

#### Forecast Update –

ODA provided an updated number of based aircraft in February 2011.

- As a result, forecasts prepared in August 2010 were revised in February 2011.

ODA revised the number of based aircraft after:

- Thoroughly reviewing its database of registered aircraft.
- Requesting updated aircraft lists from tenants.
- Checking hangars.

The chapter was also revised to incorporate:

- Information from the FAA's Terminal Area forecast published in December 2010.
- Addresses comments from the Planning Advisory Committee (PAC).
- Additional research supporting the current Airport Reference Code (researched N numbers for aircraft reported as unknown).

#### Operations:

- Reduction is based aircraft increased historical operations per based aircraft ratio from 232 to 240 and showed ratio increasing in recent years.
  - Earlier Forecast used interpolated based aircraft for 2008 (422) and 2009 (427). Revised Forecast uses TAF records for 2008 (344) and 2009 (324).
- Estimated 2010 operations = 90,909.



- Revised Forecast uses 1.58% annual growth from Linear Trend Model.
- Revised Forecast for 2030 operations is 124, 386, compared to 131,312 in Earlier Forecast.

#### Noise Contours –

- Noise contours prepared using the Integrated Noise Model (INM) version 7.0. (Note: INM is an average-value model and is designed to estimate long-term effects using average annual input conditions)
- Under the FAA criteria, residential land use is not considered compatible with annual day-night noise levels that meet or exceed 65 dBA.
- The representative aircraft used information provided by the Harris, Miller & Hanson (2002) noise study conducted for ODA.
- Operations data is from the information presented in Chapter Three.
- Flight paths input in the INM reflect the noise abatement procedures as well as the departure procedures.

The board discussed.

Vice-Chair Chris Corich opened the floor to comments from the public regarding the Aurora State Airport Master Plan:

**Mark Ottenad:** Mr. Ottenad, representing the City of Wilsonville, presented to the board copies (handout) of the City of Wilsonville's letter of comment regarding the Aurora State Airport Master Plan Draft. Mr. Ottenad asked the board how the Preferred Alternative airport plan addressed items (1-5) as listed on the front of the letter of comment. In regards to item #3, the preservation of farmland, Mr. Ottenad asked if the Safety Zone expansion to the south would impact the existing farmland in that area. Chris Cummings replied no, the farmland would not be impacted. Mr. Ottenad then asked the board if they could comment on item #4; surface transportation impact. Mitch Swecker commented that the plan was still preliminary stages and that a traffic impact study would be looked at when actual construction took place. Mr. Swecker reminded the meeting that Aurora airport is a small percentage of the traffic of all the roads that would be impacted and to put the burden on the Department of Aviation to do the traffic studies for all that traffic is not really feasible. Mr. Ottenad remarked that a recent analysis indicated that the roads around the airport need to be upgraded and that ODA needed to work with all agencies involved to do so.

**Tony Holt:** Mr. Holt, Vice-President of the Charbonneau Homeowners Association and member of the Positive Aurora Airport Management Committee, spoke to the board regarding the Aurora Master Plan. Mr. Holt remarked that, from what he had seen so far, he liked the Preferred Alternative Plan. That being said, Mr. Holt had a couple of points that he wanted to address. The first point was that Aurora is a constrained airport. To expend limited state and federal resources on projects like a taxiway relocation, as outlined in Alternative #3, would be economically unwise. The second point was that the runway extension is supported, mostly, by a small number of operators at the airport who are happy to use the runway as it is and probably wouldn't move somewhere else. Mr.

Holt stated that the residents of Charbonneau are against any runway extension and presented to the board copies (handout) of a signed petition from the Residents of the Charbonneau Community in Wilsonville stating so.

**Tim Knapp:** Mr. Knapp, mayor of the City of Wilsonville, referred the board to the City of Wilsonville's letter of comment and the concerns listed in it. Specifically, residential complaints regarding operational activity (bright lights) and noise constantly emanating from the airport area. Also, if planned development at the airport goes ahead, it will drastically impact the amount of traffic in the area (especially I-5) and that a traffic impact study is not an out-of-line request to be making. Mr. Knapp stated that it is important that all parties jointly plan development in the area so that everyone can move forward with a plan that encompasses everyone in the process.

