



Meeting minutes approved by Board on: October 3, 2024
Motion: Steve Nagy
Second: Bill Graupp

STATE AVIATION BOARD WORK SESSION (MINUTES)

- DATE** September 5th, 2024
- TIME** 10:00 AM – 12:00 PM
- LOCATION** TEAMS Video Conference originating from **3040 25TH STREET SE, SALEM, OR 97302**
- VIDEO RECORDING** View Video Recording: <https://youtu.be/WqRou-kT2q8?si=GauZ00NlygdaTIDS>
- PRESENTING AGENDA** Cathryn Stephens, Board Chair, and Kenji Sugahara, Director of Aviation

#	TYPE	TIME	ITEM	LEAD(S)
1	Information	10 AM Recording began by Board Administrator 10:01AM Chair Stephens Announcement	<p>Call to order & Introductions</p> <p><i>Announcement by Board Administrator:</i> Good morning, my name is Alexis Morris and I will be your board administrator for todays work session September 5, 2024. This is a reminder that this meeting is being recorded. Chair Stephens we are ready to begin.</p> <p><i>Announcement to attendees by Chair Stephens:</i></p> <p><i>This is a work session for the Board with the agency staff. Attendees from the public are welcome to observe. The chat function as well as the attendee cameras and microphones will be turned off.</i></p> <p><i>If you would like to submit public comment, please do that through the Aviation website for the October 3rd, 2024 Board meeting.</i></p>	Board Administrator/ Chair Stephens
2	Information	10:01AM	<p>Roll Call</p> <p><i>For the Record</i></p> <p><i>ODAV Board members:</i></p> <p>Sarah Lucas - Present</p> <p>Bill Graupp - Present</p> <p>Brian Prange - Present</p> <p>Cathryn Stephens - Present</p> <p>Jeff Pricher - Absent - Excused</p> <p>Steve Nagy - Present</p> <p>Jim Knight - Present</p> <p><i>Excused absence for the record: Jeff Pricher</i></p> <p><i>Late Arrival: None</i></p> <p><i>At quorum: Yes</i></p>	Board Administrator

			<p><u>Staff Introductions</u> <i>And then if the ODAV staff online could please introduce themselves. Please state your name and department.</i> Kristen Forest – Finance Manager Anthony Beach – State Airports Manager Andria Abrahamson – Program and Policy Coordinator Alex Thomas – Policy Planning Programs Manager Brandon Pike – Aviation Planner Ernie Buncal – Programs and Contract Coordinator Kenji Sugahara - Director</p>	
3	Information	10:02 AM	<p>Board Best Practice Survey Information</p> <ul style="list-style-type: none"> • Key Performance Measures Survey • 15 Questions from DAS and LFO <p><i>PowerPoint Presentation attached</i></p>	Presenter
4	Information	10:10 AM	<p>UAO V/PD and Rulemaking Update</p> <p>Vehicle and Pedestrian Deviations at Aurora State Airport</p> <ul style="list-style-type: none"> • Overview of Aurora State Airport and the change over time since 1994 • Displays the proximity of the property line and nonmovement area line as well as the proximity of parked aircrafts next to these lines • This poses a challenge with the VPD in that area • 64 V/PD's in the last 8 years • FAA sites visit with findings and recommendations • Starting in 2017 started developing improvements and mitigation for V/PD's • Next steps: <ul style="list-style-type: none"> ○ Driver's training ○ V/PD Rulemaking ○ Facility Improvements <p>Q: Sarah Lucas - Are there target Dates for implementation of the driving training? A: Tony Beach- <i>We are aiming for Fall but we do not have it scheduled yet.</i></p> <p>Q: Steve Nagy - Is there a timeline for implementing the physical restrictions? A: Tony Beach- <i>We Do not have a timeline for physical changes yet, conversations are ongoing.</i></p> <p>Q: Cathryn Stephens - Is there a non-standard marking that is marking the property line that is adding to the confusion? A: Tony Beach- <i>Yes, it is unusual, the through the fences appreciate it because it delineates the property lines.</i></p> <p>Q: Cathryn Stephens -Does Aurora have minimum standards but not airport rules? A: Tony Beach: <i>we have both. ORS 738-050-0090. Cathryn said it may be time to edit those rules and standards.</i></p> <p>Q: Cathryn Stephens- Will the drivers training be for all airport users and how will you enforce it? A: Tony Beach-<i>The non movement portion will be shared between all airport users, and published on our website and will be accessible to all. The movement portion will not be available to all to avoid confusion. That training will be conducted only to those that are authorized as required by ORS.</i></p> <p><i>PowerPoint Presentation attached</i></p>	Beach

6	Information	10:39 AM	<p><u>COAR Grant Execution Timeframes</u></p> <ul style="list-style-type: none"> • Seeking guidance on grants pending and whether to keep them or establish a timeframe on when to cancel COAR grants and have them reapply the next year. • FAA can be a cause for delays • Should the guidelines be different from priority 1 <p>Q: Cathryn- Is there a common theme of why they are not being executed? A: Andria Abrahamson - <i>I would say are FAA caused delays and there have been issues with procurement that may have caused delays and other priorities.</i></p> <p>Q: Jim Knight -What are you asking of the board? A: Andria Abrahamson - <i>We are asking the board for their input and guidance on an appropriate timeframe to update our procedures with that information.</i></p> <p>A: Alex Thomas - <i>For reference we have a grant from 2021 that has not been executed yet.</i> Jim- <i>It depends on what is causing the delay.</i></p> <p>Q: Brian Prange- Is there any verbiage in the application that addresses that they may be dropped if they have not executed the agreement in a certain time frame? A: Andria Abrahamson- <i>There is not a timeline in the grant app, there is in the agreement.</i></p> <p>Note: Cathryn Stephens and Steve Nagy agree that it depends on what the excuse is for the delay.</p> <p>Note: Bill Graupp - at a policy level he suggests that at each COAR cycle you have a process for those that want to extend. They would go through a process were they would need to apply and get the extension approved.</p> <p>Q: Jim Knight- Do the grantees ask for an extension in writing? A: Andria Abrahamson - <i>Yes, it is typically in writing. Jim- there should be a formal process.</i></p> <p><i>PowerPoint Presentation attached</i></p>	Abrahamson
7	Information	11:00 AM	<p><u>PEP/PMP Budget Update</u></p> <ul style="list-style-type: none"> • Fuel Tax revenue funds about \$1,000,000 per year for the Pavement evaluation and maintenance programs. • The pandemic reduced revenue and PMP became ineligible for FAA funding • In addition to revenue there were staffing changes and the pandemic that caused the PMP program to fall behind • The PMP program plans to apply for a COAR grant to cover sponsor matches for the airports. • PMP's goal is to protect Oregon's airport investments by preserving airfield pavement through preventative maintenance. • With out PMP it is likely to see an increase in those critical PCI values and an increase in maintenance costs for the airports. • COAR grant would cover about 10% 	Abrahamson

			<p>Q: Sarah Lucas - Have you asked the airport sponsors their take on this? Has this been brought up at NASAO or with any other organization to see if they can help get it FAA funded again?</p> <p>A: Andria Abrahamson - <i>No we have not reached out to the airport sponsors yet.</i></p> <p>A: James Kirby from Century West- <i>Historically when the FAA was involved, we had great feedback from the sponsors that they appreciated using NPE funds.</i></p> <p>Q: Cathryn Stephens - Could there be an economy of scale based on airport category for the match?</p> <p>A: James Kirby from Century West - <i>airport sponsors do not have to pay for PEP reports. The COAR request would be for the PMP portion.</i></p> <p>Q: Cathryn Stephens - How much would that cut into the COAR funding?</p> <p>A: Andria Abrahamson - <i>It is a \$200,000 request and it is for the benefit of public use airports and meets the requirements of the COAR program.</i></p> <p>Note: Cathryn Stephens asks that staff put together a proposal.</p> <p><i>PowerPoint Presentation attached</i></p>	
8	Information	11:16 AM	<p><u>Aurora Master Plan Update</u></p> <ul style="list-style-type: none"> • Introductions & Project Schedule <ul style="list-style-type: none"> ○ Project was started in 2021 with 4 FAA planners ○ Extensive public input with 6 PAC meetings, 2 open houses ○ 2 PAC meetings remaining ○ Estimated to complete project by May 2025 • Review Approved Forecast <ul style="list-style-type: none"> ○ Significantly extensive review process with the FAA on the forecasts that extended from the typical airport District office to headquarters by way of the regional office. ○ FAA approved forecast on November 15, 2023 ○ No change in design aircraft ○ Recommend model was a population-based model. ○ Growth rate is less than 1% per year • Review Facility Requirements <ul style="list-style-type: none"> ○ Existing & Future design aircraft – Medium/Large Business Jet – Need to be C-II standards ○ Runway Length Evaluation – currently at just over 5,000 and justified length is 5,500. ○ Design Standards <ul style="list-style-type: none"> ▪ Runway object free Area – Hubbard Highway, Wind cone ▪ Runway safety Area – Drain field ▪ Modification of Standards – FAA not issuing MOS standard ▪ Direct Runway access – avoid straight line taxi ▪ Preliminary Alternatives <ul style="list-style-type: none"> ○ Only two ways to resolve issue – move the high west or move the runway east. ○ FAA would not support downsizing the airport ○ Summary of PAC/Public input • Refined Alternatives - Assumptions <ul style="list-style-type: none"> ○ FAA reiterated current object free area and runway safety area and it's nonstandard condition was not acceptable. ○ If we do nothing the airport will be in "maintenance only mode" until progress is made ○ Include a parallel taxiway in all alternatives ○ Vehicle Service Road will be provided ○ East side property acquisition to meet FAA design standards 	<p>David Miller/Matt Rogers Century West</p>

		<ul style="list-style-type: none"> ○ South Runway Extension eliminated due to great impacts on EFU-zoned land ○ Hubbard Highway right of way width would be maintained • Overview of refined alternatives – <i>See PowerPoint attached for images</i> <p>Q: Sarah Lucas - What type of feasibility analysis was part of the analysis?</p> <p>A: David Miller - <i>Limited analysis in terms of design and feasibility. The highway shift would be significantly expensive. Sarah Had a question on property acquisition on the eastern property?</i></p> <p>A: Tony Beach - <i>Feedback from the PAC was for ODAV to acquire the properties. ODAV does not have sufficient funds to do the acquisition ourselves.</i></p> <p>Q: Cathryn Stephens - If nothing is done what are the repercussions? The pavement rehab work is funded by the FAA so where does that put us in the status?</p> <p>A: David Miller- <i>The weight bearing capacity is less than they would recommend. The FAA planner has responded to a specific question with a section of the FAA handbook.</i></p> <p>Q: Jim Knight - <i>Has the FAA expressed an opinion in one alternative over the other?</i></p> <p>A: Tony- <i>The FAA expects that the airport layout plan is going towards meeting standards.</i></p> <p>Q: Jim Knight - Where would the funding come from to make these changes?</p> <p>A: Tony Beach - <i>ODAV does not have funds so they would have to come from the FAA AIP funds and would require a 10% ODAV match.</i></p> <p>Q: Jim Knight - Has the FAA expressed if they would fund this type of a project?</p> <p>A: Cathryn Stephens- <i>There are finite resources for airport improvement projects and if this is the path that the FAA wants us to go down this would take away funds from other airports because these are discretionary funds.</i></p> <p>Q: Steve Nagy- Were there elements that the PAC preferred at the last meeting?</p> <p>A: David Miller - <i>There was no consensus.</i></p> <p>Note: Cathryn Stephens suggested we put this on the next agenda.</p> <p><i>PowerPoint Presentation attached</i></p>	
	12:06 PM	Adjourn	Chair Stephens
	12:06 PM	<i>Recording ended</i>	Board Administrator

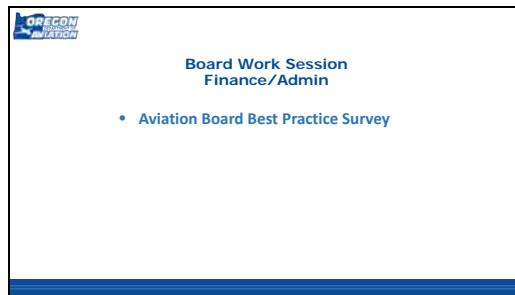
Public attendance is permitted. Persons with disabilities who require special accommodations please call (503)507-6965 at least 48 hours before the meeting.

