Follow-up Testimony by City of Wilsonville Mayor Shawn O'Neil
Opposing SR 2

Proposed Resolution Is a Scam Seeking to Provide Special Interests with State Authority to Appeal FAA Public Safety Standards at Aurora State Airport

Scheduled for public hearing on April 16, 2025, before the Senate Committee On Rules
Follow-up Testimony Submitted April 18, 2025

Chair Jama, Vice-Chair Bonham, and Members of the Committee:

After hearing from proponents of proposed Senate Resolution 2, we now know the real reasons behind the motivation to advance this legislation. **Monied interests that seek to expand the Aurora State Airport are deceptively using the State legislative process to seek a waiver to Federal public-safety standards at the Airport in order to further a proposed $185 million expansion of the Airport onto prime agricultural land.**

Along with City of Aurora Mayor Brian Asher, I am testifying on behalf of the City of Wilsonville in strong opposition to SR 2. As the two communities in closest proximity to the Aurora State Airport, Wilsonville and Aurora recommend that the Senate Rules Committee table SR 2, and that no further work sessions be scheduled on the bill. Please accept my apology for being unable to testify during the hearing due to a schedule conflict.

The Oregon Department of Aviation (ODAV) and the Federal Aviation Administration (FAA) are in the process of completing a new master plan for the Aurora State Airport, a lengthy process with poor public engagement that has dragged on for over four years.

During the course of the developing master plan, the FAA determined that the Aurora State Airport is operating in a dangerous manner that threatens public safety.

In particular, the FAA has determined that the location of the Aurora State Airport is a highly constrained site surrounded by roads on all sides and that ODAV has permitted many non-standard facilities to be placed. The FAA is now requiring that the State address these "nonstandard" conditions of the Aurora State Airport in order for the Airport to expand to allow more larger jets use the Airport.

The FAA has determined that "The below listed nonstandard conditions are the highest priority to FAA for the Airport (ODAV) to mitigate at Aurora State Airport.

"• Runway Object Free Area (ROFA)

"- Acquire property within the ROFA

"- Relocate the ASOS, Windcone, Fencing, Roadways outside of the ROFA

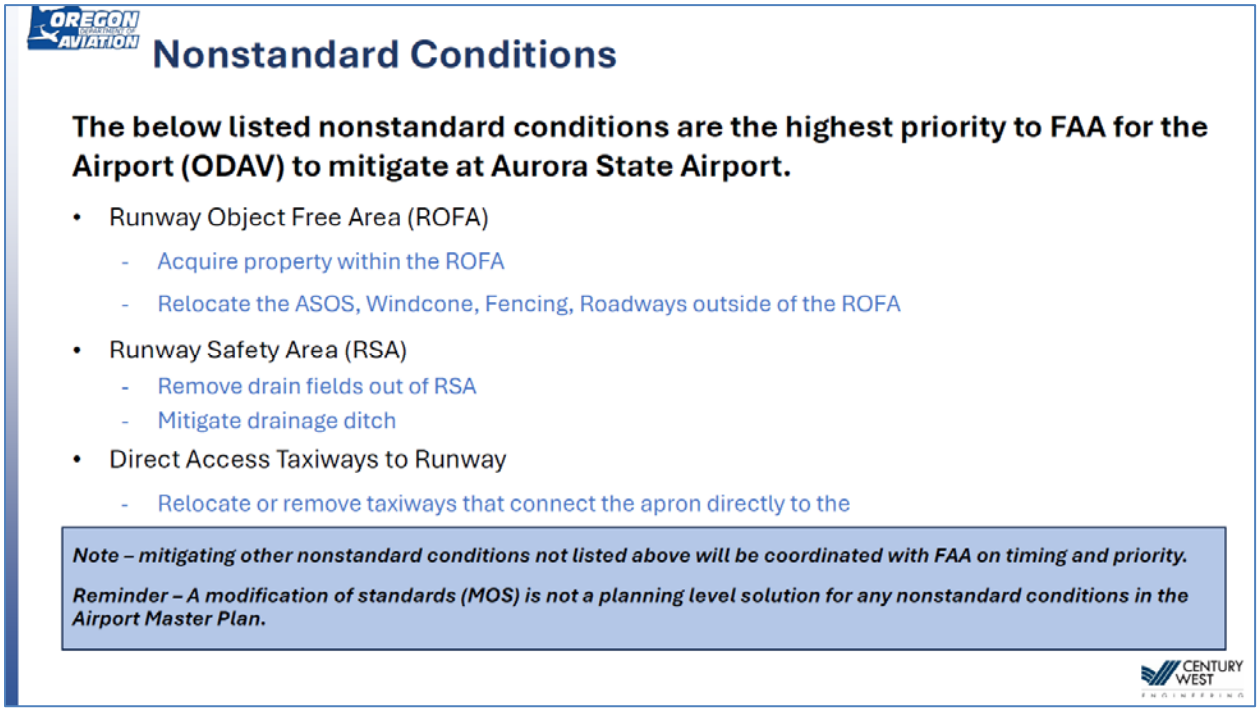
"• Runway Safety Area (RSA)