**Mia Nelson:** Ms. Nelson, representing One Thousand Friends of Oregon, expressed her organization's support for Alternative #1. Ms. Nelson remarked that the farmland south of Aurora airport is some of the most productive farmland in the state, possibly in the nation. Ms. Nelson felt that expanding the airport property over the farmland would be a mistake. Ms. Nelson also commented that Alternative #1 did propose changing the airport's status from a B-2 to a larger status. One Thousand Friends of Oregon asked that the board keep the airport a B-2.

**Ron Sterba:** A pilot based out of Salem, Mr. Sterba asked that the board consider moving the location of the proposed fire station at Aurora airport to improve access to all parts of the field. Mr. Sterba also remarked that a possible solution to the runway expansion problem at Aurora might be to angle (3 degrees to the northwest) the runway in a different direction so as to limit the amount of aircraft noise above the communities and preserve the surrounding farmland.

**Bruce Bennett:** Mr. Bennett, a commercial tenant at Aurora airport, was at the meeting to express his concerns over any decision not to extend the runway. Currently, Mr. Bennett stated that he cannot fully utilize the maximum weight capacity of his aircraft because the runway is not long enough for take-off and has had his operations severely limited by the lack of runway length. Mr. Bennett also commented that he liked having farms as neighbors to the airport. They are compatible in that there are no obstacles on them and no one is sleeping in the fields. Residents in nearby communities need to realize, however, that Aurora is an airport and there is going to be some noise from aircraft. While Mr. Bennett understood the City of Wilsonville's concerns about the impact of traffic in the area (especially since I-5 is the main access to Wilsonville), he also believes that Aurora airport is an important part of the local economy.

**Ted Millar:** Mr. Millar, a resident of Charbonneau, PAAM committee member and long time Aurora pilot, commented that it was important for the board to remember that the airports are an important part of the national transportation system and that we need to protect them for the future of the businesses that need to come into our area and our region because of the proximity to a major metropolitan area and the close proximity to I-5. Mr. Millar stated that it comes down to two main issues; safety and jobs. Everyone knows about the safety factor, but what came out of some the studies that he heard at the PAC meetings was that 78% of the economic benefit of Aurora airport goes to Wilsonville, Clackamas county and Washington county. Most of the people who work at the airport live in Clackamas or Washington County and buy most of their products there. Mr. Millar then pointed-out that if you have a corporate aircraft, if you have a multi-location corporation to manage, you can't simply drive back and forth to your locations.



Aircraft are an important part of Aurora airport's corporate community. The pressing need of these corporate tenants is for larger aircraft to handle more passengers and fly longer distances. If the airport runway can't be extended to accommodate a longer take-off for the bigger aircraft, the tenants will simply move to an airport where they can. Mr. Millar then stated that the airport improvement committee would like to recommend a hybrid alternative to the board in which the runway is lengthened to 6,000ft. Mr. Millar also presented to the board 2 letters (Dave Waggoner, Columbia Helicopters) (handouts) expressing their support.

**Ben Williams:** Mr. Williams, President of Friends of French Prairie, commented that his organization submitted a letter of opposition to the build alternatives with an accompanying petition at the last PAC meeting. Mr. Williams stated that his organization is concerned over a number of issues surrounding any airport expansion. The first is the need for long term planning. From personal experience, Mr. Williams has seen the unchecked development of farmland into commercial property and its results. Adding 1,000ft to the runway south will take out Kiel Road. The farmers need Kiel Road. The absence of Kiel Road highly constrains local agricultural transportation and adds a huge safety risk to anyone trying to haul a tractor at 12 mph onto the highway. The second issue is the domino theory; once farmland begins to be developed it doesn't stop.

#### Director's Update:

Mitch Swecker updated the board on agency business. Topics covered by Mr. Swecker included:

- Oregon Aviation Board Strategic Vision –
  - Calendar Events (handout)
    - AVTIL Conference
    - Conference in Renton
    - Community outreach this summer.
- Legislation - *ConnectOregon* IV Update
- OAMA/ODA Conference Results
- Legislation Update –
  - SB-54, Permits Director of Oregon Department of Aviation to impose civil penalties for violations of aviation laws, rules or order. This bill was dropped after receiving opposition from several senators.
  - SB-537, Permits local governments to limit growth at airports when growth is related to helicopters. This bill is no longer on the docket.
  - SB-904, Directs Oregon Business Development Department to establish program to allow rural airports to create airport tax increment financing districts to help pay for airport-related infrastructure and services.