The board will not provide time in the work session for public comment. Public comment will be accepted for the State Aviation Board Meeting on October 3, 2024. See separate public notice and agenda for that meeting.

Attached Read ahead Materials and Presentations:

3. Board Best Practice Survey Information

Slide 1

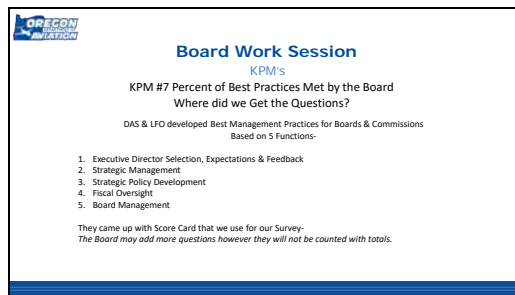


OREGON AVIATION

Board Work Session
Finance/Admin

- Aviation Board Best Practice Survey

Slide 2



OREGON AVIATION

Board Work Session
KPM's

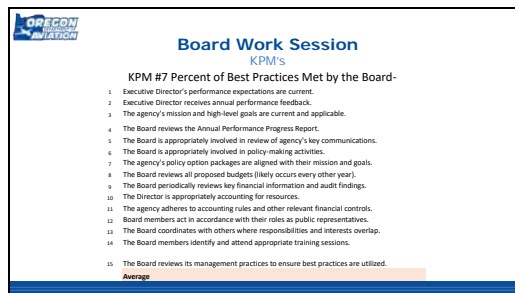
KPM #7 Percent of Best Practices Met by the Board
Where did we Get the Questions?

DAS & LFO developed Best Management Practices for Boards & Commissions
Based on 5 Functions-

1. Executive Director Selection, Expectations & Feedback
2. Strategic Management
3. Strategic Policy Development
4. Fiscal Oversight
5. Board Management

They came up with Score Card that we use for our Survey-
The Board may add more questions however they will not be counted with totals.

Slide 3



OREGON AVIATION

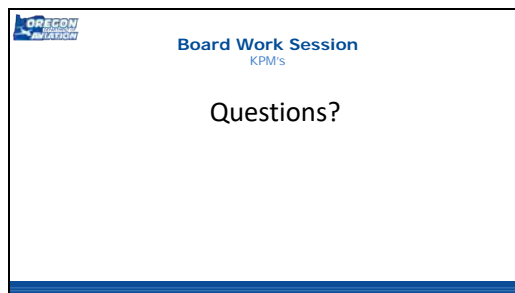
Board Work Session
KPM's

KPM #7 Percent of Best Practices Met by the Board-

1. Executive Director's performance expectations are current.
2. Executive Director receives annual performance feedback.
3. The agency's mission and high-level goals are current and applicable.
4. The Board reviews the Annual Performance Progress Report.
5. The Board is appropriately involved in review of agency's key communications.
6. The Board is appropriately involved in policy-making activities.
7. The agency's policy option packages are aligned with their mission and goals.
8. The Board reviews all proposed budgets (likely occurs every other year).
9. The Board periodically reviews key financial information and audit findings.
10. The Director is appropriately accounting for resources.
11. The agency adheres to accounting rules and other relevant financial controls.
12. Board members act in accordance with their roles as public representatives.
13. The Board coordinates with others where responsibilities and interests overlap.
14. The Board members identify and attend appropriate training sessions.
15. The Board reviews its management practices to ensure best practices are utilized.

Average

Slide 4



OREGON AVIATION

Board Work Session
KPM's

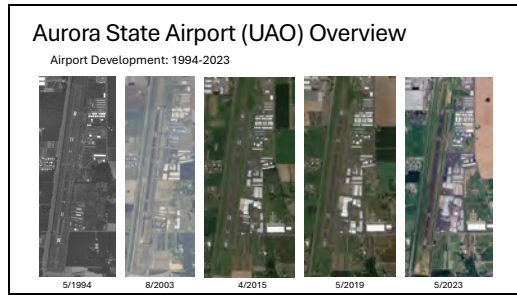
Questions?

4. UAO V/PD and Rulemaking Update

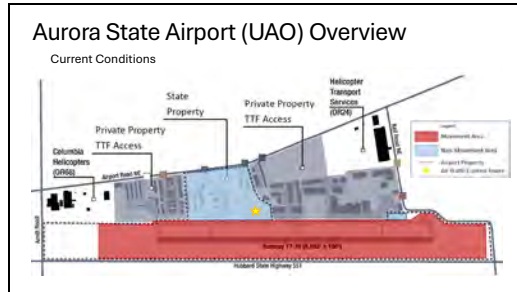
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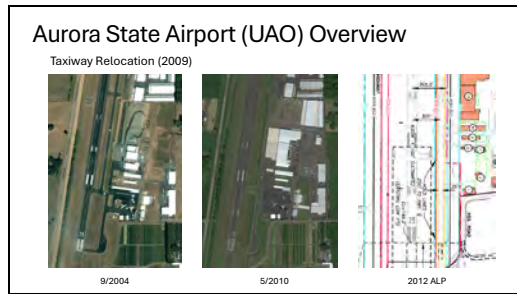
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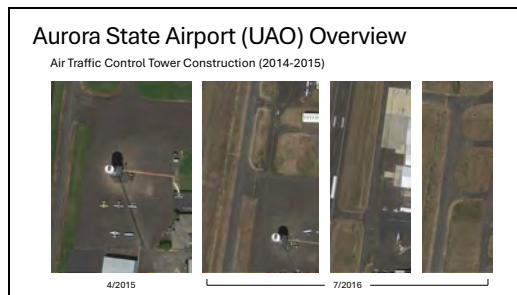
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Slide 4



Slide 5



Slide 6



Slide 7

Vehicle / Pedestrian Deviations

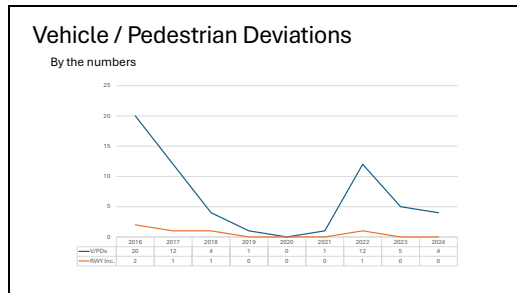
Definitions

Subject: General Vehicle Operations on Airports **Date:** 9/1/2013 **AC No:** 1363216-20A
Taxiing or Towing an Aircraft on Airports **Replaces:** AAS-300

1.3.39 Surface Incident: Unauthorized or unapproved movement within the designated movement area (including runway incursions) or an occurrence in that same area associated with the operation of an aircraft that affects or could affect the safety of flight.

1.3.36 Vehicle or Pedestrian Deviation (V/PD): any entry or movement on the airport movement area or safety area by a vehicle operator or pedestrian that has not been authorized by air traffic control (includes surface incidents involving aircraft operated by non-pilots, such as airplanes).

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Vehicle / Pedestrian Deviations

By type

Vehicles: 44
 Pedestrians: 20
 Conflicts: 3

Common Themes

1. Pedestrians walking dogs
2. Vehicles/Pedestrians positioning around Lifelight aircraft
3. Delivery vehicles unfamiliar with the airport
4. Guests of airport users unfamiliar with the airport
5. Airport users assisting disabled aircraft
6. Airport users taking shortcuts to airport destination
7. Airport users unaware tower was in operation

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Vehicle / Pedestrian Deviations

FAA Site Inspection / Recommendations

Inspection Date – 01/11/2023, letter dated 2/13/2023

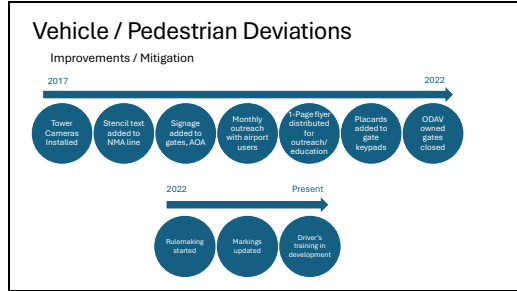
Recommendations:

1. Develop driver's training (non-movement access, movement area driving, and escort procedures)
2. Develop and implement rules and regulations
3. Develop a plan to implement and educate tenants about rules and regulations, and training
4. Ensure enforcement for violations are adhered to
5. Keep all gates closed to prevent inadvertent entry
6. Evaluate installation of a vehicle service road (VSR) in the non-movement area
7. Install standard markings, develop program to refresh markings when faded
8. Install standard taxiway edge lighting, reflectors
9. Add taxiway direction and location signs, as well as VSR stop signs, and improved signage at gates

Non-standard items found

1. Property for ROFA (C-II) not fully owned by airport sponsor
2. No approved Modification to Standard on file
3. Airport sign located in ROFA (since removed)

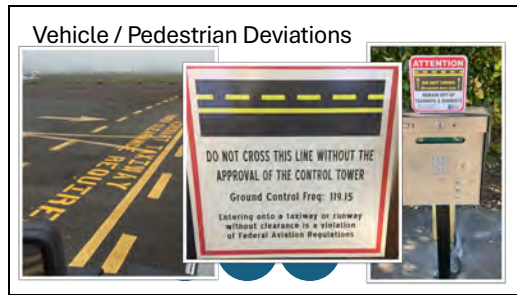
Slide 11



Slide 12



Slide 13



Slide 14

Vehicle / Pedestrian Deviations

Aurora State Airport (UAO)

Surface Incident and Runway Excursion Mitigation

For: Aurora State Airport - Gate Operational Change

Dear Airport Users,

We have an issue advisory that we are planning for the Blue and Purple gates at the Aurora State Airport (UAO) to remain closed all year of the day. Specifically, these gates are programmed to only open during the day and close at the evening. While this may be convenient, it presents a challenge to emergency vehicles and aircraft with low visibility, and presents a risk to our business during the winter. Gates and aircraft are critical to our mission, and we want to make sure the airport is as safe as possible for all our users.

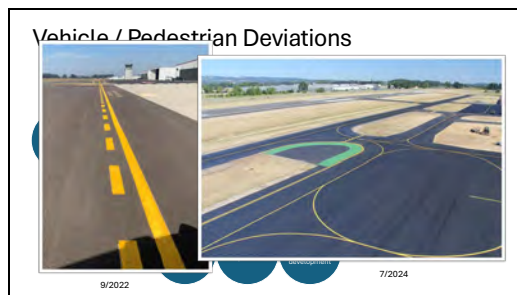
Beginning Monday August 29th, the Blue and Purple gates will remain closed. Aurora will be able to take in calls to access the facility as normal through these gates to avoid the same hazards that are already in place.

We would request that you plan accordingly that you bring your A, and that you will be able to take in calls to access the facility as normal through these gates to avoid the same hazards that are already in place.