"- Remove drain fields out of RSA

"- Mitigate drainage ditch

"• Direct Access Taxiways to Runway

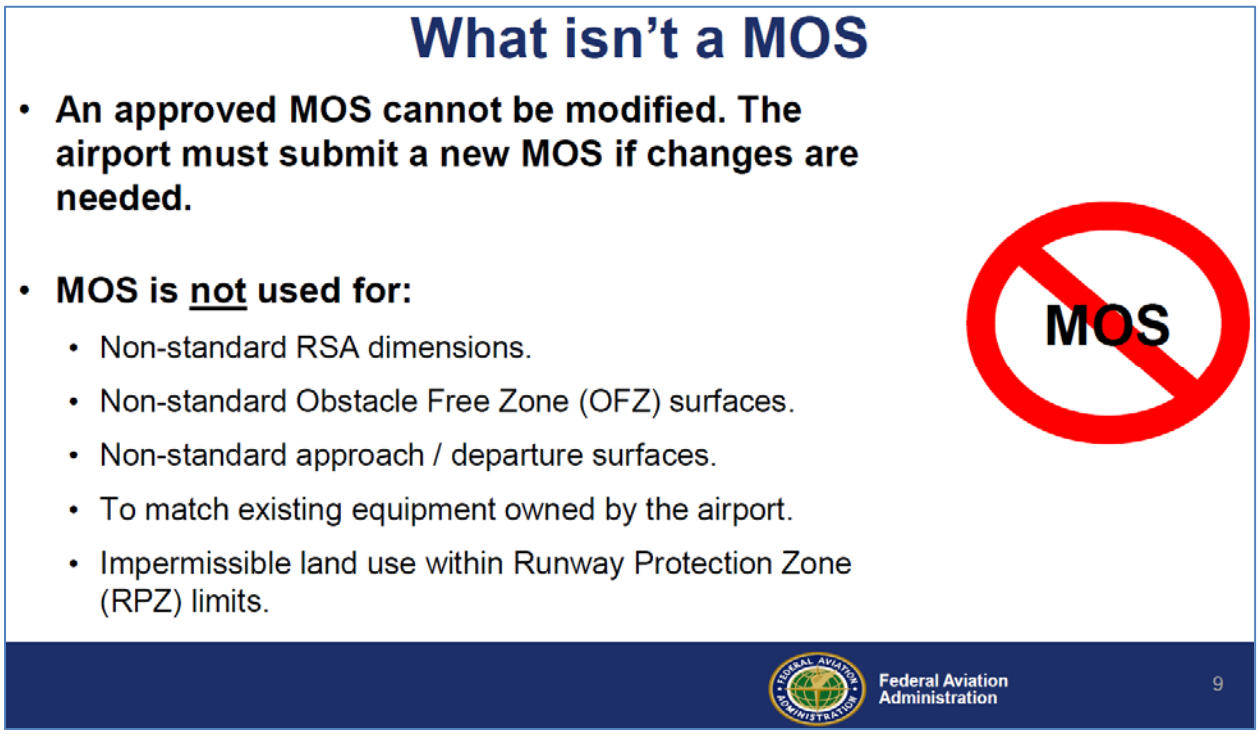
"- Relocate or remove taxiways that connect the apron directly to the runway"



SOURCE: 12/10/2024 Aurora State Airport Master Plan Planning Advisory Committee meeting number 8, Century West Engineering for Oregon Dept. of Aviation (ODAV)

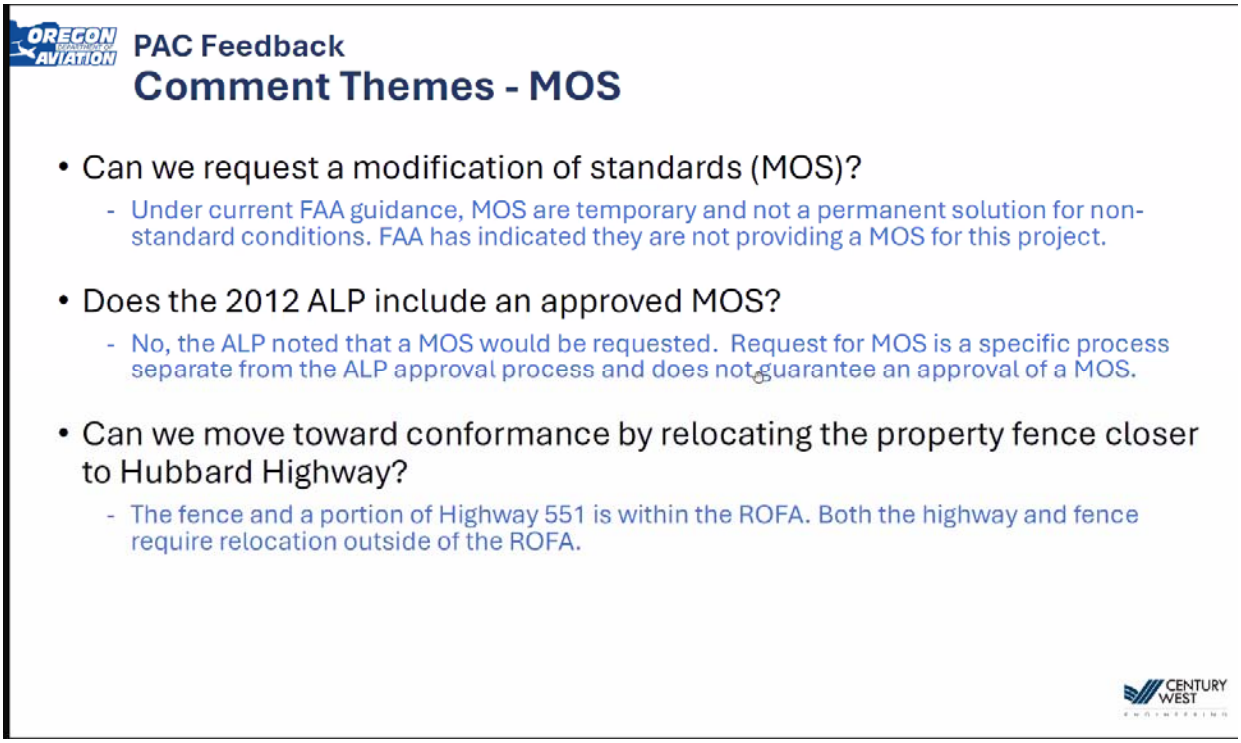
The City would like to clarify its position that the Aurora State Airport has serious public safety concerns that the FAA and ODAV's Master Plan consultants Century West Engineering pointed out during the recent Master Plan process. **These public safety concerns brought about by ODAV's push to expand the Airport in a highly constrained site and the agency's creation of nonstandard conditions can only be addressed by expanding the Aurora State Airport onto Exclusive Farm Use (EFU) resource lands, and the passage of SR 2 would appear to endorse the subversion of the safety-related findings and state EFU land-use protection laws from the recent FAA assessment regarding the Aurora State Airport.**