### **Budget Review:**

Jenny Wilfong presented to the board ODA's Monthly Business Report (handout). Topics covered included:

- 2009-11 Leading Operating Revenue Sources through February 28, 2011.
- Revenue of AV/Jet Fuel Tax
- Actual Revenues Biennium to Date
- Cost Drivers for 2009-2011 Biennium
- Actual Operating Expenditures Biennium to Date 7/1/09 – 2/28/2011
- Search and Rescue
- Aircraft Registration
- Pavement Maintenance Program
- Cash and Limitations Balances 2009-11
- Aurora State Airport Profitability Statement
- Mulino State Airport Profitability Statement
- Oakridge State Airport Profitability Statement
- Cape Blanco State Airport Profitability Statement
- Bandon State Airport Profitability Statement
- Pacific City State Airport Profitability Statement
- All Other State Owned Airport Profit and Loss Statement
- Upcoming Timeline – Budget Process and Focuses
- 2011 Legislative Session Update (HB-2248, SB-904, HB-3342, HB-5046)

The board discussed.

### **Commercial Air Service (handout):**

Trina Froelich and Jeffrey Hartz of Mead & Hunt briefed the board on the airlines' current status. Issues covered by the presentation included:

Alaska Airlines / Horizon Air Transition:

- Horizon's strategic role in AAG:

- Provider of safe, reliable, cost-effective capacity to Alaska at a market-based price.
- Leverage unique operating characteristics of regional airline fleet in support of AAG goals.
- Earn a 10% return on invested capital = roughly a 10% fully-allocated profit margin.
- Changes –
  - January 1, Horizon adopted all-CPA (Capacity Purchase Agreement) model. In the agreement, Alaska covers all of Horizon's operating costs with a predetermined profit margin.
  - Alaska assumed all marketing, advertising and scheduling functions for Horizon. Horizon staff and brand will go away.
  - To reduce duplication, Horizon's System Operations Control will be relocated from Portland to Seattle and maintenance support functions integrated with Alaska.
- Fleet Plan –
  - Horizon transitioning to Q400 fleet.
  - 5 CRJ-700's to be operated by SkyWest. There will be a net loss of 5 aircraft for Horizon. May impact service in Northwest communities (recently cancelled ACV / RDD-LAX). Alaska has indicated more cuts may be forthcoming.
  - Alaska open to using other outside service providers for CPA flying.

#### Alaska Airlines / SkyWest Airlines:

- Capacity Purchase Agreement –
  - SkyWest currently operates under CPA and pro-rate for AirTran Airways, Delta Connection and United Express. This agreement covers 159 cities (UA 144, DL 85, FL 7) with 46 EMB-120's, 143 CRJ-200's, 83 CRJ-700's and 21 CRJ-900's.
  - In return for purchasing the 5 CRJ-700's from Alaska, SkyWest has a 7-year CPA.
- Opportunity –
  - Alaska is the dominant service provider at PDX and yet no codeshare exists today between Alaska and SkyWest.
  - The new CPA arrangement opens-up the possibility for an EMB-120 codeshare in smaller markets.

Summary:

- Things are changing
- Air service is going to continue to be a challenge in Oregon for the foreseeable future.
- May open-up opportunities for communities in the Northwest because of Alaska / SkyWest agreement.
- Downside is probably more service cuts.
- Dynamic situation that needs to be watched.

The board discussed.

### **ConnectOregon III Rural Airports:**

**Chris Cummings:** Mr. Cummings updated the board on the *COIII* program. There is about \$275,000 left in the *ConnectOregon Rural Airports (CORA)* program. The money has to be awarded this year. In May, ODA will be coming to the board with a list of applicants for the funds. If everything goes as expected, ODA should have more applicants than funds. Mr. Cummings should have the application criteria for the funds to the board members by next week.

The board discussed.

### **UAV Airspace Proposal (handout):**

**Mitch Swecker:** Briefed the board on the Economic Development of Central Oregon (EDCO) group's Unmanned Aerial Vehicle (UAV) proposal for central/eastern Oregon. Jeff Witwer, a representative of EDCO, spoke to the board members on the proposal of creating a UAV testing area in the Bend area. Since airspace that is designated for aerial testing is at a premium in this country (and reserved far in advance), EDCO believes it can generate economic development in the central Oregon region by establishing a UAV test area and inviting related companies and industry to area to take advantage of it. UAV's are going to be the way of the future; there's no reason why Oregon can't be at the forefront of that development.

The board discussed.