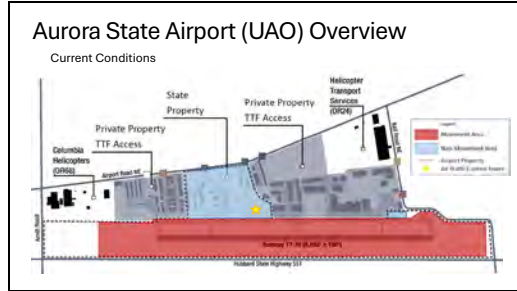
If you have any questions or concerns, please contact us Monday thru Friday between the hours of 8 a.m. and 4 p.m. at 303-378-4880.

Sincerely,
Anthony Busch
Aurora Airport Manager

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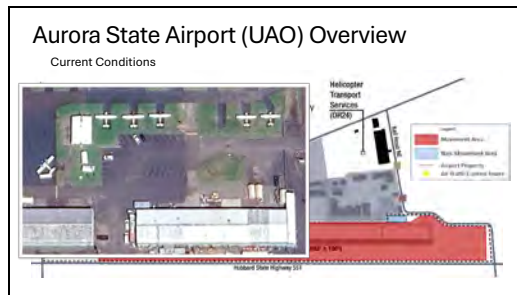


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Gates still left open, wayfinding/blocked access among various properties are contributing factors.

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2308' South
1539' ODAV
550' North

Slide 18



2308' South
1539' ODAV
550' North

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Vehicle / Pedestrian Deviations

TTF Uses, Responsibilities, Default and Remedies

TTF Allowable Uses:

1. ODAV grants non-exclusive right of access between the Property and the public-use area of the Airport at the Access Point exclusively for the movement of aircraft and personnel authorized by ODAV.
2. No other use of the Access Point is permitted.

TTF Responsibilities

1. PERMITEE shall maintain the Access Point in a safe condition at all times.
2. PERMITEE shall post the Property and Access Point against trespassing and exercise control over the Access Point to prevent unauthorized use of the Access Point.

TTF Default and Remedies

1. Default must be remedied within 30 days, or started within 30 days and remedied as soon as practicable.
2. ODAV remedies include:
 1. Remove or occupy any property of either PERMITEE or PERMITEE's unit owners
 2. Deny PERMITEE or unit owners any rights under the agreement
 3. Terminate the agreement

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Vehicle / Pedestrian Deviations

Rulemaking Process

Senate Bill 54

1. Legislature approved SB54 in 2019, giving ODAV authority to impose fines for VIPDs at state airports with a control tower:
 1. In 2019 through 2021, only 1 VIPD occurred
 2. Starting in 2022, a series of VIPDs prompted temporary (immediate) and permanent rulemaking for enforcement

Temporary Rule:

1. Established violations and civil penalties up to \$2,500 per occurrence
2. Board approved in June 2022
3. Rule in effect June through December 2022, 0 violations or penalties issued

Permanent Rule:

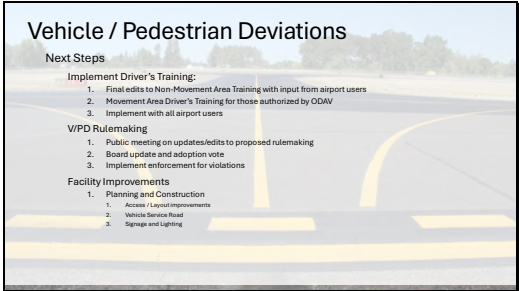
1. Board authorized initiation for permanent rulemaking in June 2022
2. Rulemaking Advisory Committee (RAC) established
3. Public notice filed 9/29/2022
 1. Public Comments open until 10/21/2022
 2. Public Hearing held 10/20/2022
 3. Feedback primarily focused on need for Driver's Training program, penalty amounts, and need for clarification on definition of "Responsible Party"
4. Rulemaking on pause pending development of Driver's Training program

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Vehicle / Pedestrian Deviations

Next Steps

- Implement Driver's Training:**
 1. Final edits to Non-Movement Area Training with input from airport users
 2. Movement Area Driver's Training for those authorized by ODAV
 3. Implementation with all airport users
- V/PD Rulemaking**
 1. Public meeting on updates/edits to proposed rulemaking
 2. Board update and adoption vote
 3. Implement enforcement for violations
- Facility Improvements**
 1. Planning and Construction
 1. Access / Layout Improvements
 2. Vehicle Service Road
 3. Signs and Lighting



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Vehicle / Pedestrian Deviations

Questions?



6. COAR Grant Execution Timeframes

Slide 1



Slide 2

COAR Grant Execution Pending vs Cancelling

- ▶ Grantees with multiple unexecuted grants
- ▶ Program Coordinators contact periodically by email to request status of unexecuted grants
- ▶ Statutory consideration in application process - is project ready for construction/implementation
- ▶ Other considerations -
 - ▶ Reasonable timeframe
 - ▶ Should it be same requirement for Priority 1 vs Priority 2/3
 - ▶ Reason for delay
 - ▶ Possibility of re-approval in future cycle

City of Creswell
COAR grants pending execution
 COAR-2022-775-00031
 COAR-2024-775-00038
 COAR-2024-775-00039
 Josephine County - Grants Pass
COAR grants pending execution
 COAR-2023-358-00042
 COAR-2023-358-00043
 COAR-2024-358-00082
 Port of Columbia County - Scappoose
COAR grants pending execution
 COAR-2024-SPB-00021
 COAR-2024-SPB-00023
 COAR-2024-SPB-00024
 COAR-2024-SPB-00025

COAR program has grantees with multiple grants pending execution – three examples here

Possible causes - number of grants approved in last three cycles, sponsors being approved for multiple in one cycle, Priority 1 – delays with FAA

Program Coordinators contact grantees periodically by email to find out status of project and when they will be ready to execute the COAR grant

In order to streamline the process – set a required timeframe for execution either through rule or in COAR program processes

Considerations – what is reasonable timeframe to execute – same for Priority 1 vs 2/3, reason for delay - circumstances outside of grantees control (don't put requirement in rule due to this?), likelihood of being approved if re-applying in future grant cycle

Board input/questions

7. PEP/PMP Budget Update

Slide 1



Slide 2

Pavement Evaluation/Maintenance Budget Update

- ▶ Fuel tax typically provides approximately \$1M in revenue per year to the Pavement Evaluation and Maintenance Programs
- ▶ During the pandemic pavement programs received reduced revenue, additionally in 2021 PMP work became no longer eligible under FAA funding
- ▶ ODAV has been working on a catch-up schedule but revenue shortfall = difficulty in funding all needed work
- ▶ Remedy - apply for COAR grant on behalf of PMP program to cover sponsor matches for airports for PMP work in 2025 and 2026

Slide 3

Pavement Evaluation/Maintenance Budget Update

- ▶ Goal of PMP program is to protect Oregon's airport investments by preserving airfield pavements through preventative maintenance to extend the life of pavement infrastructure
- ▶ PMP work based on PCI rating of pavement provided through PEP, necessary to keep PCI above critical values.
 - ▶ The critical PCI is the point at which the pavement condition begins to deteriorate more quickly over time. As the condition deteriorates to a worse state, major maintenance and rehabilitation (M&R) is triggered because the cost to apply localized M&R increases significantly.
 - ▶ Without adequate funding to catch-up it is likely to see an increase in critical PCI values and maintenance costs

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Pavement Evaluation/Maintenance Budget Update

- ▶ Plan to catch-up Regions 1-4
- ▶ PMP Budget \$1M per region, average 10% sponsor match requirement = \$100k COAR request per region
- ▶ Split request between two COAR cycles, \$200k in 2024-25 (Region 1 and 2 PMP), \$200k in 2025-26 (Region 3 and 4 PMP)
- ▶ Once PMP complete any leftover funds returned to the COAR program

Oregon System Airports by PMP Region

Slide 5

Long Term Solutions

- ▶ While COAR also received reduced revenue during the pandemic, the program funding remained stable due to no need to match FAA grants in 2020/2021 and the closure of the ROAR program/revenue transfer to COAR.
- ▶ ODAV does not see this as along term solution for PMP, but would like to continue to cover sponsor match as much as possible
- ▶ Two Requests:
 - ▶ Board input on continuing to cover the sponsor match
 - ▶ Ideas for future funding of PMP

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Program Contacts

Alex Thomas, Planning and Programs Manager
Alex.R.Thomas@odav.Oregon.gov

Andria Abrahamson, Program Coordinator
Andria.Abrahamson@odav.Oregon.gov

8. Aurora Master Plan Update

Slide 1



Slide 2

Agenda

Topic
Introductions & Project Schedule
Review Approved Forecast (Draft CH 3 – Working Paper #1)
Review Facility Requirements (Draft CH 4)
Review Refined Preliminary Alternatives
Next Steps & More Information
https://publoproject.net/AuroraAirport

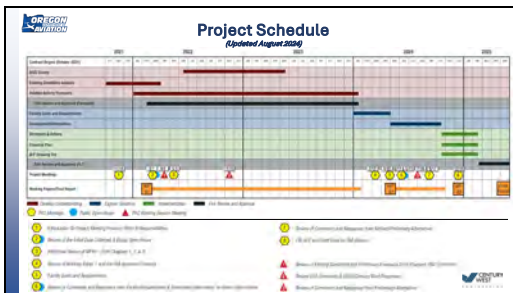
Slide 3



Slide 4



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Master Plan Forecast


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 **Key Takeaways from the Airport Master Plan Forecasts**


- Summary:
 - The **FAA provided extensive reviews** of the draft forecasts at both the region and headquarters levels over an extended period
 - The FAA reviews focused on model relevance and forecast growth rates, compared to national FAA forecasts
 - The final recommended forecast model provides a reasonable projection of activity required for master planning
 - **The forecasts were approved by FAA November 15, 2023**
 - The current and future design aircraft is a medium/large business jet - Runway Design Code (RDC): C-II



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 **Key Takeaways from the Airport Master Plan Forecasts**


- Recommended Model - PSU 2021-2041 Population Forecast - Marion and Clackamas Counties
 - The model's average annual growth rate (0.9%) is in line with FAA national aerospace forecasts for GA operations at towered airports (<1% annual average growth)
- Why Air Traffic Control Tower (ATCT) data was not used to project future activity in the recommended forecast:
 - Air Traffic Data Limits
 - The Aurora Air Traffic Control Tower started operation in late 2015
 - The small number of years of ATCT data (2016-2021) was insufficient to project a reliable 20-year trend
 - The unprecedented changes in airport activity experienced in 2020 and 2021 (COVID) further reduced ability to define a reliable long-term trend
 - ATCT activity during this brief period yielded a higher growth rate that was not considered sustainable through the 20-year planning period




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Review: Facility Requirements Summary

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 **Facility Requirements – Summary of Evaluation**

- Existing & Future Design Aircraft – Medium/Large Business Jet
 - C-II standards for runway-taxiway system
 - All airfield components must meet C-II standards
- Runway Length Evaluation: Justified Length: 5,500 feet
 - Based on current and forecast air traffic using FAA approved methodology



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Facility Requirements Review

- Design Standards
 - Runway Object Free Area (ROFA)
 - Non-standard Items: Hubbard Highway, Keil Road, ASOS, Wind Cone
 - Runway Safety Area (RSA)
 - Non-standard Items: Drain field (south end), open ditches
 - Modification of Standards (MOS)
 - FAA has indicated that they will not be issuing an existing or future MOS for non-standard conditions in the ROFA and RSA
 - Direct Runway Access
 - FAA design guidance: Avoid straight-line direct access taxi routes between aprons/hangars and runway

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Facility Requirements Summary – Airside

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Preliminary Alternatives

Presented at the June 11th PAC Meeting & June 13th Public Open House

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Preliminary Alternatives

Summary of PAC/Public input included:

- Noise Concerns
- EFU Land Impacts
- Property Acquisition Needs
- Increase in Air Traffic/Operations
- Impacts to Existing Roads

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Review:

Refined Preliminary Alternatives

The Preliminary and Refined Preliminary Alternatives have been reviewed by ODAV and the FAA prior to presentation to the PAC and Public. FAA's review input has been included and presented publicly.

