

Aurora State Airport Master Plan Project



September 5, 2024



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://publicproject.net/AuroraAirport

Introductions



Project Team

Agency Oversight & Funding



Airport Owner (Sponsor)



Planning & Engineering



Public Involvement



Cultural Resources



Archaeological
Investigations
Northwest, Inc.

Environmental Review



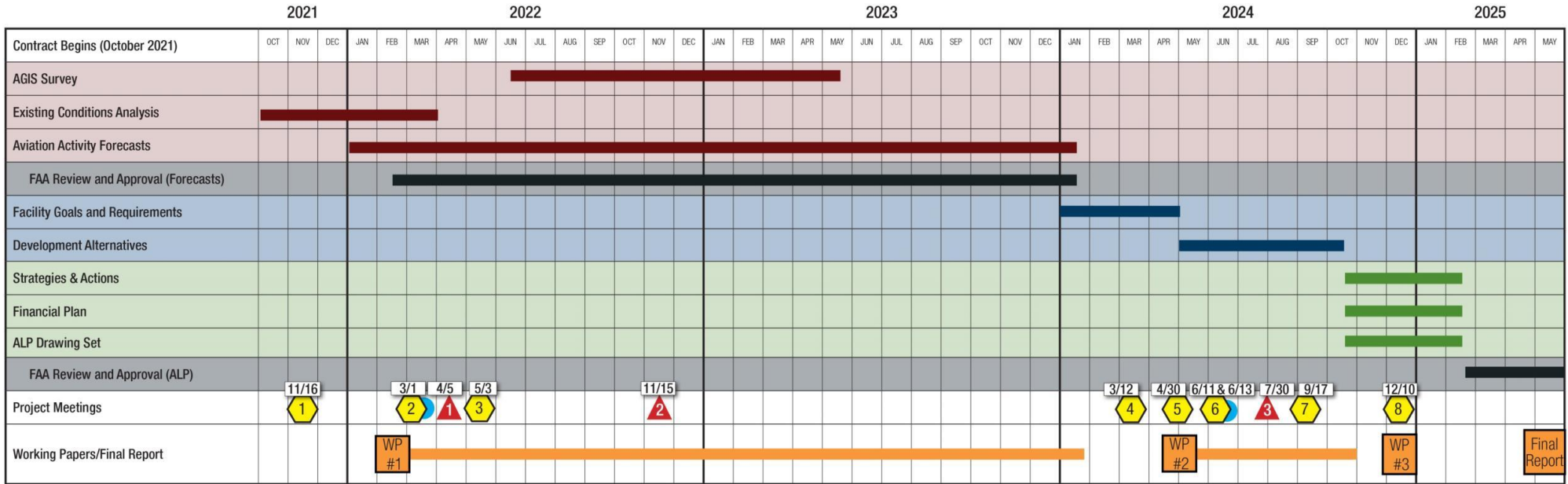
AGIS Survey





Project Schedule

(Updated August 2024)



■ Develop Understanding
 ■ Explore Solutions
 ■ Implementation
 ■ FAA Review and Approval
⬡ PAC Meetings
 ● Public Open House
 ▲ PAC Working Session Meeting

- ⬡ 1 Introduction To Project, Meeting Process; Roles & Responsibilities
- ⬡ 2 Review of the Initial Data Collected & Virtual Open House
- ⬡ 3 Additional Review of WP#1 –Draft Chapters 1, 2, & 3
- ⬡ 4 Review of Working Paper 1 and the FAA Approved Forecast
- ⬡ 5 Facility Goals and Requirements
- ⬡ 6 Review of Comments and Responses from Facility Requirements & Preliminary Alternatives; In-Person Open House
- ⬡ 7 Review of Comments and Responses from Refined Preliminary Alternatives
- ⬡ 8 CIP, ALP, and Draft Final for FAA Review
- ▲ 1 Review of Existing Conditions and Preliminary Forecasts Draft Chapters; PAC Comments
- ▲ 2 Review FAA Comments & ODAV/Century West Responses
- ▲ 3 Review of Comments and Responses from Preliminary Alternatives



Master Plan Forecast

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

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

Review:

Facility Requirements Summary

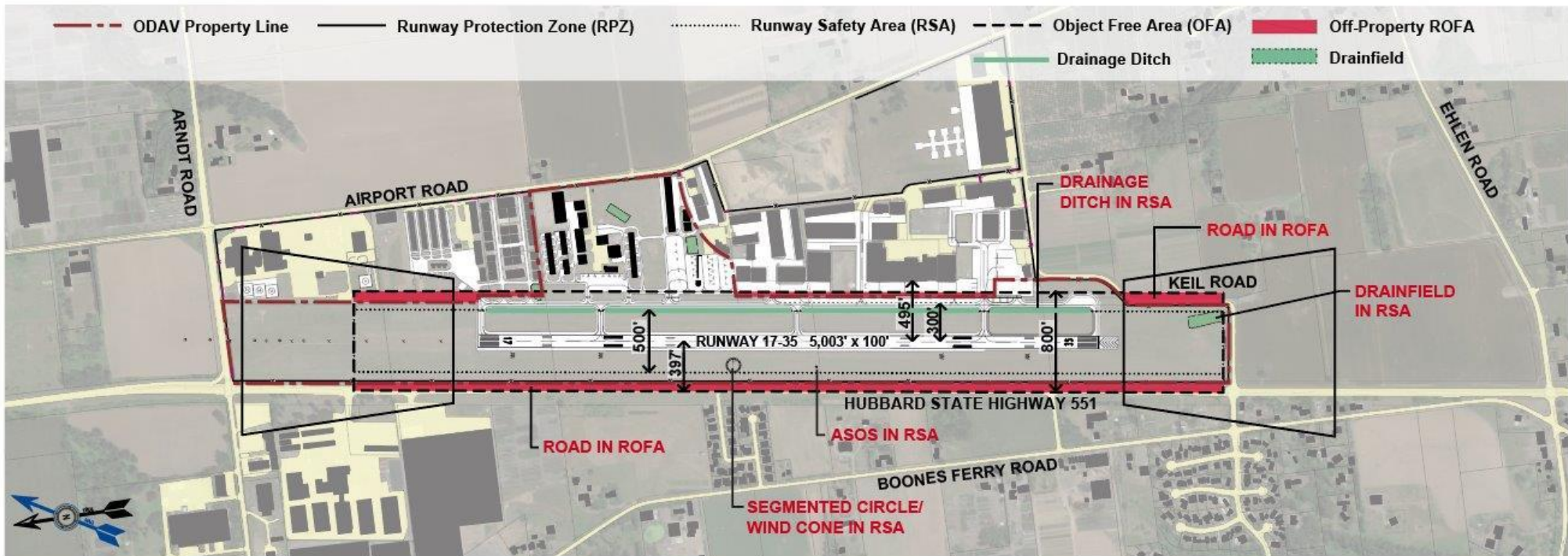
Facility Requirements – Summary of Evaluation

- 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

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

Facility Requirements Summary – Airside



Source: Century West Engineering

Preliminary Alternatives

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



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

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.

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

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

Assumptions

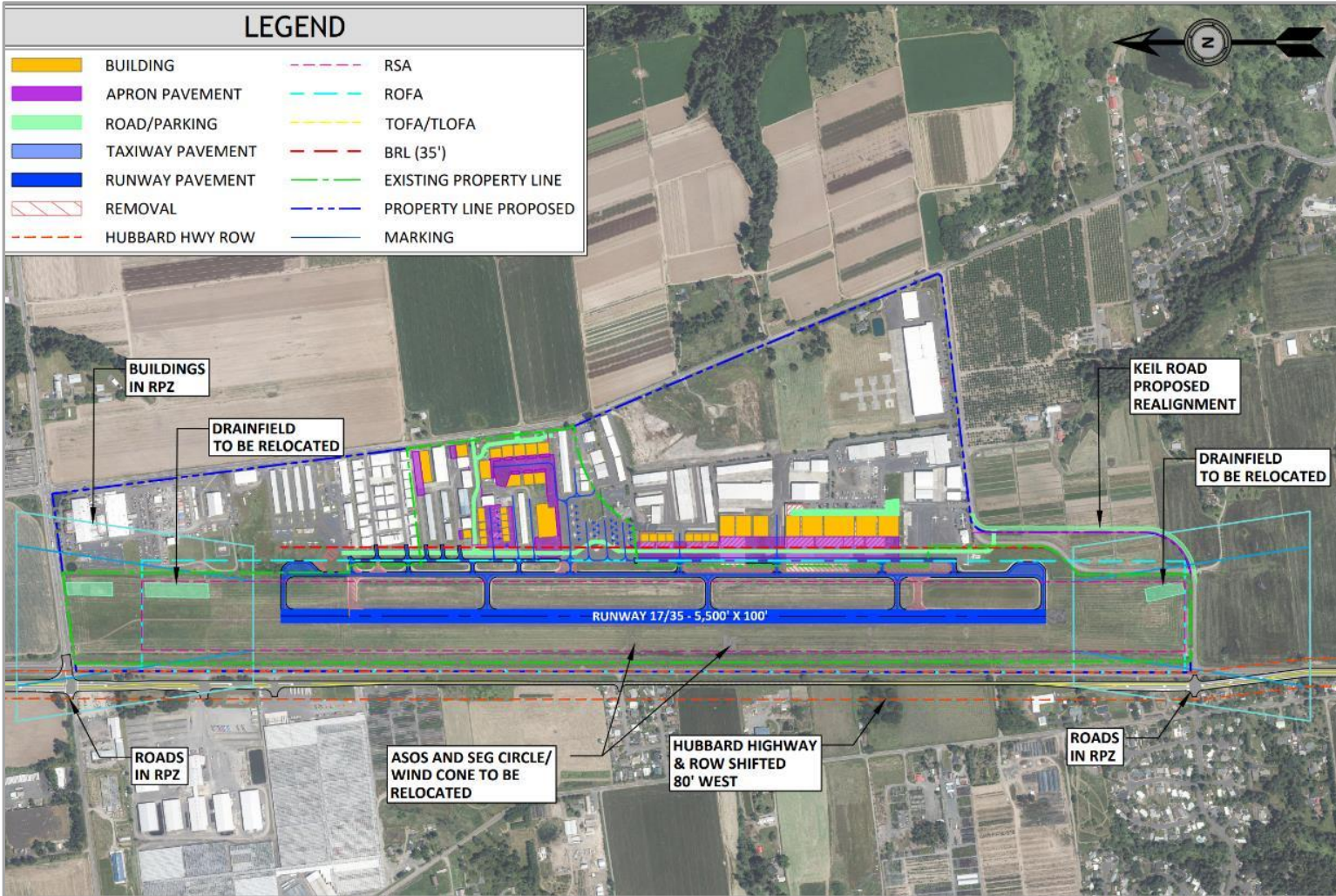
- Significant changes in assumptions that went into the refined alternatives (continued):
 - South Runway Extension Option Eliminated
 - Due to the alternative's greater impacts on EFU-zoned land
 - Existing ODOT Hubbard Highway Right-of-Way Width (200' +/-) will be maintained for all airside alternatives.
 - ODOT plans for future highway configuration (lanes, intersection signalization, etc.) have not been determined, but future upgrades are possible if traffic volume 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