### **Airports Briefing (handout):**

**Mitch Swecker:** Mr. Swecker briefed the board on possible litigation stemming from an accident that occurred in September 2010 at Aurora airport. An aircraft lost power and struck a building on the airport property, crashing in front of the Life-Flight facility. Mr. Swecker did not know the scope of the possible litigation but wanted to keep the board informed that information requests on the incident and the airport in general were being submitted by aviation law groups.

Meeting adjourned at 1:35pm.

# Oregon State Aviation Board

## Meeting Minutes

April 28, 2011 Portland, Oregon

Pursuant to notice made by press release to newspapers of general and local circulation throughout the state and mailed to persons on the mailing list of the Committee, a meeting of the Oregon State Aviation Board was held on April 28, 2011, at Portland International Airport (PDX) Conference Center in the Multnomah Room.

**Board Members in attendance included:** Chair Mark Gardiner, Vice-Chair Chris Corich, Board Members: Steve Beckham, Nan Garnick, Jack Loacker, Joe Smith and Larry Dalrymple.

**Department of Aviation employees in attendance included:** ODA Interim Director and State Airports Manager, Mitch Swecker; ODA Fiscal Manager, Jenny Wilfong; ODA Planning Analyst, Sandra Larsen; ODA Airport Operations Specialist, John Wilson; ODA Administrative Assistant, Roger Sponseller.

**Presenters and guests in attendance included:** ODA Director, ODA Fiscal Manager. Rainse Anderson, WH Pacific.

### CALL TO ORDER – INTRODUCTIONS

- The meeting started at 10:00 a.m.

***ACTION ITEM – Approval of minutes from the March 31, 2011 minutes.***

**Motion** to approve by Joe Smith

**Motion 2<sup>nd</sup>** by Larry Dalrymple

**Motion** passed unanimously

### Public Comments:

**Andy Anderson (handout):** Co-Chairman of the Independence Airport Memorial Day Planning Committee, Mr. Anderson briefed the board on the 18<sup>th</sup> Annual Pilot Memorial Tribute to be held at Independence airport on Memorial Day, May 30, 2011. Mr. Anderson thanked the board for its continuing support of the annual tribute and, specifically, to ODA State Airports Manager Mitch Swecker and Aviation Board member Joe Smith for their active participation.



## Aurora Master Plan

**Rainse Anderson (PowerPoint):** Rainse Anderson, of WH Pacific, briefed the board on the continuing Aurora Airport Master Plan. Mr. Anderson began his presentation by reviewing the public comments that had been submitted regarding the proposed alternatives. Other topics covered in Mr. Anderson's briefing included displaced thresholds, project overview, traffic analysis, forecasts for airport operations and based aircraft, development alternatives and noise mitigation. The board discussed.

## Aurora Master Plan Public Comments:

**Don Wilson:** Mr. Wilson, president of Wilson Construction, a company based out of Canby and employing about 450-500 people, remarked to the board that his company utilizes many different types of aircraft for its business and that he supports the expansion at Aurora.

**Ben Williams (Handout):** Mr. Williams, president of Friends of French Prairie, stated to the board that his organization is opposed to any expansion at Aurora due to airport noise, pollution and the obliteration of local farmland.

**Ken Ivey:** Mr. Ivey stated that he was against expanding the airport at Aurora. Mr. Ivy did not feel that enough facts or statistics were available to make any informed decisions about expanding Aurora and he felt there were plenty of other airports nearby who could handle the big jets.

**Tony Holt:** A representative of Charbonneau Homeowners Association, Mr. Holt stated that many of the residents of Charbonneau are against any runway extension at Aurora. Mr. Holt pointed-out that even with a runway extension there will still be safety issues as far as the larger jets are concerned. Also, Mr. Holt felt that more discussion is needed at PAC and with the public in general.

**Keith Amundson:** A former urban planner and statistician, Mr. Amundson felt that more studies need to be done before any final decision is made regarding the Aurora Master Plan.

**Mike Iverson:** A farmer with property adjacent to the airport, Mr. Iverson stated that he already has drainage problems due to the current airport layout and that a runway extension will exasperate the problem. Also, an extension of the runway could lead to the closure of Kyle Road and add additional traffic and gridlock to the remaining roads.

**Mark Ottenad:** A representative of City of Wilsonville, Mr. Ottenad remarked that more PAC meetings need to be held to discuss preferred alternatives and scenarios for expansion at the airport.