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Assumptions

- Significant changes in assumptions that went into the refined alternatives:
 - **Maintaining current ROFA/RSA non-standard conditions is not acceptable to FAA**
 - FAA requires airfield facilities planning to be consistent with forecast demand and the associated design standards
 - Runway may be placed in "maintenance only mode" by FAA until progress is made towards meeting design standards
 - Failure to make measurable progress may jeopardize future FAA funding

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Assumptions

- Significant changes in assumptions that went into the refined alternatives (continued):
 - All airside alternatives will include a parallel taxiway adjacent to the east parallel taxiway to accommodate aircraft movement and access from landside facilities to the taxiway
 - A Vehicle Service Road (VSR) will be provided along the frontage of the east landside areas
 - East Side Property Acquisition - lands currently in aeronautical use in the vicinity of the Aurora State Airport are identified for future property acquisition to insure continued long-term aeronautical use
 - Several land parcels are required to meet FAA design standards and airfield clearances, varies by alternative
 - Other land parcels would be identified on the ALP to allow their purchase to be eligible for FAA funding

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Assumptions

- Significant changes in assumptions that went into the refined alternatives (continued):
 - South Runway Extension Option Eliminated
 - Due to the alternative's greater impacts on EFU-zoned land
 - Existing ODOT Hubbard Highway Right-of-Way Width (200' +/-) will be maintained for all airside alternatives.
 - ODOT plans for future highway configuration (lanes, intersection signalization, etc.) have not been determined, but future upgrades are possible if traffic volumes increases
 - This requires additional ROW acquisition west of the highway for the highway shift options
 - The shifted ROW would impact several adjacent residential and commercial properties

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Review:

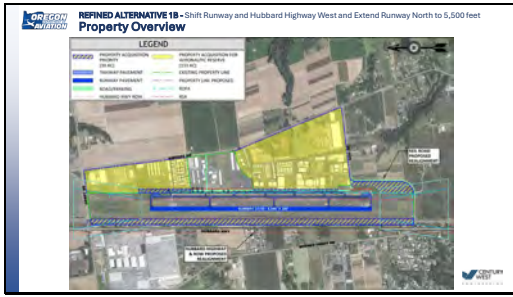
Refined Alternative 1A – Shift Hubbard Highway West and Extend Runway North to 5,500 feet

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REFINED ALTERNATIVE 1A • Shift Hubbard Highway West and Extend Runway North to 5,500 feet
Overview

The map displays the proposed runway extension and highway shift. The legend includes: Runway, Taxiway, Vehicle Service Road, Property Acquisition, and various easements. The map shows the runway extending north and the highway shifting west, with associated property acquisition areas.

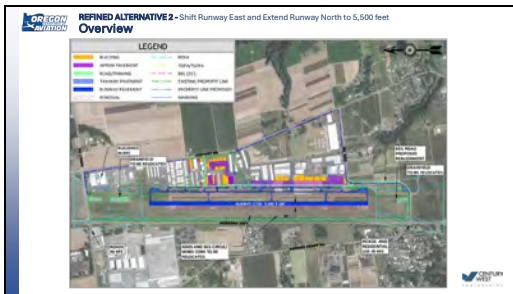
Slide 26



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Review:
Refined Alternative 2 - Shift Runway East and Extend Runway North to 5,500 feet

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Slide 30

Thank You

Next Steps

- Next PAC meeting is scheduled for September 17th, 2024
- ODAV to select a Preferred Alternative
- ODAV approves the Airport Master Plan and Signs the Airport Layout Plan
- Oregon Aviation Board to Adopt the Airport Master Plan

For More Information
Project Website: <https://publicproject.net/AuroraAirport>

OREGON AVIATION

Refined Preliminary Alternatives Summary

Project Update 8/1/24

Preliminary Airport Development Alternatives – Refinement Process

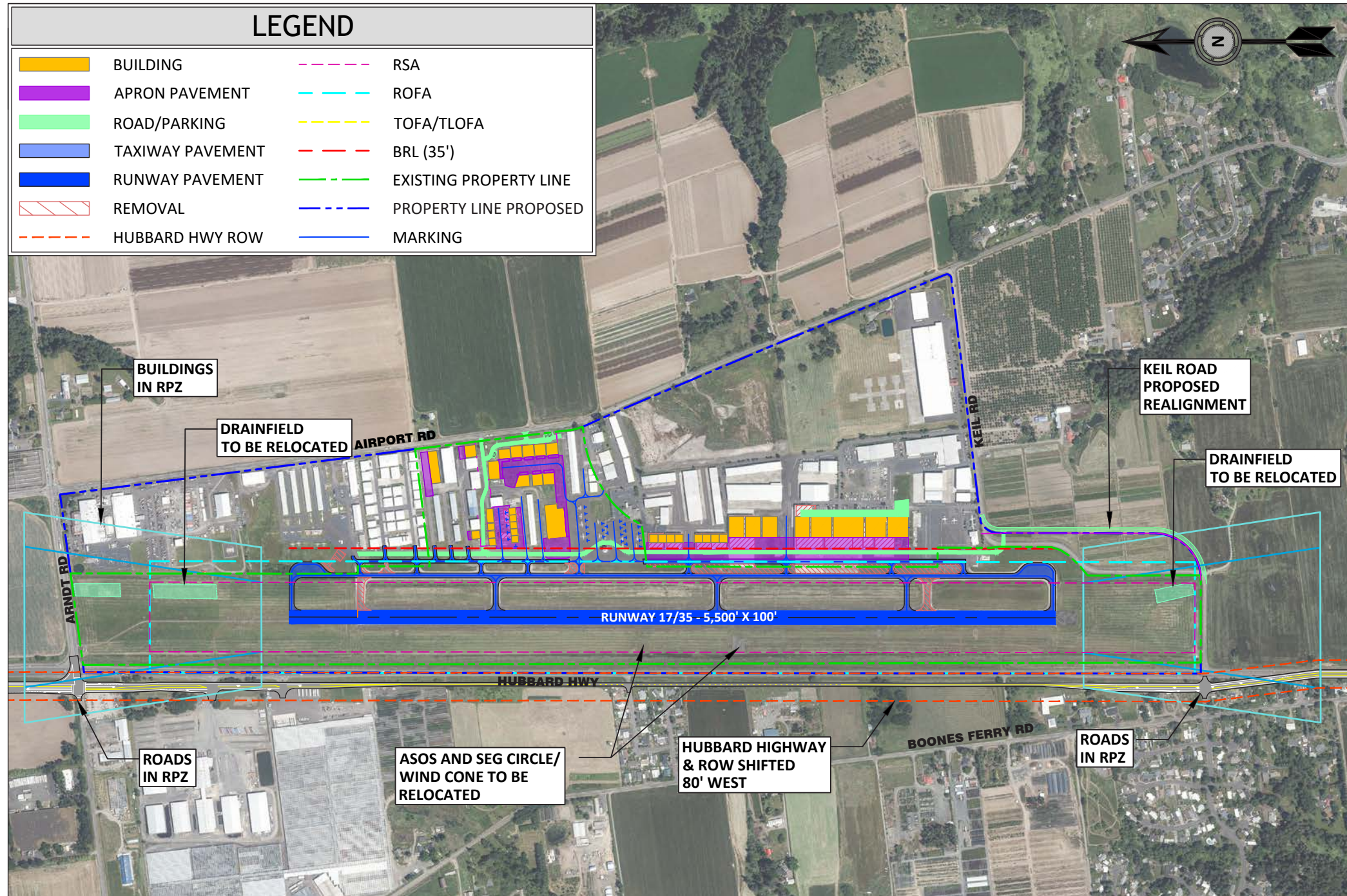
It has been recognized that maintaining current non-standard conditions is not acceptable to the Federal Aviation Administration (FAA). Consequently, the FAA requires airfield facilities planning to mirror forecast demand and adhere to associated design standards. In instances where progress towards meeting these design standards is incomplete, the runway may be relegated to maintenance-only mode by the FAA until significant advancements are made. A failure to make measurable progress could put future FAA funding at risk.

The refined preliminary alternatives include modifications to address specific review comments provided by the FAA, members of the PAC, airport users, and the public. Several assumptions were made to the proposed airside and landside refined alternatives including:

- The South Runway Extension Option has been eliminated due to its substantial impacts on Exclusive Farm Use (EFU)-zoned land.
- All airside alternatives will include a parallel taxiway adjacent to the east parallel taxiway to facilitate aircraft movement and provide access from landside facilities to the taxiway.
- A Vehicle Service Road (VSR) will be established along the frontage of the east landside areas.
- Regarding land acquisition, the East Side Property Acquisition strategy has been outlined, where lands currently in aeronautical use in the vicinity of Aurora State Airport are designated for future acquisition to ensure their continued long-term aeronautical utility.
 - » This acquisition strategy is multifaceted, including several land parcels required to meet FAA design standards and airfield clearances, which vary by alternative. Additionally, other parcels would be identified on the Airport Layout Plan (ALP) to make their purchase eligible for FAA funding.
- For all airside alternatives, the existing Oregon Department of Transportation (ODOT) Hubbard Highway Right-of-Way (ROW) width of approximately 200 feet will be preserved. This will increase the impacts to adjacent non-aeronautical properties in the “highway shift” alternatives to account for the uniform ODOT ROW.
 - » Future plans for the highway configuration, such as lanes and intersection signalization, remain undetermined by ODOT, but upgrades could be considered if traffic volume increases. This might involve additional ROW acquisition west of the highway to facilitate highway shift options, which, in turn, could impact several adjacent residential and commercial properties. ODAV is currently in contact with ODOT to gauge the feasibility of the proposed changes to the highway and ROW locations.