Review:

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

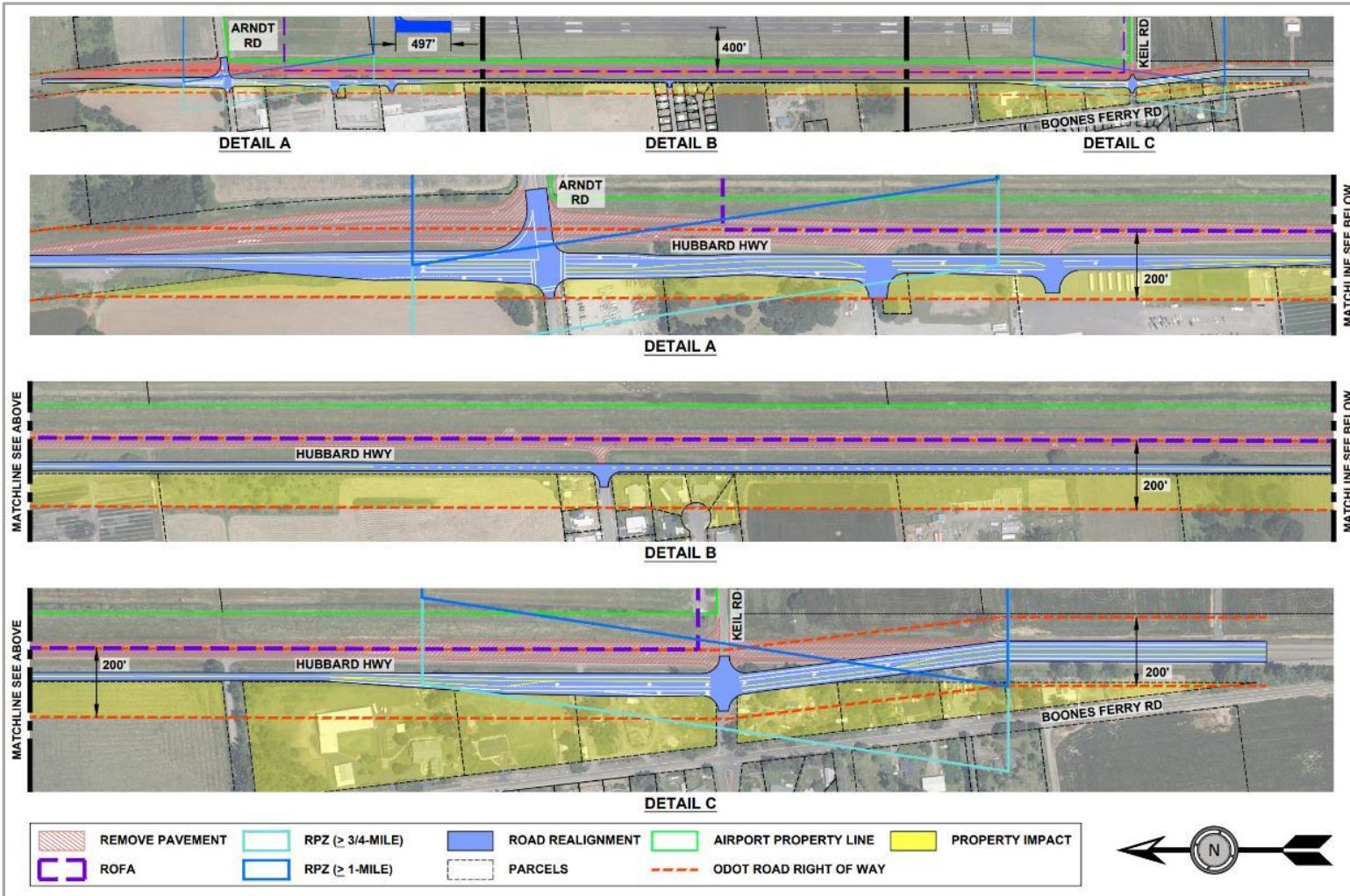


REFINED ALTERNATIVE 1A - Shift Hubbard Highway West and Extend Runway North to 5,500 feet Overview