The FAA has indicated to ODAV and the Aurora State Airport Master Plan Planning Advisory Committee that a "Modification of Standards" (MOS) is not possible for the Aurora State Airport due to the level of concern over violations of key FAA public-safety standards. Thus, the FAA has stated that none of these nonstandard conditions can be addressed by the issuance of a MOS. **This FAA determination, however, has not deterred Airport expansion interests who now seek to use a State legislative process to petition the FAA and federal government to advance a request for MOS to violate public safety standards for the proposed expansion of the Aurora State Airport.**



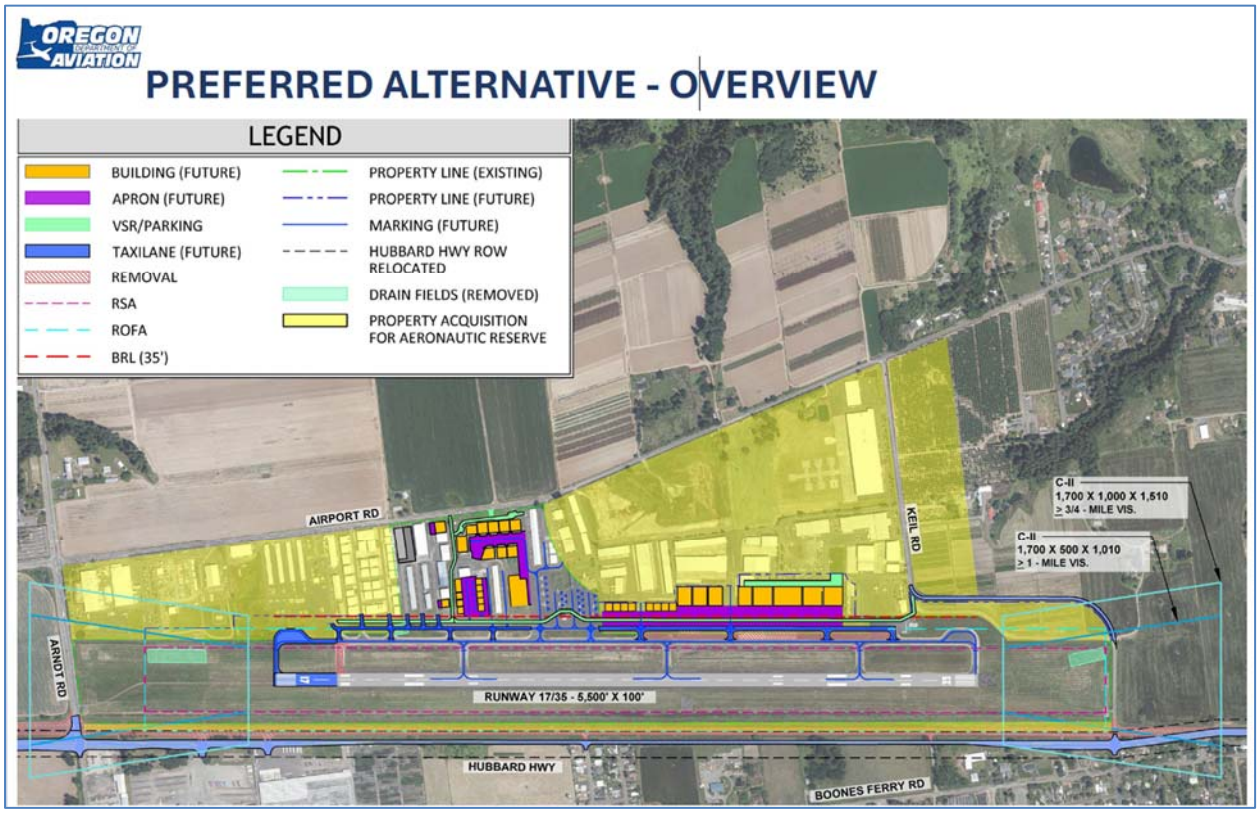
SOURCE: 8/6/2020 Federal Aviation Administration (FAA) Modification of Standards Process presentation, FAA Airport Certification Program Overview

The Aurora State Airport Master Plan Planning Advisory Committee explored with the FAA if a MOS could be requested; the FAA response: No.



SOURCE: 10/15/2024 Aurora State Airport Master Plan Planning Advisory Committee meeting number 7, Century West Engineering for Oregon Dept. of Aviation (ODAV)

No Airport expansion, runway extension, or proposed relocation of State Highway 551 (Wilsonville-Hubbard Cut-Off) at the estimated cost of $185 million can make this airport safe enough to accommodate the large jets and consequent aviation-gas fuel sales that airport developers wish to bring to the Aurora State Airport. None of these costly changes at the airport serve the greater public interest. Rather, airport expansion plans are all driven by the profits of private property owners seeking state and federal funds to develop and enhance their privately owned properties.



SOURCE: 12/10/2024 Aurora State Airport Master Plan Planning Advisory Committee meeting number 8, Century West Engineering for Oregon Dept. of Aviation

The Aurora State Airport is composed of a public runway and some public property that is surrounded by private property. Public expenditures at the Airport benefit the private property owners who make money from aviation fuel and aircraft hanger rentals. The map picture above shows in yellow proposed expansion of the Aurora State Airport by condemning private property composed of both hangers and EFU farm land.