REFINED ALTERNATIVE 1A

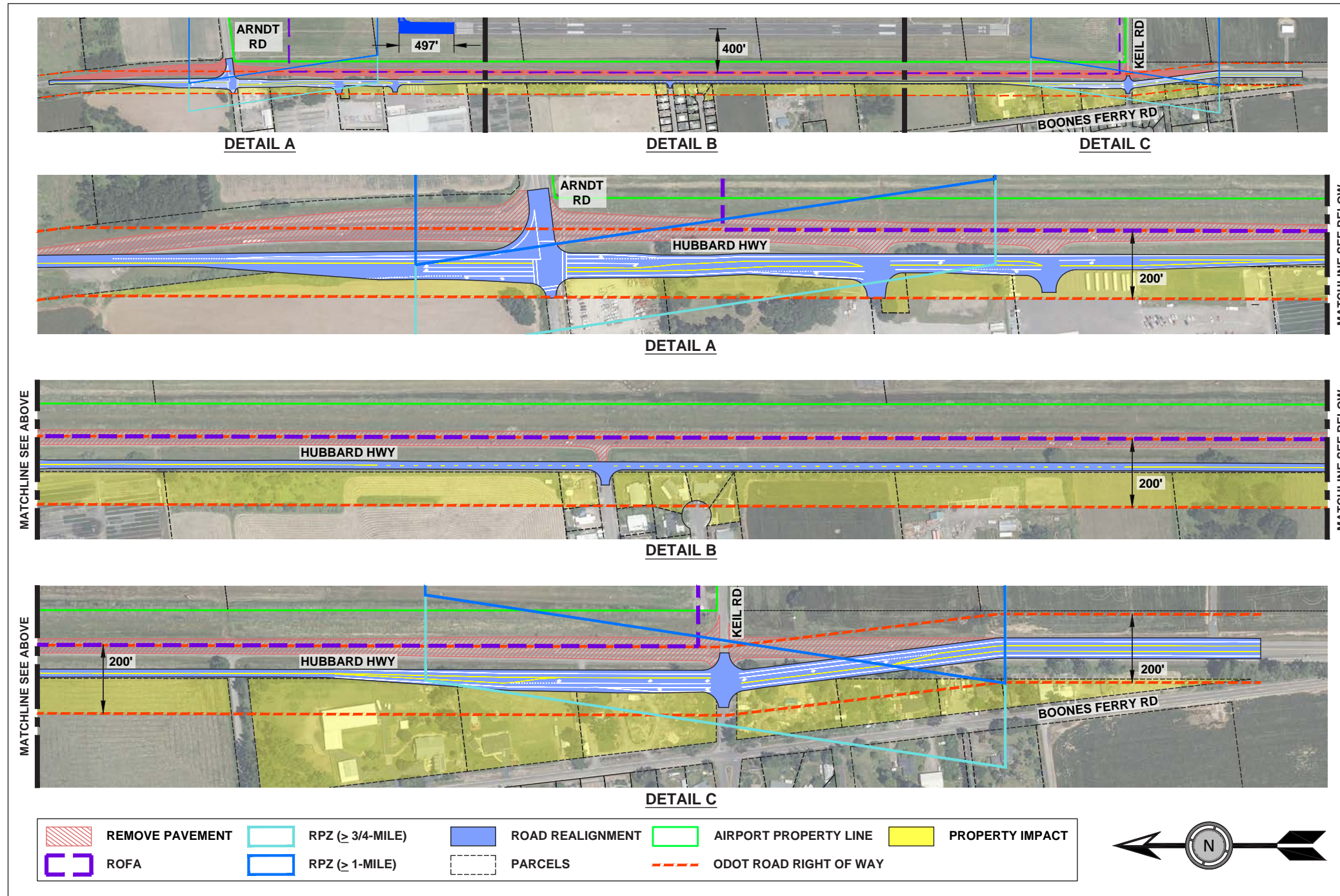
**Shift Hubbard Highway West and Extend Runway North to 5,500 feet
OVERVIEW**



- Builds upon Preliminary Alternative 1
- Shifts Hubbard Highway and right-of way approximately 80 feet west to clear ROFA
- Extends Runway 497 feet north to a total length of 5,500 feet
- Includes a full length parallel taxilane and vehicle service road east of Taxiway A to address direct runway access and VPD issues
- Identifies 43 acres of property acquisition to facilitate shifting Hubbard Highway and the construction of parallel taxilane and vehicle service road
 - » Highway shift impacts 13 residential properties and 4 commercial properties west of Hubbard Highway
- Identifies 114 acres to be purchased as aeronautical reserve if available
- South apron aeronautical properties are acquired, and hangars removed to accommodate parallel taxilane and vehicle service road
 - » 237,000 square feet of existing hangars space removed
- New hangars constructed along south apron at appropriate setback from parallel taxilane and vehicle service road
 - » 195,000 square feet of new hangar space
- North landside area redesigned to accommodate parallel taxilane and vehicle service road
 - » 149,000 square feet of new hangar space
 - » 29 small aircraft tiedowns
 - » No helicopter parking
 - » No large aircraft pull-through parking positions
 - » Accommodates existing ATCT location
- Reroutes Keil Road to clear ROFA and TOFA
- ASOS, segmented circle/windsock in the ROFA, and drain fields in the RSA to be relocated pending further study

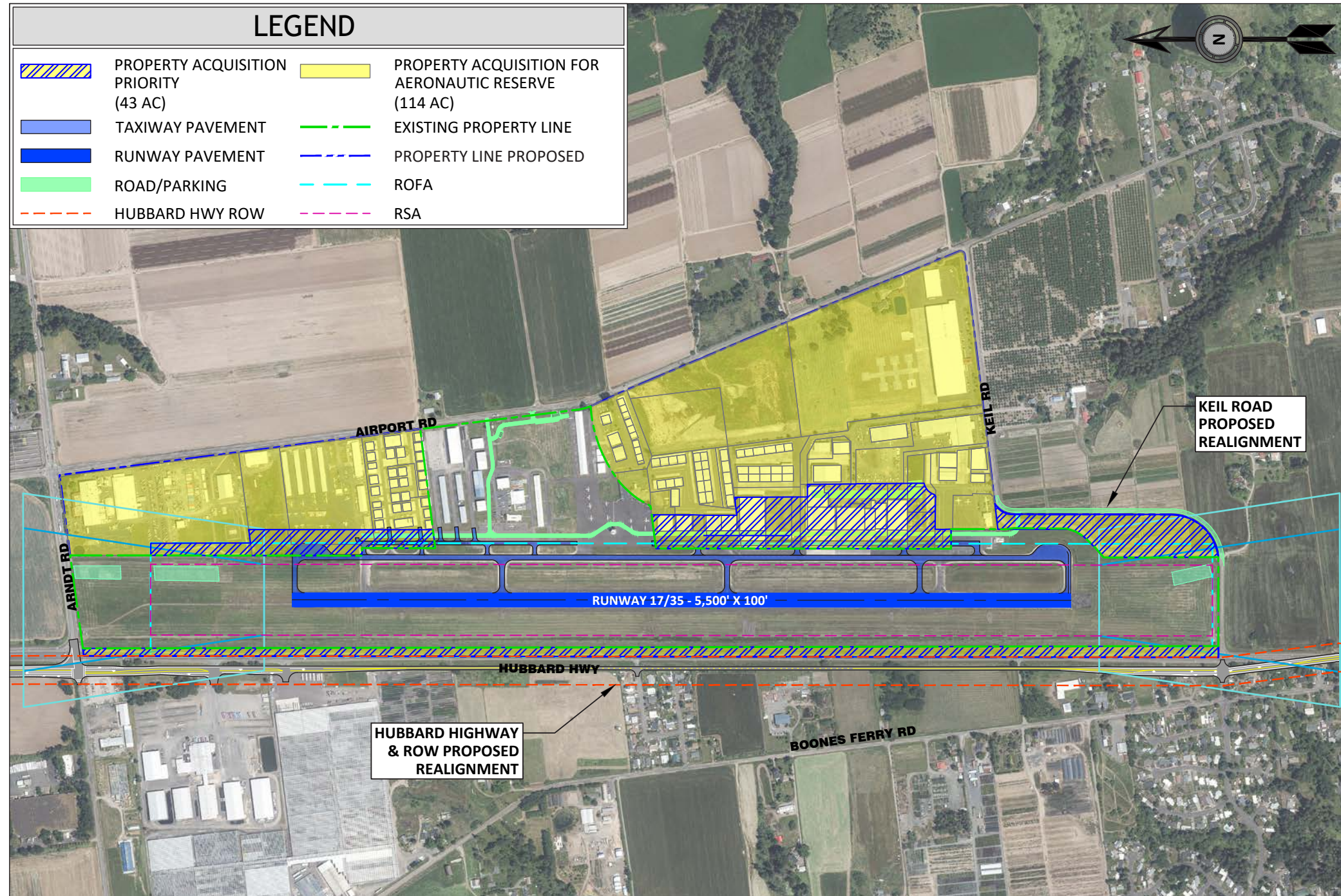
REFINED ALTERNATIVE 1A

**Shift Hubbard Highway West and Extend Runway North to 5,500 feet
HIGHWAY DETAIL**



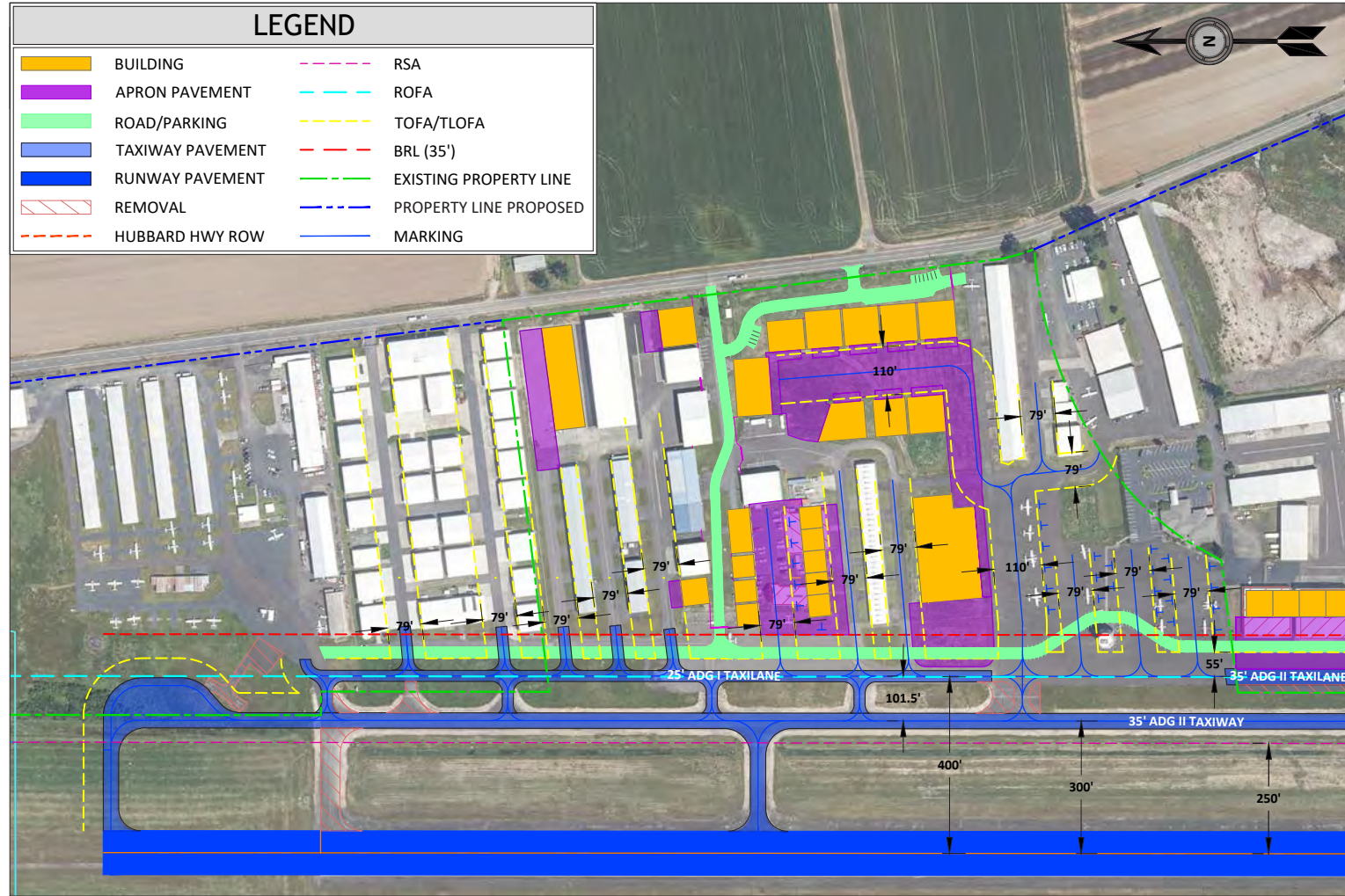
REFINED ALTERNATIVE 1A

Shift Hubbard Highway West and Extend Runway North to 5,500 feet
PROPERTY OVERVIEW