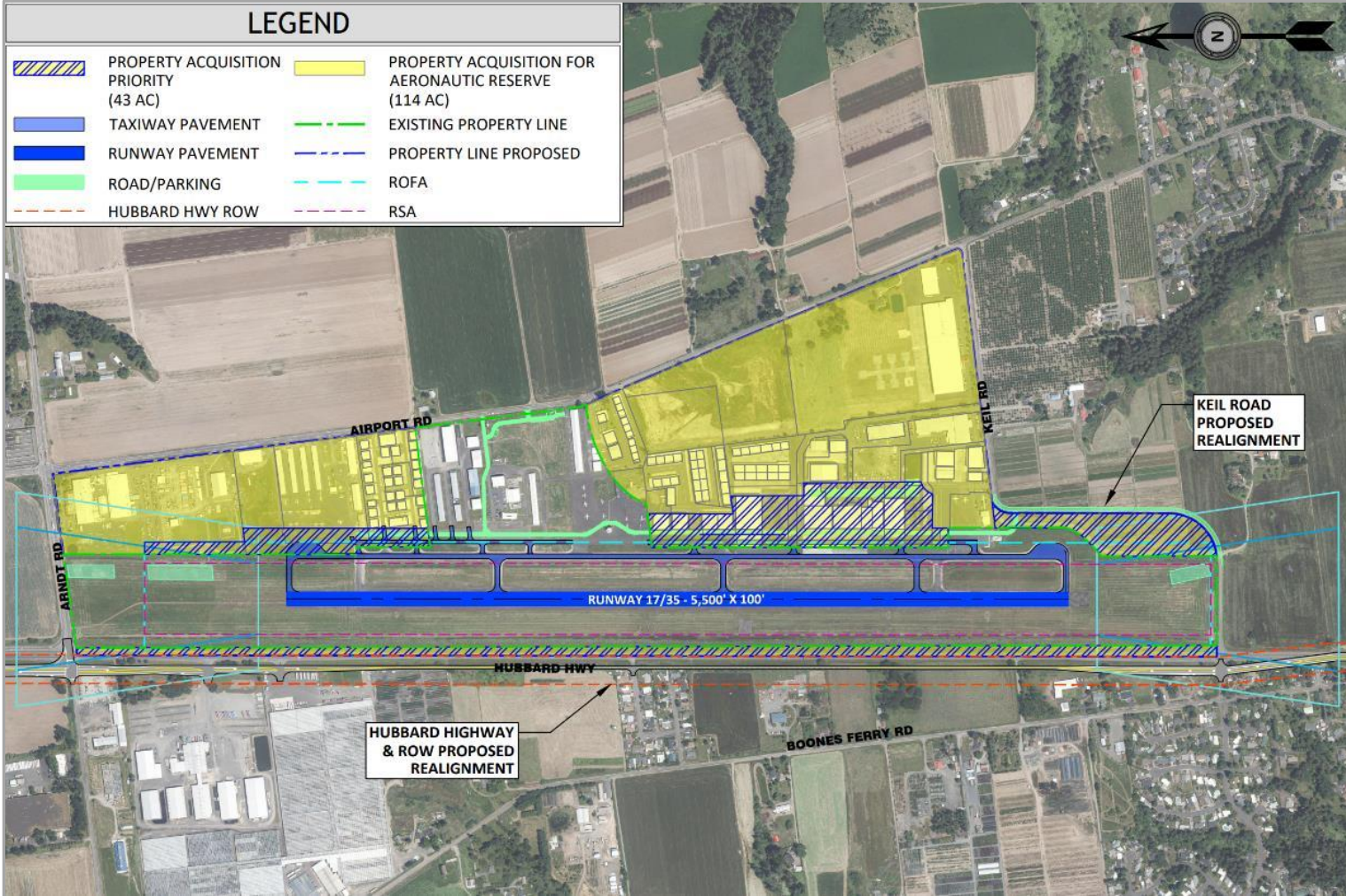


REFINED ALTERNATIVE 1A - Shift Hubbard Highway West and Extend Runway North to 5,500 feet Highway Alignment Detail