ODAV supports the Airport expansion in order to sell more aviation fuel to more aircraft of a larger size. A State tax on aviation fuel is the primary source of revenue for ODAV, which has a perverse pecuniary incentive to undermine State Climate Protection Goals.

The new Aurora State Airport Master Plan proposes extensive State condemnation of private property and Airport expansion onto prime farmland in contradiction to Oregon

land-use law. The new Master Plan fails to address any of the important infrastructure issues that a traditional master plan deals with.

The new Aurora State Airport Master Plan fails in many aspects — the Plan:

- Does not address surface transportation impacts from proposed increased automobile traffic to/from the Airport;
- Fails to account for a lack of infrastructure for appropriate sewage treatment, drinkable water or stormwater detention;
- Neglects to provide any study of toxic PFAS chemicals that the EPA and DEQ have identified at the Aurora State Airport;
- Provides no study of impacts to endangered species from Airport pollution being channeled into salmon-bearing streams;
- Neglects to conduct a review of negative impacts to local cities from subsidized Airport operations;
- No recommendations on low-flying aircraft and noise on the quality-of-life of local area residents.

The Aurora State Airport controversy has raged on for over 10 years, with the Oregon Department of Aviation disregarding state land-use and public-engagement laws in an effort to use tax-payer funds to subsidize Airport expansion onto prime farmland that benefits a wealthy elite while impacting the livability and way of life of its neighbors.

The City appreciates your consideration and urges opposition to SR 2. Thank you.

Shawn O'Neil, Mayor
City of Wilsonville

EXHIBITS:

12/10/2024 Presentation: Aurora State Airport Master Plan Planning Advisory Committee meeting number 8, Century West Engineering for Oregon Dept. of Aviation (ODAV)

10/15/2024 Presentation: Aurora State Airport Master Plan Planning Advisory Committee meeting number 7, Century West Engineering for Oregon Dept. of Aviation (ODAV)

10/15/2024 Aurora State Airport Oregon Department of Aviation Master Plan Update - Cost Estimates

8/6/2020 Presentation: Federal Aviation Administration (FAA) Modification of Standards Process presentation, FAA Airport Certification Program Overview

Aurora State Airport
Master Plan Project

Planning Advisory Committee Meeting #8
December 10, 2024

Agenda

Time	Topic
5:00-5:10	Introductions
5:10-5:30	Review Draft Airport Noise Analysis
5:30-5:40	PAC Clarifying Questions
5:40-6:00	Review Nonstandard Conditions & Preferred Alternative
6:00-7:30	Roundtable Discussion • Opportunity for PAC input on the Preferred Alternative including input received from PAC Meeting #7.
7:30-7:55	Public Comments
7:55-8:00	Next Steps Public comments collected through the website **https://publicproject.net/AuroraAirport**

Introductions

Oregon Department of Aviation (ODAV)

Kenji Sugahara
Director

Alex Thomas
Policy, Planning & Program Manager

Tony Beach
State Airports Manager

Brandon Pike
Aviation Planner

Project Team

Agency Oversight & Funding

Airport Owner (Sponsor)

Planning & Engineering

Public Involvement

Cultural Resources

Archaeological Investigations Northwest, Inc.