**Kurt Wilson:** Mr. Wilson, a representative of RJ2/DB Aviation, told the board that pilots who fly out of Aurora do their best to mitigate the noise they create; despite what the residents of Wilsonville and Charbonneau say to the contrary.

**Tod Coombs:** A pilot who works for RJ@/DB Aviation, Mr. Coombs remarked that safety is the major issue at Aurora. Many of the aircraft at Aurora have to take-off with only partial fuel loads due to weight restrictions and the short length of the runway. A runway extension would greatly decrease the risks pilots face when departing the airport.

**Tony Helbling:** Mr. Helbling, a commercial pilot and Director of Helicopter Operations at Wilson Construction, asked the board to step back from the airport issue and instead consider what kind of companies own and operate a corporate jet. These companies contribute anywhere from \$200-\$300 million dollars annually to the state's economy and should not be dismissed or ignored. While Mr. Helbling understood the concerns of the residents of Wilsonville and Charbonneau, he also understood the importance of economic development at Aurora. Also, Mr. Helbling is responsible for studying noise mitigation issues for his company. Conducting field tests in surrounding neighborhoods, Mr. Helbling stated that he found higher decibel levels (90 dB's or more) emanating from weed-whackers, leaf-blowers and wood-chippers than he did from jets flying overhead.

**Bruce Bennett:** Mr. Bennett, owner of Aurora Aviation, stated that when the airport was opened in 1943, it was perfect for the aircraft of the times. Today, the runway is too short for modern aircraft and an extension would be the best way to go as far as safety and future development are concerned.

**Mike Broussard:** Mr. Broussard, of Columbia Helicopters, remarked to the board that Columbia Helicopters is expanding and that the company supports modernization and growth at Aurora. However, the company, which is actually located off state airport property, is concerned that their needs may not be met (even impeded) by the preferred alternatives.

**Ted Millar:** The owner of Aurora Jet Center and Southend Airpark, Mr. Millar is also a resident of Charbonneau. Mr. Millar pointed-out that while there are a number of vocal opponents to any expansion at Aurora airport, there is a greater number of Charbonneau residents who approve of the improvements. Mr. Millar agreed that while safety is the foremost concern for improving the airport, Senate Bill 680 (S.B.680) mandated that the Aurora airport be a model airport to create economic development for the surrounding rural communities. As such, Mr. Millar supports a runway extension whether it's in the north or the south.

**Paul Bazeley:** Mr. Bazeley, Director of Maintenance for Aerometal International, LLC, told the board that while his company is relatively small and young, they share the safety concerns regarding the length of the runway. Older aircraft, like the type Aerometal restores, need longer runways to safely take-off and land.

**Aron Faegre:** Mr. Faegre, principal of Aron Faegre & Associates, an airport planning firm based in Portland, Oregon, remarked that it was good that the board was not rushing into making a decision concerning any expansion at Aurora. While aviation's impact on global climate conditions is still uncertain, a runway extension will actually conserve fuel and reduce environmental impact in the long run.

**Harlan Reetz:** A resident of Aurora, Mr. Reetz told the board that when he moved into his home he couldn't help but notice all of the low flying aircraft over his house. Mr. Reetz read to the board the current flight regulations regarding take-offs and landings at Aurora and pointed-out that many of the procedures are not being followed. He has complained to commercial operators at the airport and has got little satisfaction.

**Jeff Ward (Handout):** A resident of Wilsonville, Mr. Ward has been employed as a professional pilot at Aurora for four years. Mr. Ward spoke to the board concerning Safety Management Systems and its benefits. Mr. Ward also stated that if the state wants to promote economic growth in the area, developing Aurora airport is a good way to do it.

**Reme Price:** Mr. Price stated that he supports the runway extension at Aurora.

The board discussed.

**It is the consensus of the Aviation Board to schedule a new PAC meeting with additional information concerning the Preferred Alternative.**

#### Cape Blanco Airport Transfer:

**George Rhodes (Handout):** Mr. George Rhodes, a commissioner from Curry County, spoke to the board regarding the acquisition of Cape Blanco Airport. The Curry County Board of Commissioners is seeking ownership of Cape Blanco Airport for purposes of development at the airport and adjacent County properties; all for the general economic and public benefits to the County and its residents. In accordance with recommendations from the State Aviation Board for divestment of airports owned by the State, Curry County is submitting an application for transfer of Cape Blanco ownership and management to Curry County. The following questions and topics were covered in the application:

#### General:

1. Why does Curry County wish to acquire this airport?
2. How will the statewide aviation system benefit from your ownership of this airport?