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

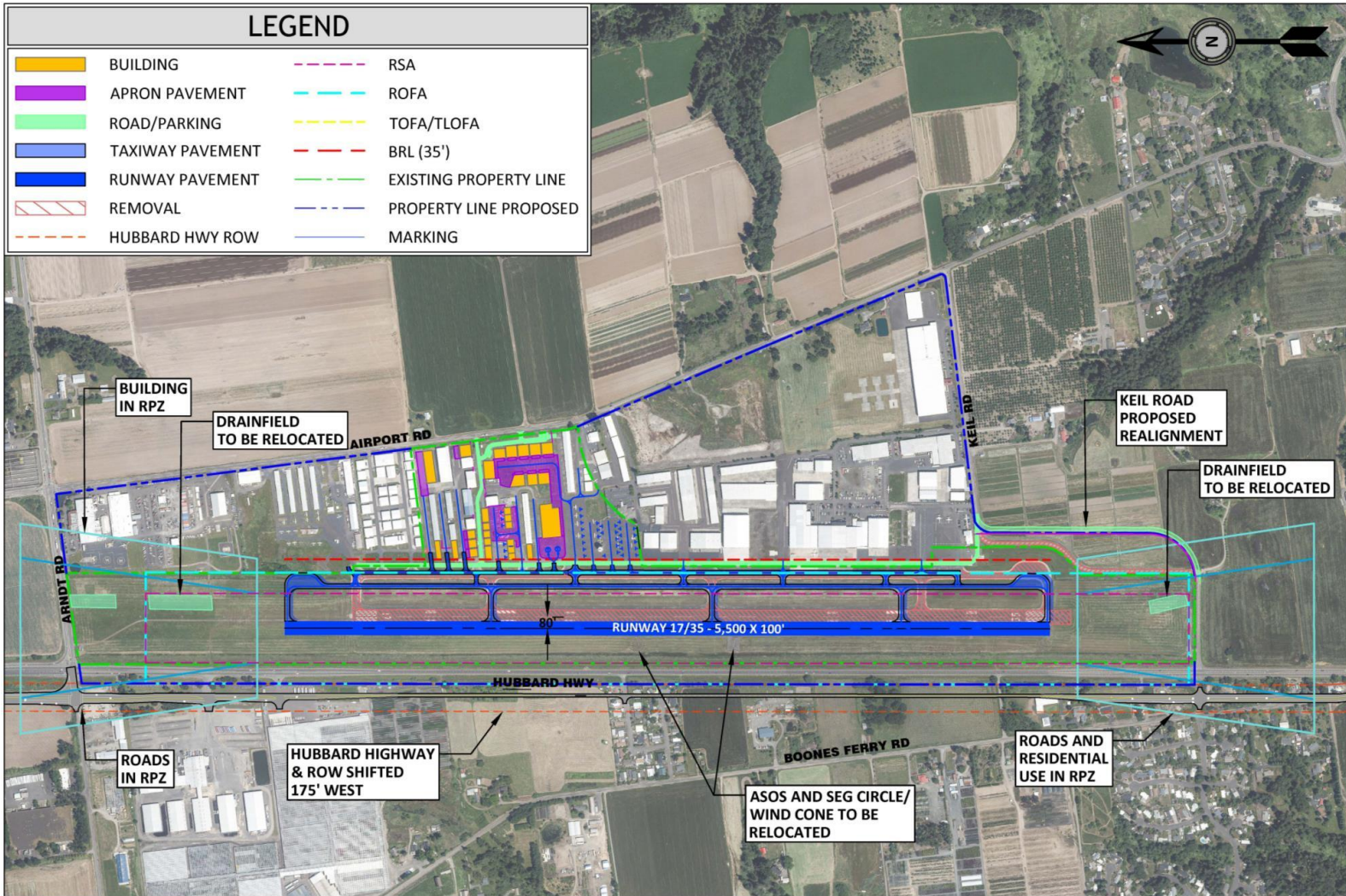


Review:

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

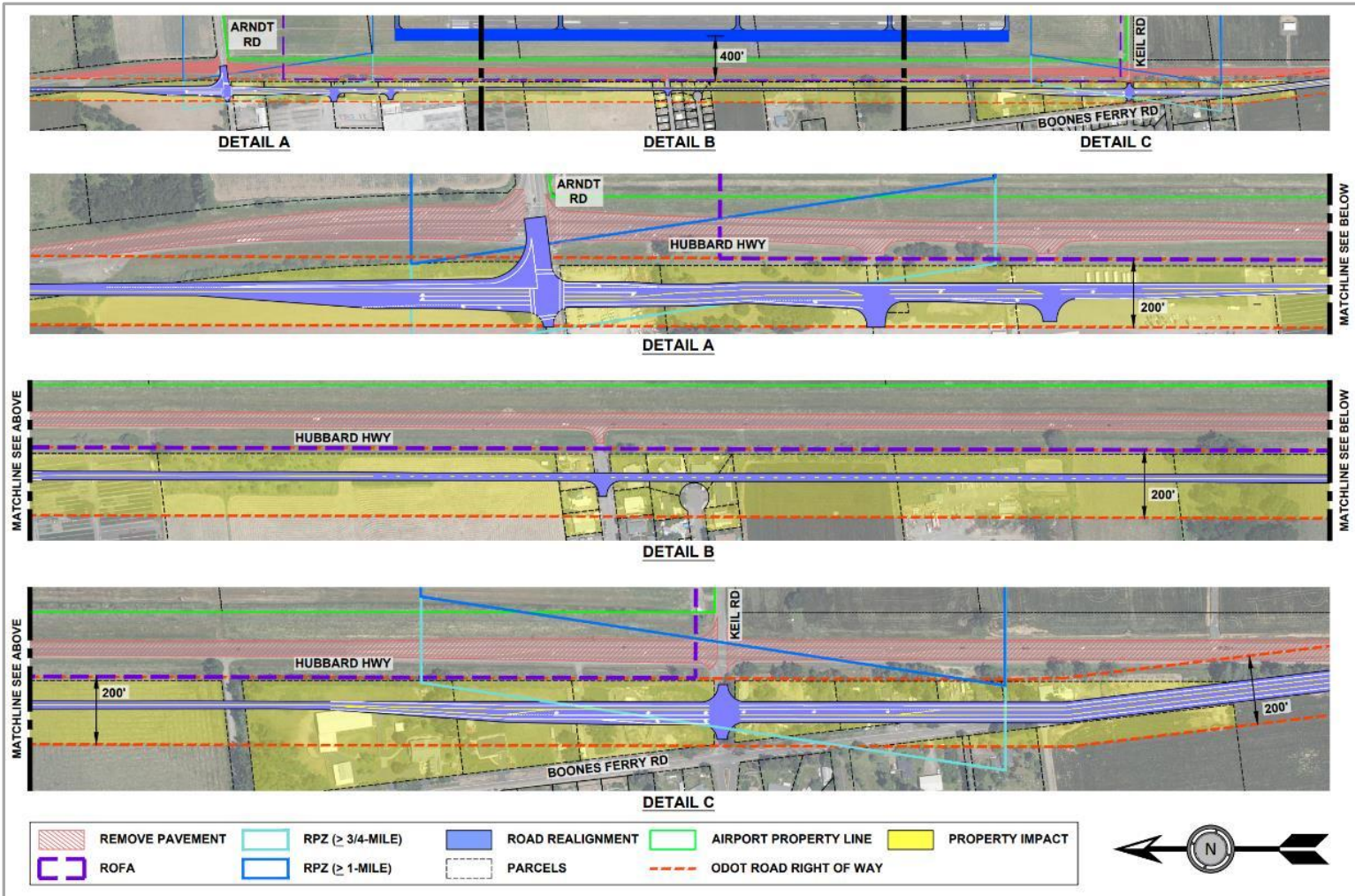


REFINED ALTERNATIVE 1B - Shift Runway and Hubbard Highway West and Extend Runway North to 5,500 feet Overview