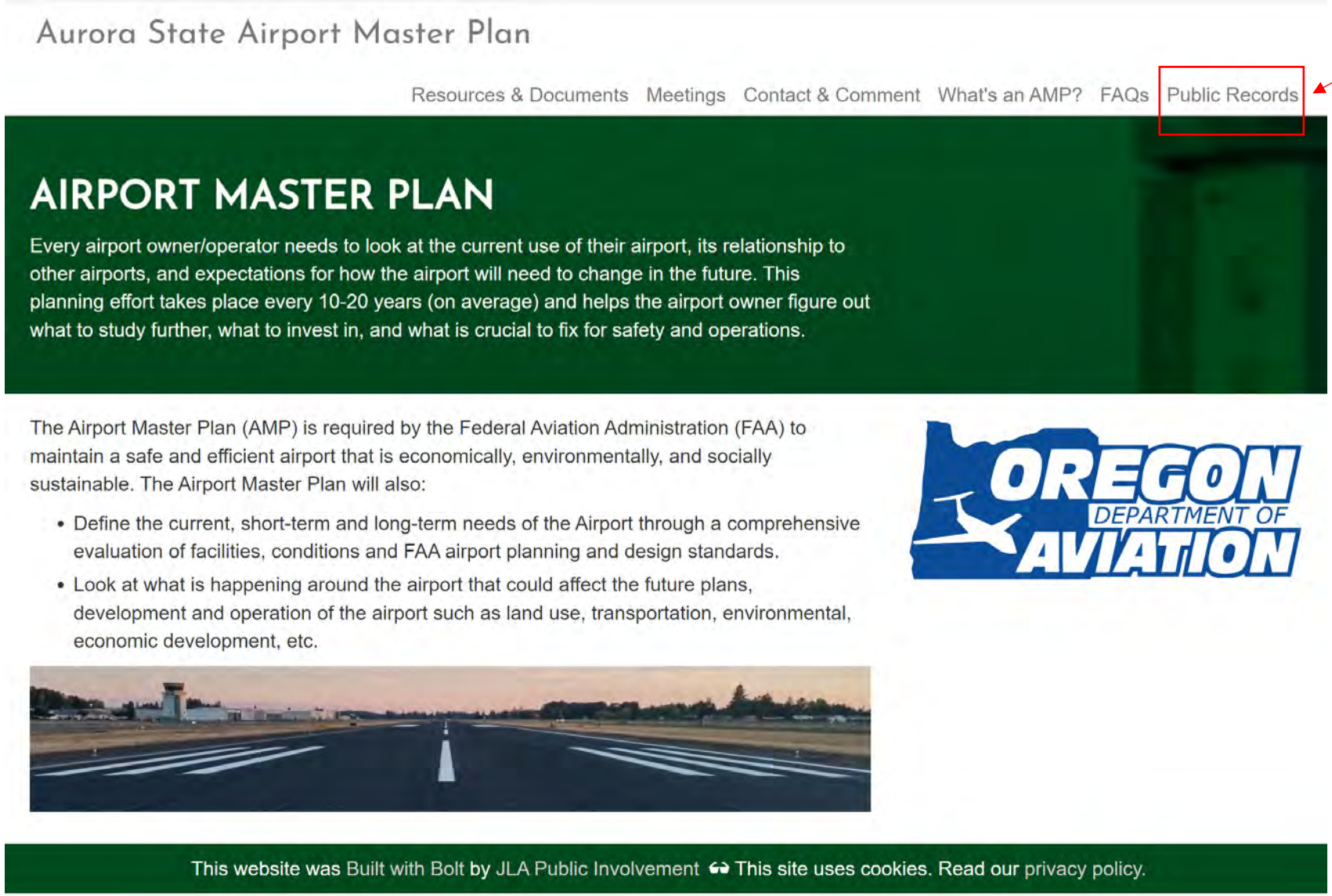
Environmental Review

AGIS Survey

MAGYAR LAND SURVEYING LLC

Project Website Overview

Website Updates



https://publicproject.net/AuroraAirport

PAC Members & Alternates

AURORA STATE AIRPORT MASTER PLAN

PLANNING ADVISORY COMMITTEE (PAC) MEMBERS

Below are the approved committee members; updated 12/04/24.

Organization	Name	Alternate
1000 Friends of Oregon	Roger Kaye	
AABC/TLM Holdings	Ted Millar	Aron Faegre
Atlantic Aviation (formerly Lynx Aviation)	Jon Bickford	
Aurora Air Traffic Control Tower (ATCT)	Raul Suarez	
Aurora Airport Improvement Association	Tony Helbling	
Aurora Butteville Barlow Community Planning Organization	Ken Ivey	
Aurora CTE, Inc	Bill Graupp	
Charbonneau Country Club	Dave Mauk	
City of Aurora	Brian Asher	
City of Canby	Jamie Stickel	Don Hardy
City of Wilsonville	Councilor Dr. Joann Linville	Chris Neamtzu
Clackamas County	Commissioner Tootie Smith	
Columbia Helicopters	Dave Tibbetts	Matt Nash
Confederated Tribes of Siletz Indians	Pam Barlow Lind	
Confederated Tribes of the Grand Ronde Community of Oregon	Cheryl Pouley	
Confederated Tribes of Warm Springs Reservation of Oregon		
Deer Creek Estates HOA	Matt Williams	
Friends of French Prairie	Ben Williams	Wayne Richards
Helicopter Transport Service	Robert Fournier	
Life Flight Network	Michael Weimer	
Marion County	Alvin Klausen	Matt Lawyer
Marion County Planning Department	Austin Barnes	Brandon Reich
Oregon Dept of Aviation	Tony Beach	
Oregon Dept of Aviation Board	Cathryn Stephens	
Oregon Dept of Transportation	Naomi Zwerdling	
Oregon Dept of Land Conservation and Development	Melissa Ahrens	Matt Crall
Oregon Farm Bureau		
Oregon Department of Emergency Management	Whitney Stewart	
Positive Aurora Airport Management	Bruce Bennett	
Regional Solutions	Beth Wytoski	
Vans Aircraft	Rian Johnson	Greg Hughes
Willamette Aviation	David Waggoner	
Wilsonville Chamber of Commerce	Patrick Donaldson	Kevin Ferrasci O'Malley

PAC Meeting Guidelines

Meetings summaries will **include all comments along with responses/ follow up.**

- Meeting time **for all committee members to speak.** We have added more time for dialogue.

- Comments on **non-agenda items** should be provided in writing.

- Committee members are encouraged to **provide comments on draft work products presented within the allotted review period** provided by the Planning Team.