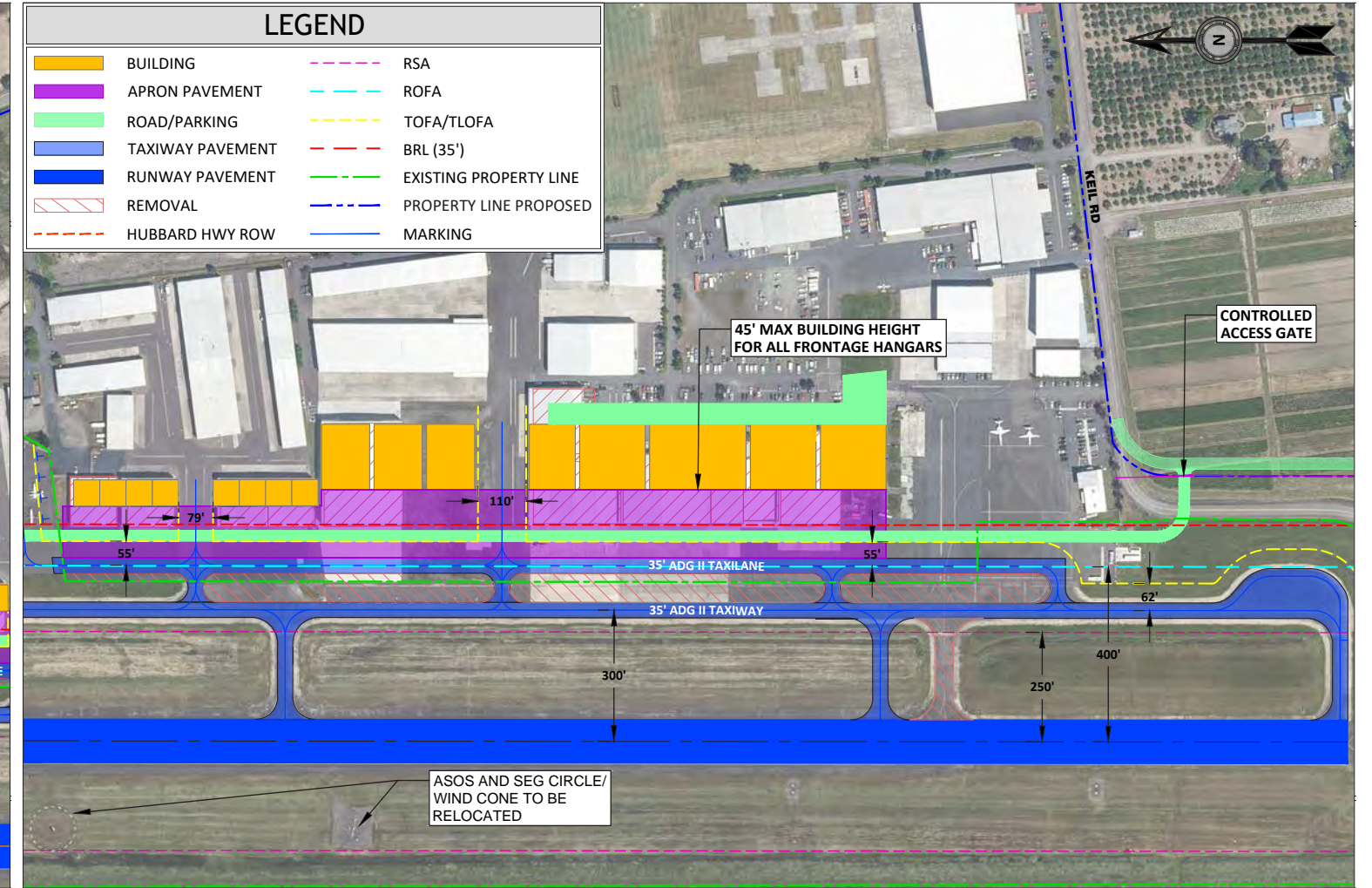
REFINED ALTERNATIVE 1A

**Shift Hubbard Highway West and Extend Runway North to 5,500 feet
LANDSIDE NORTH**



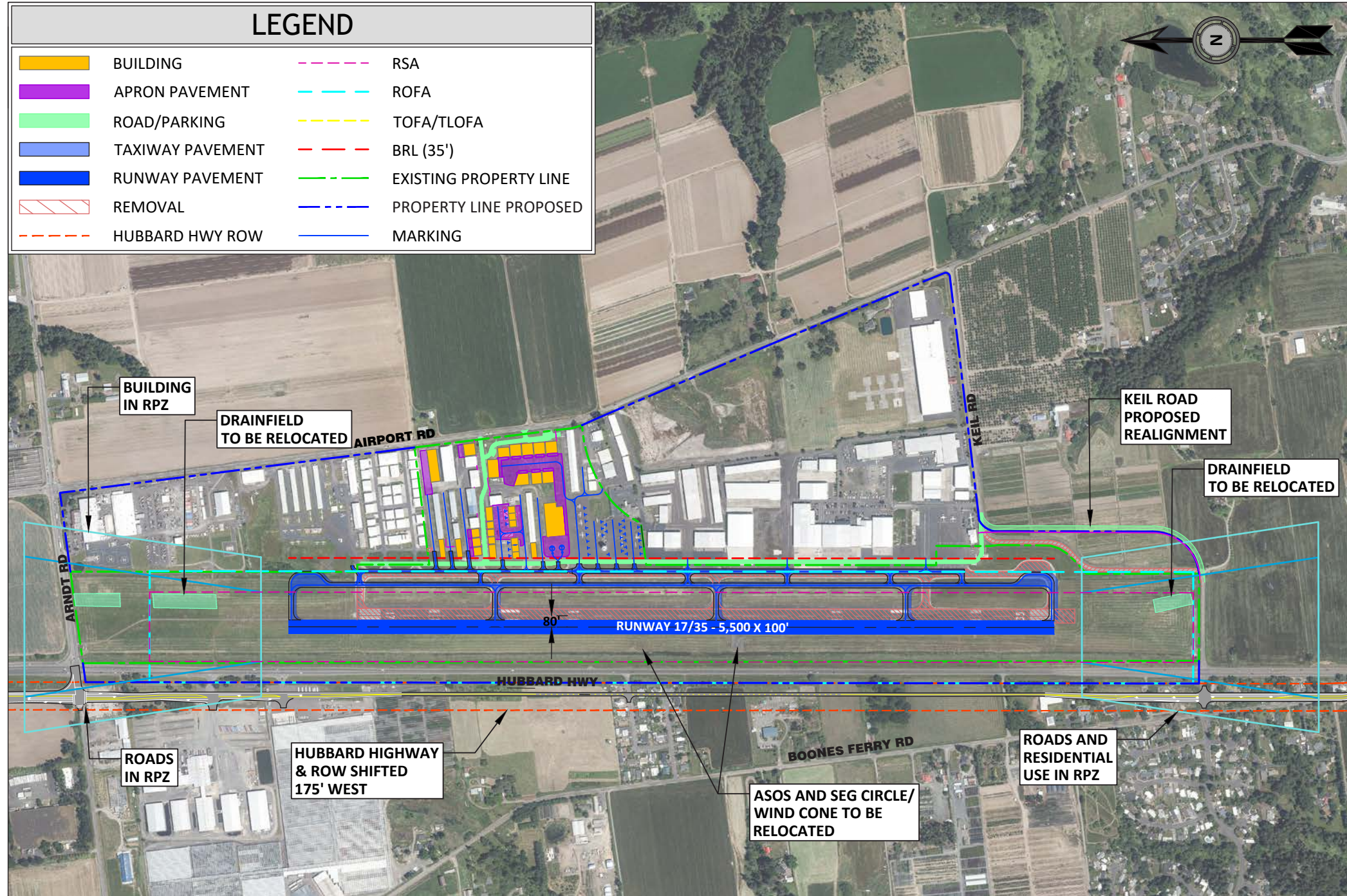
REFINED ALTERNATIVE 1A

**Shift Hubbard Highway West and Extend Runway North to 5,500 feet
LANDSIDE SOUTH**



REFINED ALTERNATIVE 1B

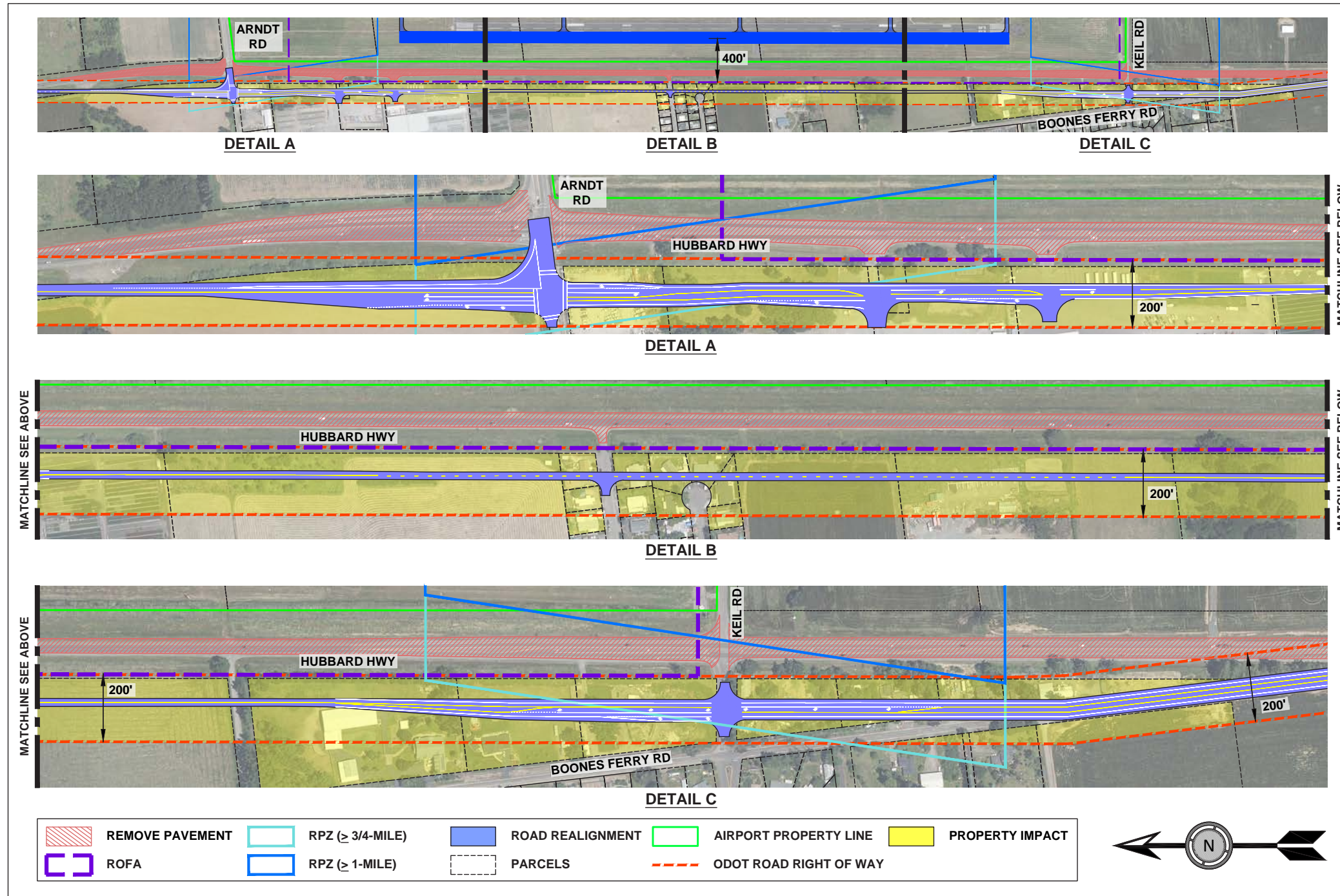
**Shift Runway and Hubbard Highway West and Extend Runway North to 5,500 feet
OVERVIEW**