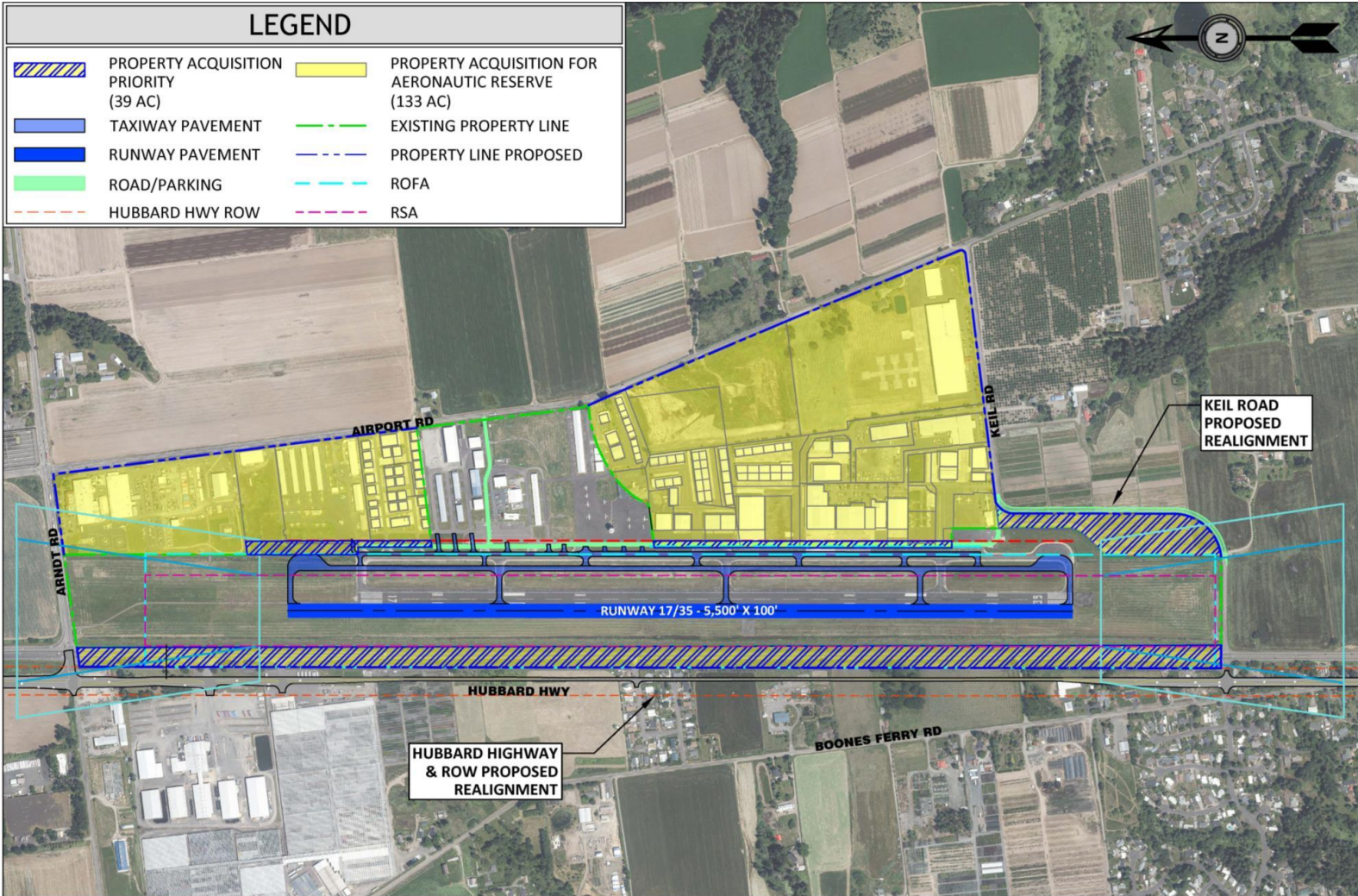


REFINED ALTERNATIVE 1B - Shift Runway and Hubbard Highway West and Extend Runway North to 5,500 feet Highway Alignment Detail





REFINED ALTERNATIVE 1B - Shift Runway and Hubbard Highway West and Extend Runway North to 5,500 feet Property Overview