### Management Plan:

1. Day-to-day operations
  - Lease administration and management.
  - Grant Administration.
  - Airport safety inspections.
  - Airport planning.
  - Tenant relations.
  
2. Qualifications of staff designated for management responsibilities.

### Development Plan:

1. Proposed airport improvements
  - Short-Term (1 to 5 years)
    - Priority Maintenance Projects –
      - 2011 PMP work on all airport asphalt pavements; including re-marking.
      - Clear RSA's with focus on Gorse eradication.
      - Complete maintenance to airport beacon, segmented circle and aircraft tie-downs.
      - Update ALP.
      - 2014 PMP work on all airport asphalt pavements.
  - Mid-Term (5 to 10 years)
    - Overlay runway and taxiways.
    - Replace MIRL.
    - Install airfield guidance signs.
    - Obstruction Survey and NAVAIDs Installation (PAPIs/REILs).
    - Install weather monitor/reporting equipment (AWOS).
    - Construct/rehabilitate parking apron, ramp and tie-downs.
    - Fueling (self-service).
    - Hangar development.
    - Security fencing.
  - Long-Term (beyond 10 years)
    - Airport access road and way finding signage.

- Utilities infrastructure (power/water/sewer/telecom).
  - Terminal facilities (parking/restrooms/telephone).
  - Extended runway (if justified) and parallel taxiway.
  - FBO services.
2. Priorities in airport development plans
- Maintain safety and integrity of existing assets.
  - Upgrade existing assets to improve operating environment for pilots.
  - Construct new assets to attract general aviation users and encourage investment opportunities to support aviation activity.
  - Upgrade airport to be capable of providing full support of air operations in the event of major natural disaster.
3. Funding of proposed improvements
- Initial funding will be from Curry County general funds.
  - Private investment funds will be solicited for airport lease opportunities.
  - County intends to attain NPIAS status and apply for non-Primary Entitlement Grant funds in the future.

Maintenance Plan:

1. Proposed airport maintenance plan
- Curry County presently owns, manages and maintains Brookings Airport. Curry County proposes to maintain Cape Blanco Airport with existing county department's staff and contract consultants.
  - Consistent with Brookings Airport, responsibility for executive management of the airport lies with the County Commissioner who is assigned as airport liaison by the Board of Commissioners. County Commission staff departments including County Road and Administrative Services will lead the maintenance responsibility for the airport.
  - It is anticipated that existing County Road Department and Brookings Airport maintenance equipment/tools will be sufficient to maintain Cape Blanco Airport. Additional equipment will be obtained if required.
  - Based upon county review of previous expenditures by ODA at Cape Blanco since 2004 and maintenance budget for Brookings Airport, the estimated cost for Cape Blanco is approximately \$15,000 per year.

### Financial Plan:

A complete financial plan has yet to be completed. Existing airport revenues have yet to be confirmed and validated to be current. Proposed changes to the current rates will be evaluated subsequent to validation of current rate information.

1. 5-year forecast of airport revenues and expenditures
  - To be developed, and will be provided, after confirming revenues availability.
2. Proposed changes to the current rates and charges structure
  - To be developed, and will be provided, after confirming current rates.

### Additional Materials Required:

A resolution of statement of support for this acquisition from the governing body of the proponent to the State Aviation Board

**The Curry County Board of Commissioners' support of this acquisition is attached (Handout)**

### **Cape Blanco Acquisition Public Comments:**

**Mary Wahl:** Ms. Wahl, a resident with property around Cape Blanco Airport, asked to the board to not move quickly on this issue. Many of the people who live around Cape Blanco do not know what is going on. Many issues still need to be looked-at (finances) by residents of the area.

**Letters of concern/opposition were received from the following groups and/or individuals (Handouts):**

Cameron LaFollette, ORCA – Oregon Coast Alliance  
Ann Vileisis, Kalmiopsis Audubon Society  
Tim Palmer, Kalmiopsis Audubon Society  
Michael Murphy, Resident, Langlois, OR  
Georgia Nowlin, Resident, Cape Blanco, OR

### **Director's Update:**

**Mitch Swecker:** Updated the board on agency business. Topics covered by Mitch Swecker included:

- Oregon Airport Management Association (OAMA) letter (Handout) stating support of ODA's autonomy from ODOT and support of continued funding of *ConnectOregon* and *ConnectOregon Rural Airports (CORA)* programs.