- Builds upon Preliminary Alternative 1
- Shifts Runway approximately 80 feet west to accommodate parallel taxiway and vehicle service road on east side
- Shifts Hubbard Highway and right-of-way approximately 175 feet west to clear ROFA
- Extends Runway 497 feet north to a total length of 5,500 feet
- Includes a full length parallel taxiway and vehicle service road west of Taxiway A to address direct runway access and VPD issues
- Identifies 39 acres of property acquisition to facilitate shifting Hubbard Highway and the construction of parallel taxiway and vehicle service
 - » Highway shift impacts 20 residential properties and 4 commercial properties west of Hubbard Highway
 - » No aeronautical structures are impacted
- Identifies 133 acres to be purchased as aeronautical reserve if available
- North landside area redesigned to accommodate parallel taxiway and vehicle service road
 - » 178,000 square feet of new hangar space
 - » 36 small aircraft tiedowns
 - » 2 helicopter parking positions
 - » No large aircraft pull-through parking positions
 - » Accommodates existing ATCT location
- Reroutes Keil Road to clear ROFA and TOFA
- ASOS, segmented circle/windsock in the ROFA, and drain fields in the RSA to be relocated pending further study

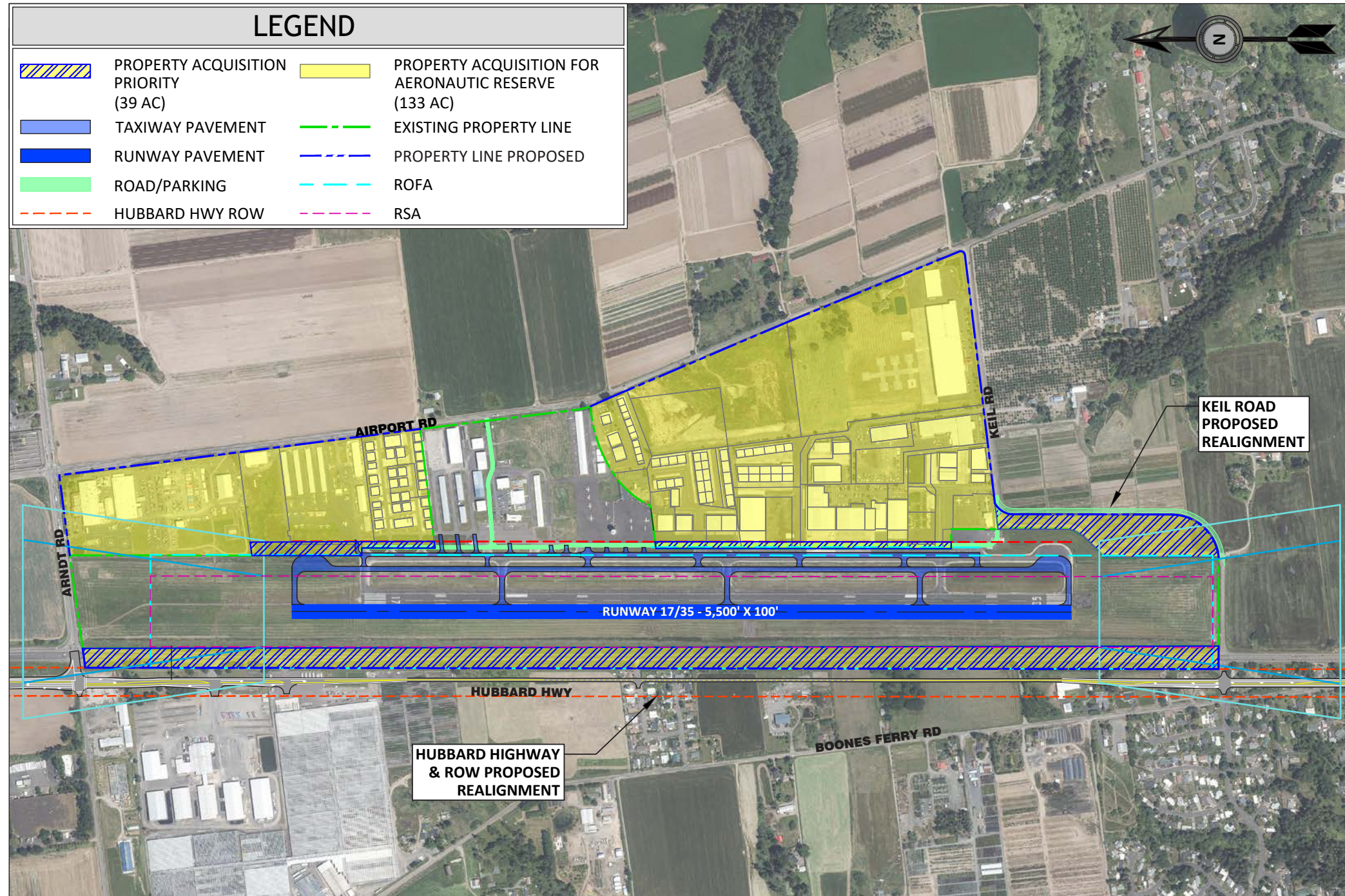
REFINED ALTERNATIVE 1B

**Shift Runway and Hubbard Highway West and Extend Runway North to 5,500 feet
HIGHWAY DETAIL**



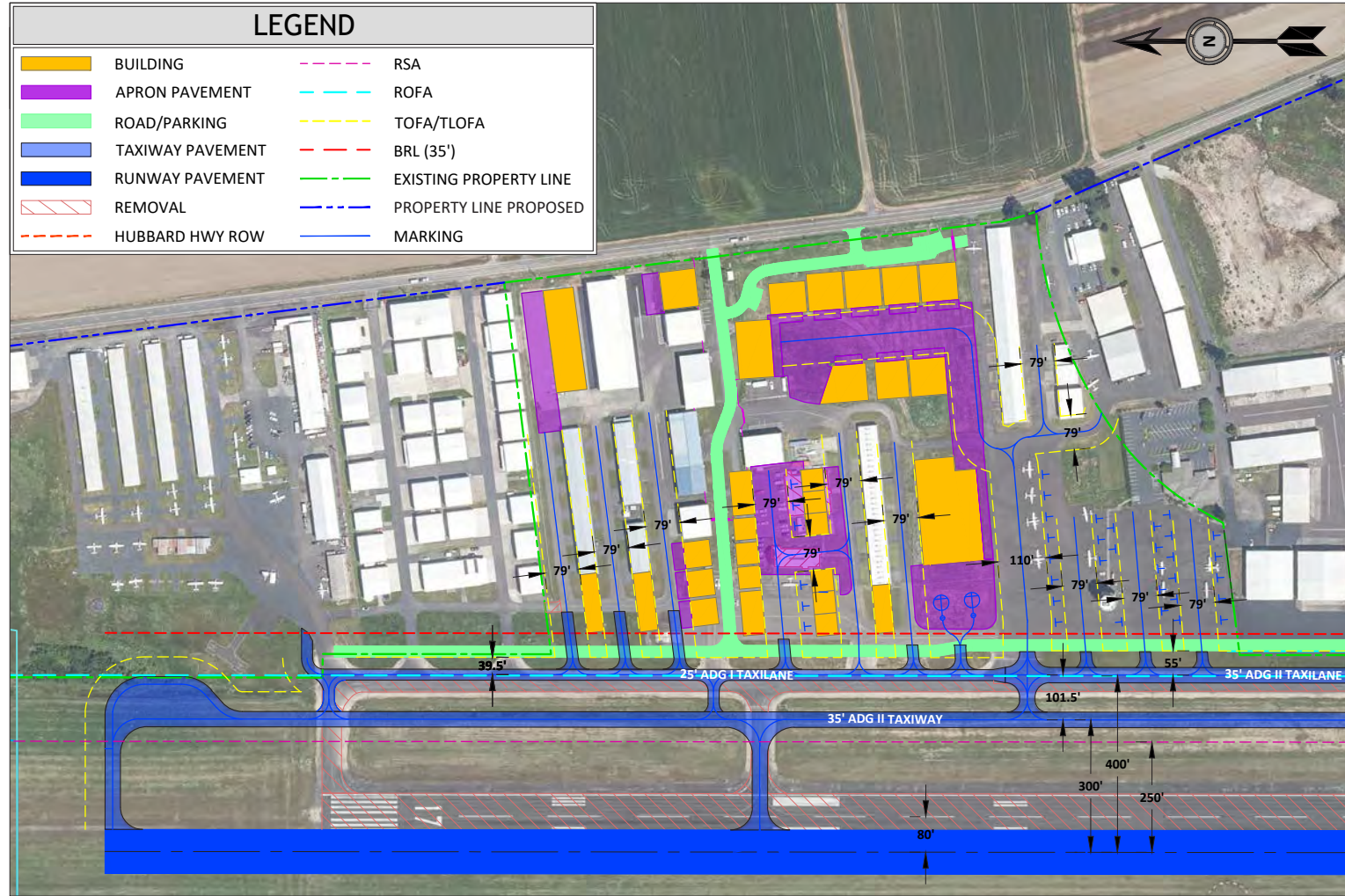
REFINED ALTERNATIVE 1B

**Shift Runway and Hubbard Highway West and Extend Runway North to 5,500 feet
PROPERTY OVERVIEW**



REFINED ALTERNATIVE 1B

Shift Runway and Hubbard Highway West and Extend Runway North to 5,500 feet
LANDSIDE NORTH