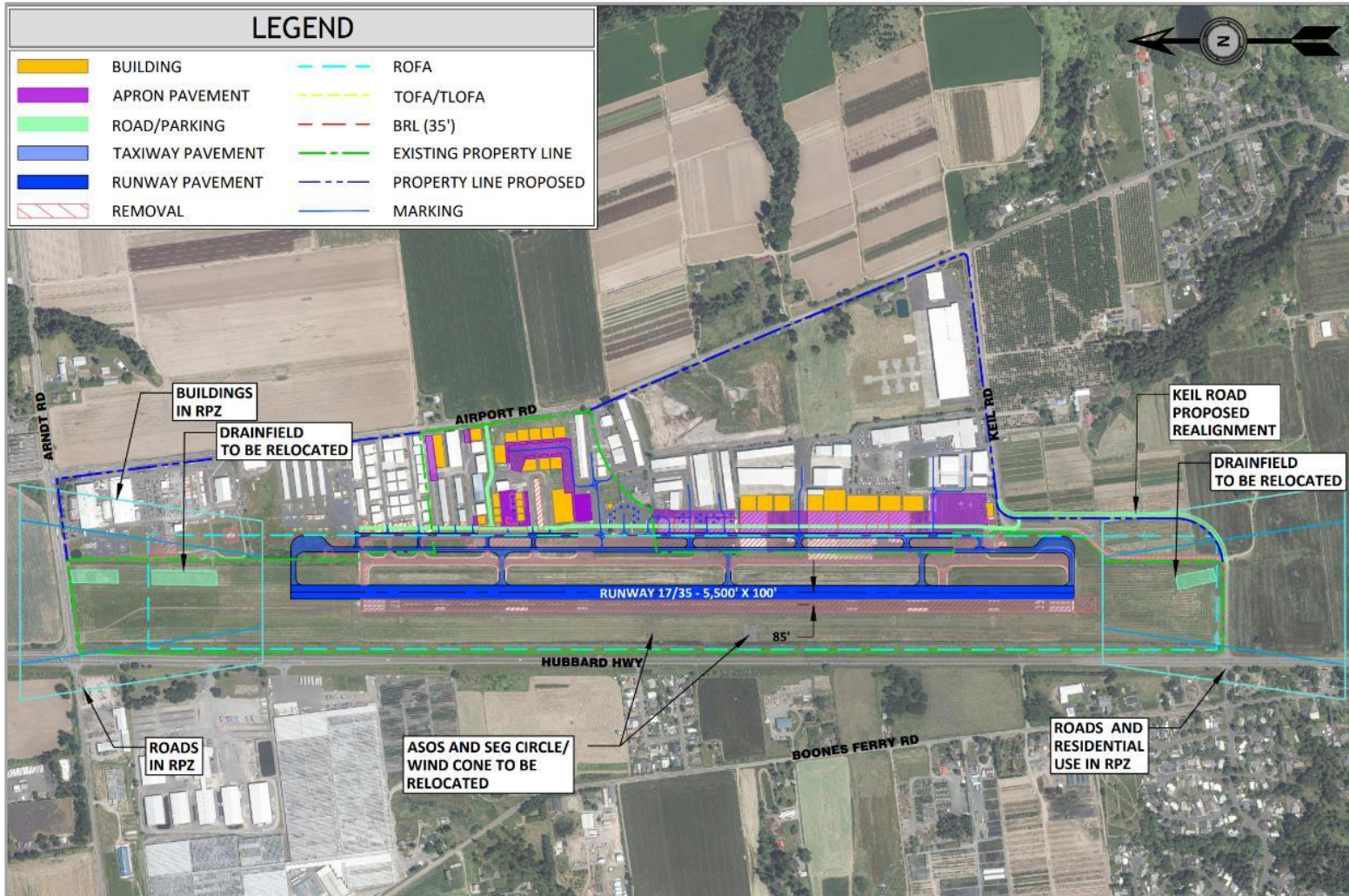


Review:

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

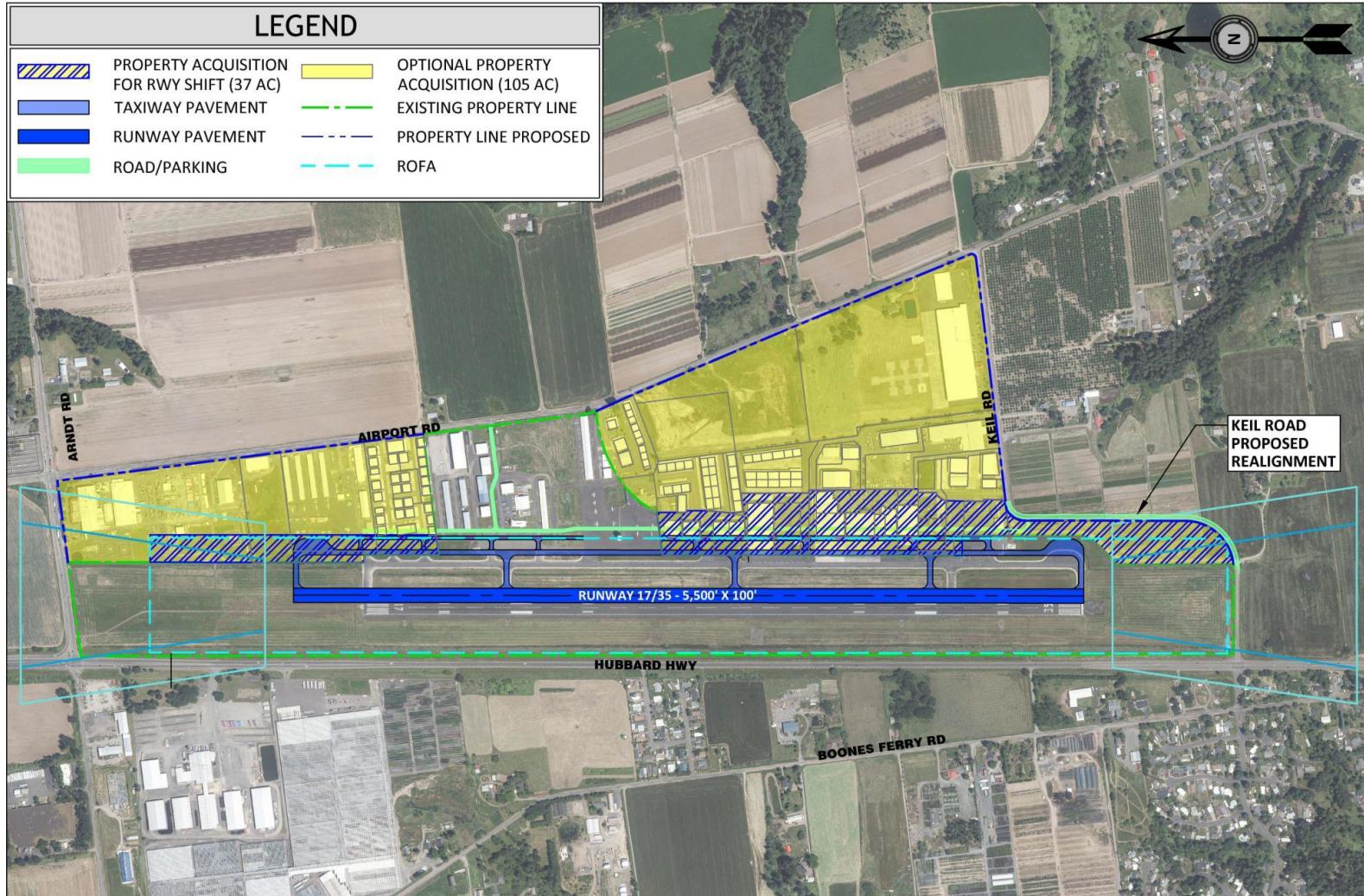
REFINED ALTERNATIVE 2 - Shift Runway East and Extend Runway North to 5,500 feet

Overview





REFINED ALTERNATIVE 2 - Shift Runway East and Extend Runway North to 5,500 feet Property Overview





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>