- Senators Wyden and Merkley's amendment (Handout) to the FAA's re-authorization bill protecting Residential Through-The-Fence agreements.
- Calendar of events.
- *ConnectOregon* IV update
- Legislation update (SB 904)

The board discussed.

***ACTION ITEM*** – *The Aviation Board is on record to communicate to the members of the legislature that it supports Senate Bill 904.*

**Motion** to approve by Joe Smith

**Motion 2<sup>nd</sup>** by Steve Beckham

**Motion** passed unanimously

### **Budget Review:**

**Jenny Wilfong (Handout):** Ms. Wilfong briefed the board on the agency's current financial standings. Issues covered by Ms. Wilfong included:

- Revenue Sources (handout)
- Revenue of AV/Jet Fuel Tax (handout)
- Actual Revenues (handout)
- Operations Cost Drivers (handout)
- Actual Operating Expenditures (handout)
- Search and Rescue (handout)
- Aircraft Registration (handout)
- Pavement Maintenance Program (handout)
- Cash and Limitation Balances (handout)
- Aurora State Airport Profitability Statement (handout)
- Mulino State Airport Profitability Statement (handout)
- Other State Airports Profitability Statement (handout)

The board discussed.

### **COIII Rural Airports Prioritization Criteria:**

**Sandi Larsen (Handout):** Ms. Larsen briefed the board on current *ConnectOregon* III prioritization criteria. A new spreadsheet (Green Sheet) has been created to make prioritizing easier. Funds were left-over from last year's *COIII* Rural Airports. ODA received 10 applications for the funds. A teleconference will be held on May 17<sup>th</sup> to determine final rankings.

The board discussed.

***ACTION ITEM – The Aviation Board will use the “Green Sheet” for its grading criteria.***

**Motion** to approve by Nan Garnick

**Motion 2<sup>nd</sup>** by Joe Smith

**Motion** passed unanimously

The next Aviation Board meeting will be on June 23, 2011 at PDX.

Meeting adjourned at 1:20 pm.

## Initial Aurora State Airport development plans increase runway capacity, not length

The Oregonian | OregonLive.com

April 2011

12/18/2017 [http://www.oregonlive.com/wilsonville/index.ssf/2011/04/initial\\_aurora\\_airport\\_plans\\_i.html](http://www.oregonlive.com/wilsonville/index.ssf/2011/04/initial_aurora_airport_plans_i.html) 1/2

By Molly Young |

The Aurora State Airport runway will remain 5,000 feet long for another two decades under a detailed proposal released today, capping a three-week debate centered on the airport's future growth. The airport meets federal requirements for a longer runway. But the report suggests strengthening the existing runway instead. The decision could save the state as much as \$5 million.

The state's aviation board will consider adopting the proposal during its April 21 meeting. A public comment period will remain open during the three weeks until then. Although many area officials agreed with the initial plan Friday, at least one airport businessman said he hopes state planners reconsider an extension. "Strictly for political reasons, they're not recommending it," said Bruce Bennett, who owns Aurora Aviation at the airport. "To see jobs and safety compromised for the perceived benefit of a handful of people, I don't think is a good plan."

Oregon aviation planners released the proposal this afternoon, a day after presenting their recommendations to the state's aviation board. "We thought we had justification for a runway extension," said Rainse Anderson, an aviation consultant hired by the state to lead the master planning process. But the state doesn't have funds available to cover an extension that could cost as much as \$6 million, Anderson said.

In comparison, he estimated increasing the current runway's weight capacity would only cost \$1 million. The increase would mean planes weighing as much as 60,000 pounds could take off from the airport. The new plans outline more than 10 specific areas of airport development, including: A runway protection zone that covers several homes. Anderson said there are no immediate plans to acquire the properties, near the intersection of Highway 551 and Keil Road.

Possible development at an adjacent property along Northeast Airport Road, which now houses Beyond the Reef Theological Center. A potential spot for the Aurora Rural Fire Protection District to store emergency equipment. A run-up area for pre-flight procedures and zones for new hangars and businesses, dependent on private development. Still, the decision whether to extend the airport runway remained the most anticipated by area residents and officials.

The public comment period remains open until April 21. Aviation officials first presented alternatives for the airport's development during a March 10 public meeting. Almost 100 people packed into a rural Aurora school to review the plans. The state advanced four alternatives, including some that called for extending the runway. Several area homeowners supported a no-build option at the airport, saying the transit hub was already busy – and loud – enough.