PAC Meeting Guidelines

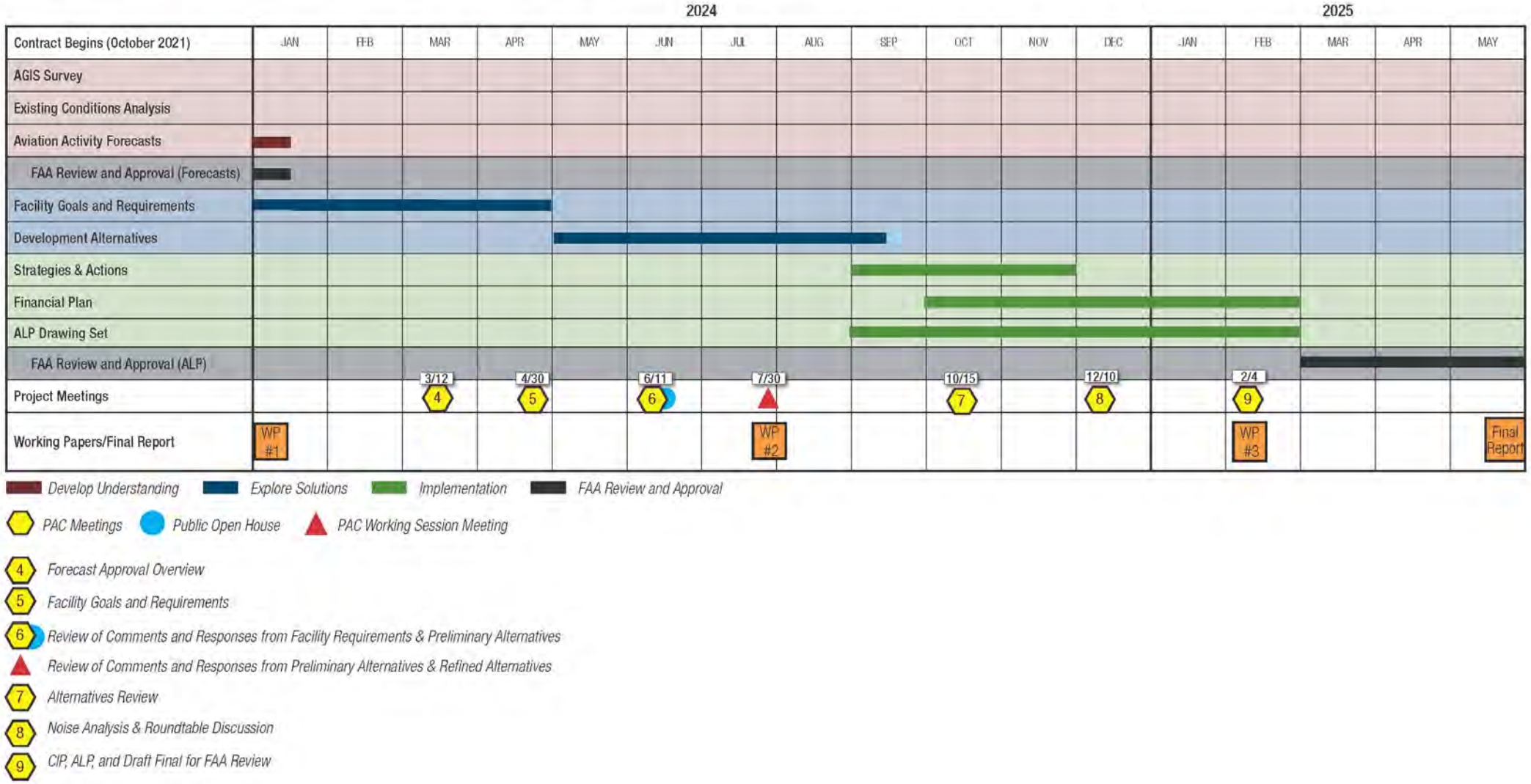
As a committee, we agree to **approach this work with honesty, openness, and willingness to work together.**

- This includes building trust and **assuming good intentions in others** and ensuring that our behavior supports a successful process.
- We will work with each other and staff to **address issues as they arise, utilize tools to ensure clear communication and robust participation, and meet the communication needs of members.**
- PAC members represent their organization, please keep your constituents informed of public meetings and project information.
- **We need all PAC members to name/identify themselves.** Duplicates will be removed from the meeting.

Project Schedule – Where are we?

Updated December 2024

Aurora State Airport - Airport Master Plan Project Schedule (all future dates tentative)



Review:

Noise Analysis Summary

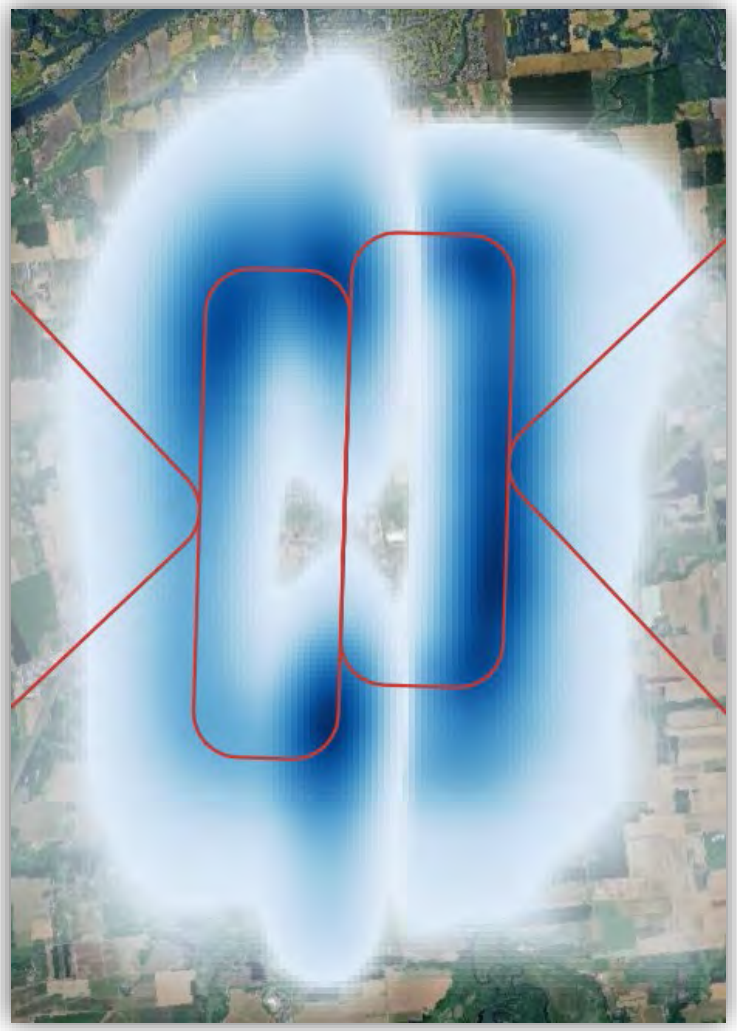
Noise Analysis Overview

- Airport Noise was modeled using FAA software: Airport Environmental Design Tool (AEDT).