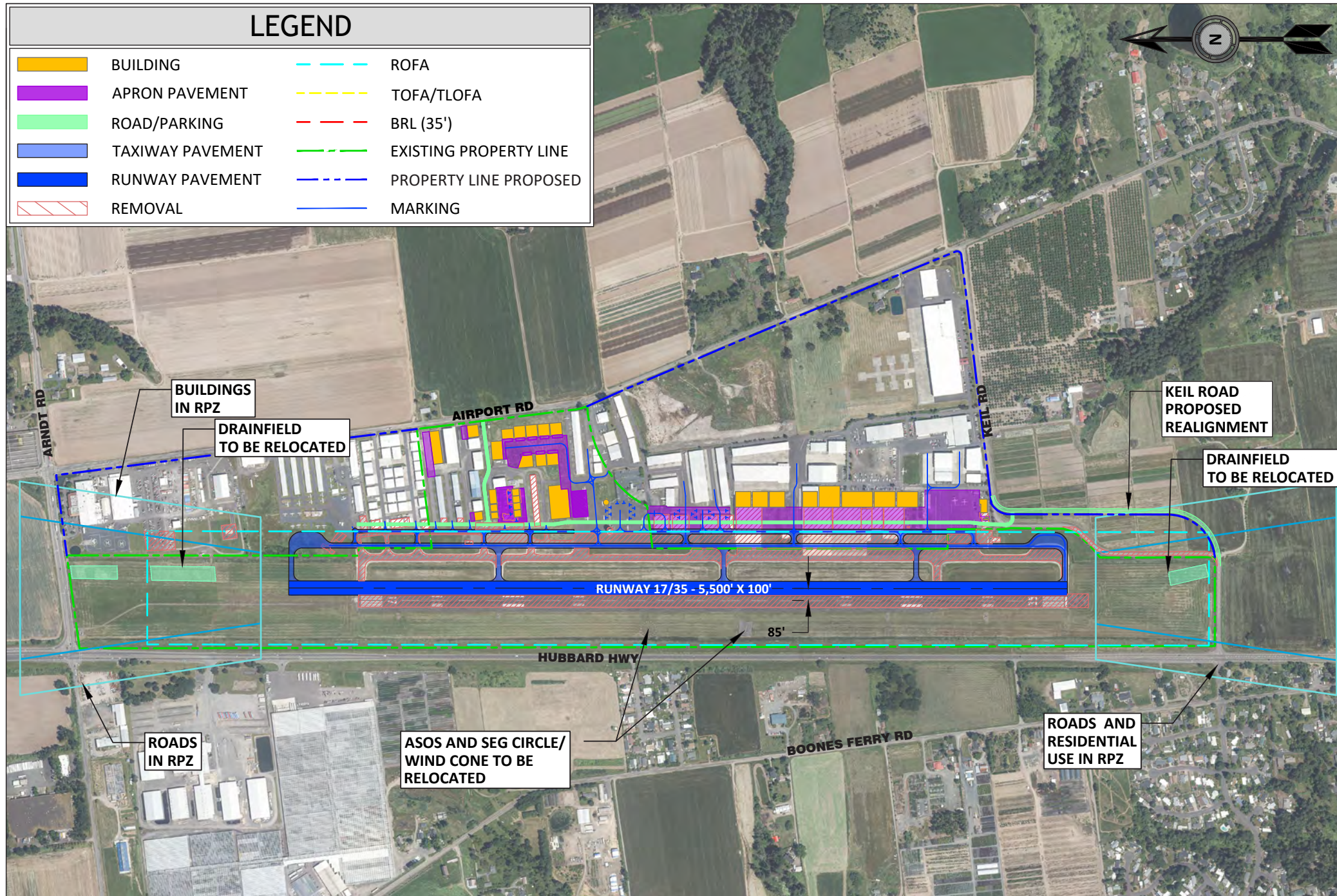
REFINED ALTERNATIVE 1B

Shift Runway and Hubbard Highway West and Extend Runway North to 5,500 feet
LANDSIDE SOUTH



REFINED ALTERNATIVE 2

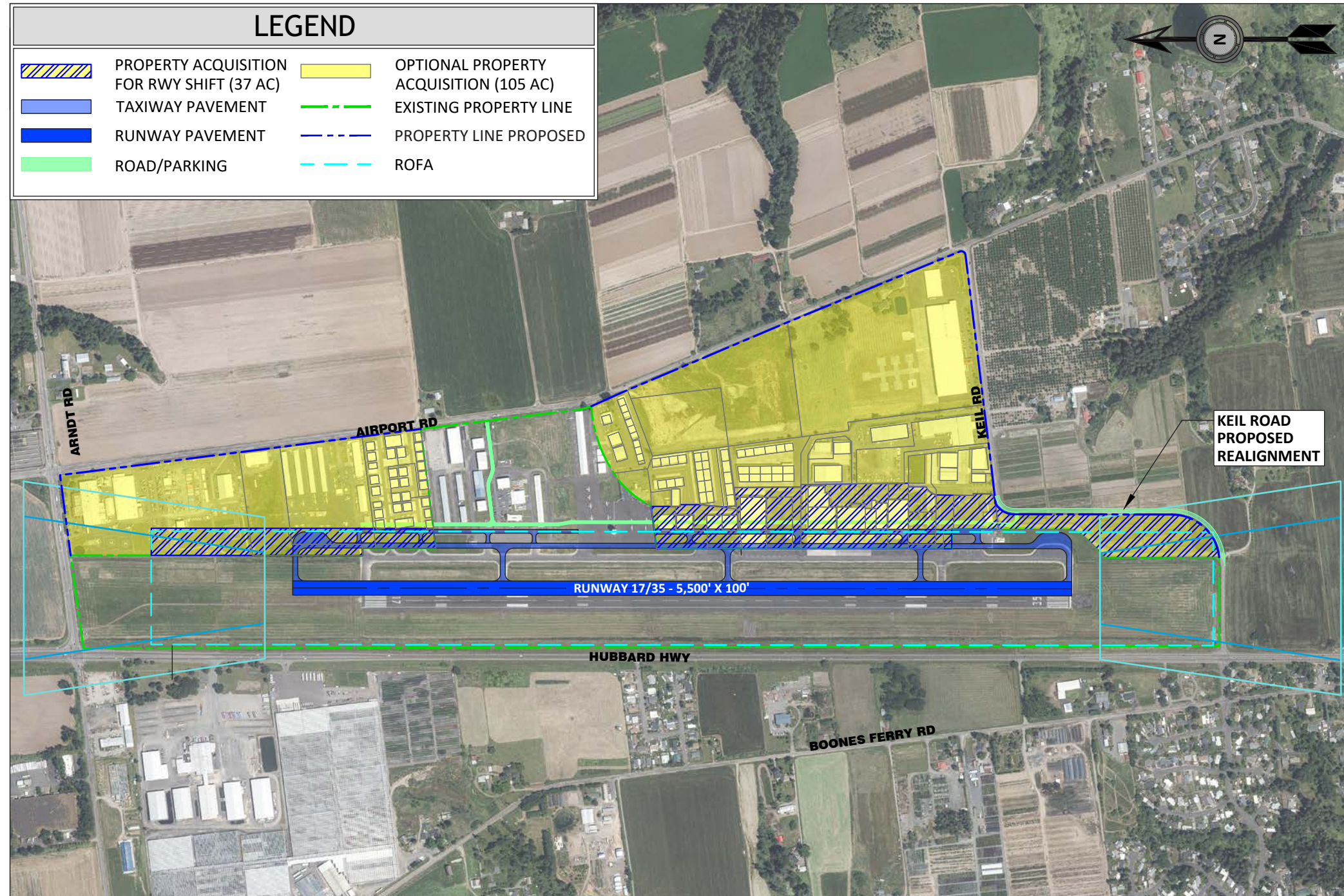
Shift Runway East and Extend North to 5,500 feet
OVERVIEW



- Builds upon Preliminary Alternative 2
- Hubbard Highway remains on the current alignment
- Runway is shifted 85 feet east to clear the ROFA
- Extends Runway 497 feet north to a total length of 5,500 feet
- Includes a full length parallel taxiway and vehicle service road west of Taxiway A to address direct runway access and VPD issues
- Identifies 37 acres of property acquisition to facilitate shifting the runway and the construction of parallel taxiway and vehicle service
 - » No properties west of Hubbard Highway are impacted
- Identifies 105 acres to be purchased as aeronautical reserve if available
- South apron aeronautical properties are acquired, and hangars removed to accommodate shifted runway, parallel taxiway and vehicle service road
 - » 242,000 square feet of existing hangar space removed
 - Includes 5,000 square foot FBO building
- New hangars constructed along south apron at appropriate setback from parallel taxiway and vehicle service road
 - » 142,000 square feet of new hangar space
 - Includes 5,000 square foot FBO building
- North landside area redesigned to accommodate parallel taxiway and vehicle service road
 - » 35,000 square feet of existing hangar space is removed
 - » 143,000 square feet of new hangar space
 - » 27 small aircraft tiedowns
 - » No helicopter parking
 - » 1 large aircraft pull-through parking positions
 - » ATCT to be relocated pending further study
- Reroutes Keil Road to clear ROFA and TOFA
- ASOS, segmented circle/windsock in the ROFA, and drain fields in the RSA to be relocated pending further study

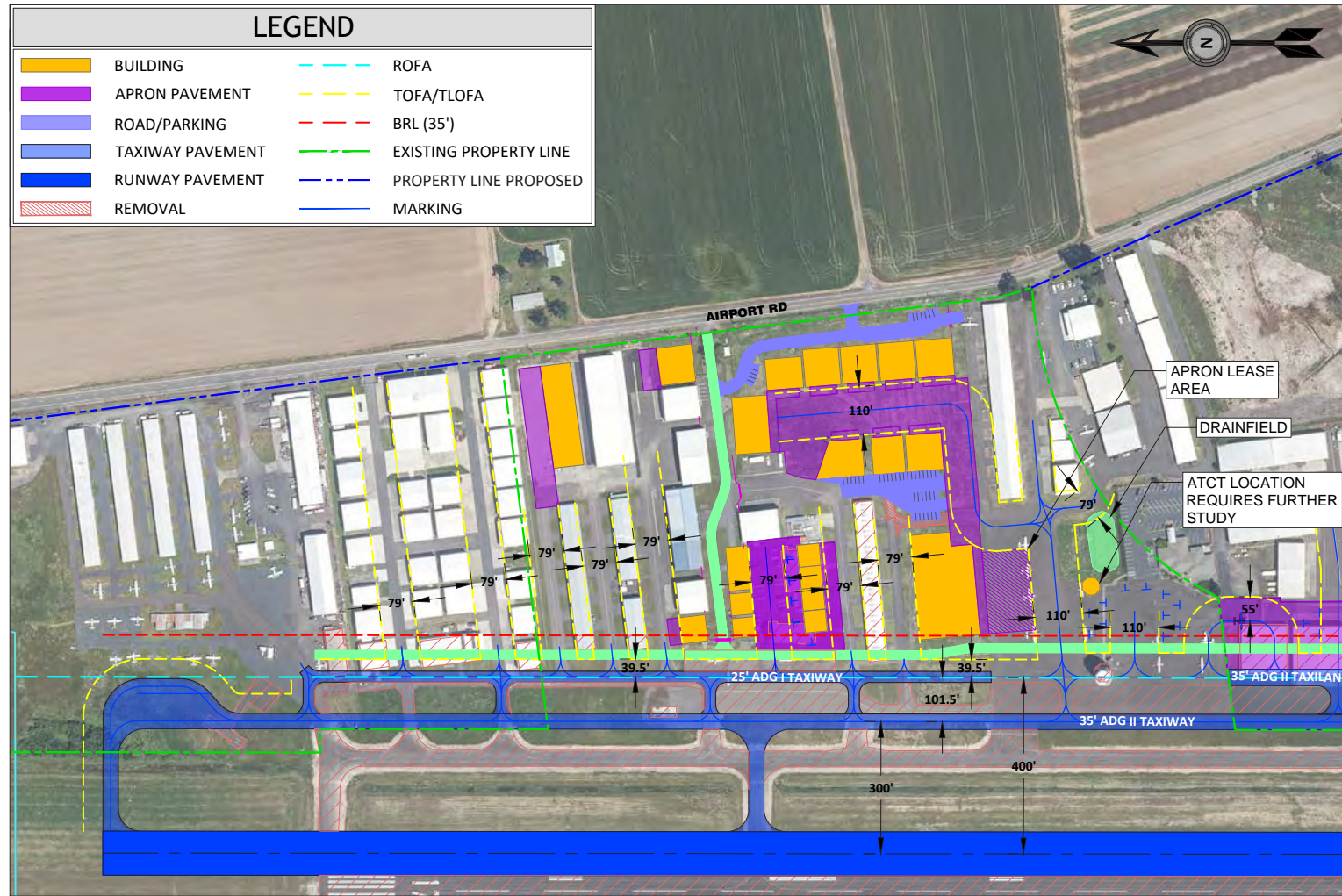
REFINED ALTERNATIVE 2

Shift Runway East and Extend North to 5,500 feet
PROPERTY OVERVIEW



REFINED ALTERNATIVE 2

Shift Runway East and Extend North to 5,500 feet
LANDSIDE NORTH



REFINED ALTERNATIVE 2

Shift Runway East and Extend North to 5,500 feet
LANDSIDE SOUTH