But many people who work or fly into the airport argued a runway extension was a critical safety measure. Public consensus remained varied last week, as state planners drafted their proposal. "We weighed all the information that we had," Anderson said, "and then came up with the alternative as we discussed pros and cons of all the different combinations." The result, released online today, was a "little bit of something in there for every group," he said.

The initial plans surprised and pleased Wilsonville Mayor Tim Knapp, who spoke during Thursday's aviation board meeting in Salem. The Wilsonville City Council outlined its position regarding the airport's development in March. The council forwarded a letter to state planners that outlined their main concerns. City councilors highlighted potential negative impacts on farmland and Columbia Helicopters, the Oregon business headquartered on the northeast edge of the airport.

The report cites both concerns as reasons against a longer runway. "It seems like it addresses several of the criteria listed in the council letter," Knapp said. But Bennett, the businessman, said planners afforded too much weight to noise concerns voiced by neighbors. "They want the airport quieter - as do I - but fighting to limit the runway will not do that," he said. "Those are two different subjects." Bennett plans to meet with other airport property owners to create a single counter proposal that would extend the runway on its north and south ends. "Everyone agrees on safety, but they disagree on what is safe," Bennett said. "I know that a longer runway is safe. The first thing you learn is if anything is wrong you head straight ahead."

# WOODBURN INDEPENDENT

SALEM – It looks like master planners for the Aurora State Airport had a few tricks up their sleeves after all.

The recommendation by the Oregon Department of Aviation (ODA) not to extend the runway surprised many people following the process who fully expected just the opposite.

In their minds, the question really was just how long they would make the runway.

At last Thursday morning's Oregon State Aviation Board meeting, planners revealed the "recommended alternative" by Oregon Department of Aviation planners and its consultant, WH Pacific, which didn't include the expected runway extension.

"Quite honestly I am surprised," said Tony Holt, vice president of the Charbonneau Homeowners Association.

He's a member of the state's Planning Advisory Committee looking at the latest version of the master plan. "I am happy with this right now. I still believe it is a constrained airport and they shouldn't spend money there, but this is better than we expected."

Among the recommendations:

- \* Strengthen the Aurora runway to support planes up to 60,000 pounds with dual-wheel gear. Currently, the runway supports up to 45,000 pounds. The state allowed an increase in the size of the planes that can use the airport to support some of the larger corporate jets already using the airport.

- \* Create a run-up area at the north end of the runway that allows planes to check their systems before takeoff.

- \* Reduce visual approach requirements. Planes approaching the airport from the north still need more than a mile of visibility to land. Planes coming from the south end can land with less than a mile visibility.

Currently, aircraft from the north must have at least 1 1/4 miles of visibility. Those from the south need at least one mile.

If the recommendations are approved by the board and the Federal Aviation Administration, the state most likely would look at purchasing approximately four manufactured homes on the west side of Highway 551 to meet safety requirements.

"We would most likely wait until those properties became available and then try to purchase them," said ODA planner Chris Cummings, adding that property to the south of the airport also would need to be purchased, but farming can continue.

Wilsonville Mayor Tim Knapp, who testified during the meeting, said he's happy with the outcome but will maintain a watchful eye on the process as it moves forward.

"I still think there are some concerns with the option they are putting forward," he said after the meeting. "However, I do think this alternative takes into account many of the concerns

neighborhoods have raised during this process when you compare it to an extension of the runway to the north."

Knapp expects "airport interests" will continue lobbying aviation board members before the final recommendation vote on April 21.

The ODA still is accepting public comment.

Former Aurora mayor Nick Kaiser, a PAC member representing the city of Aurora, said he wouldn't comment until he could discuss the recommendations with city leaders.

Ted Millar, owner of Southend Airpark at the Aurora airport, said he would like to have seen a "hybrid" approach that would have lengthened the runway to make the airport safer for corporate jets and lead to more economic development at the airport.

"I think if you were to extend the runway a little bit to the north, and the rest to the south, there wouldn't be an issue," he said.

The only other master plan approved for the airport — in 1976 — called for a 6,000-foot runway, 1,000 feet more than the runway is today, said Millar.

"When more traffic shows up on Interstate 5 we expand the highway, there is no reason we shouldn't be doing the same thing when we get more traffic at the airport," he said.