- AEDT creates a model of cumulative noise exposure in terms of annual day/night average sound level (DNL).
  - DNL is a representation of noise exposure over time, **NOT** individual noise events
  - Modeled noise exposure quantified in decibels (dB) DNL
  - DNL applies a 10 dB penalty to night-time operations
  - 65 dB DNL is the FAA standard threshold for significant aircraft noise exposure

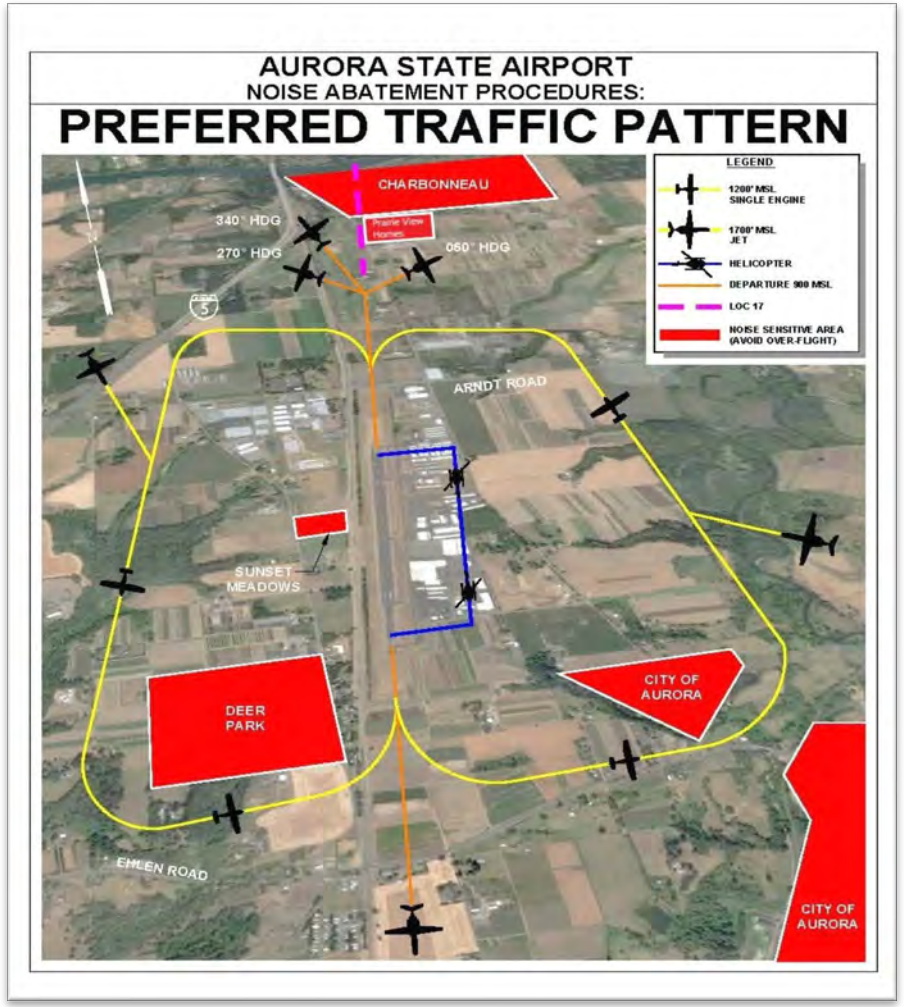
Noise Analysis Overview

- Data inputs
  - Aircraft operations – *What aircraft are flying, when, and how often?*
    - FAA approved operations forecast and fleet mix from AMP
    - TFMSC and ADSB data were referenced to assist with further refinement of the fleet mix
  - Flight tracks – *Where are the aircraft flying?*
    - Flight tracks **approximate** the most common paths that aircraft use to fly to, from, or around the airport.
    - ADSB position data were used to identify local pattern tracks
    - Published procedures were referenced to identify for IFR traffic tracks
    - Helicopter tracks were based on operator input

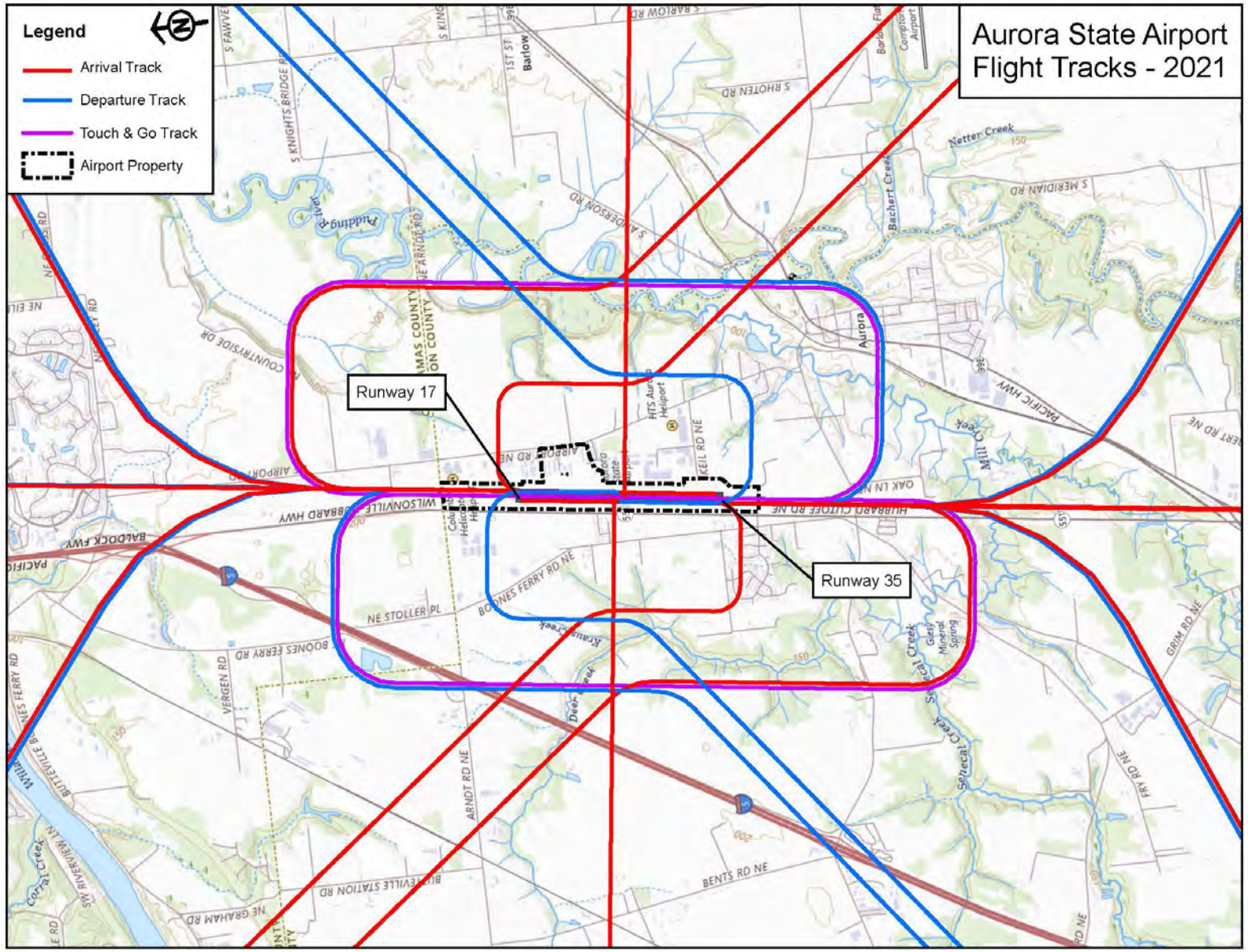


Noise Analysis – Flight tracks

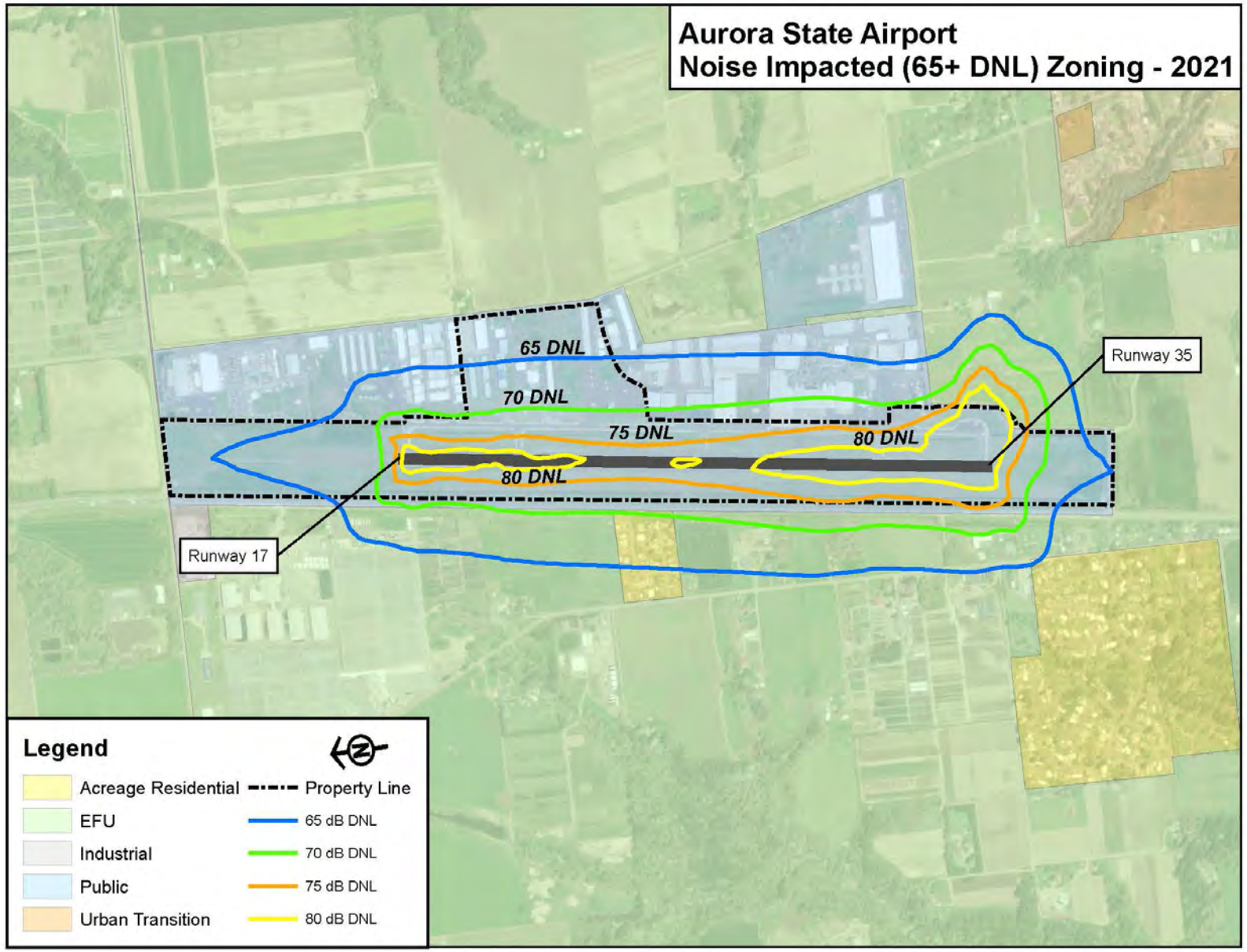
- Tracks for year 2021 were compared against the preferred traffic pattern depicted in the published noise abatement procedures.
- Noise abatement procedures are voluntary. Pilots are ultimately responsible for operating the aircraft in a safe manner based on the conditions at the time.
- During periods when ATCT is in operation, ATC provides clearance and routing.



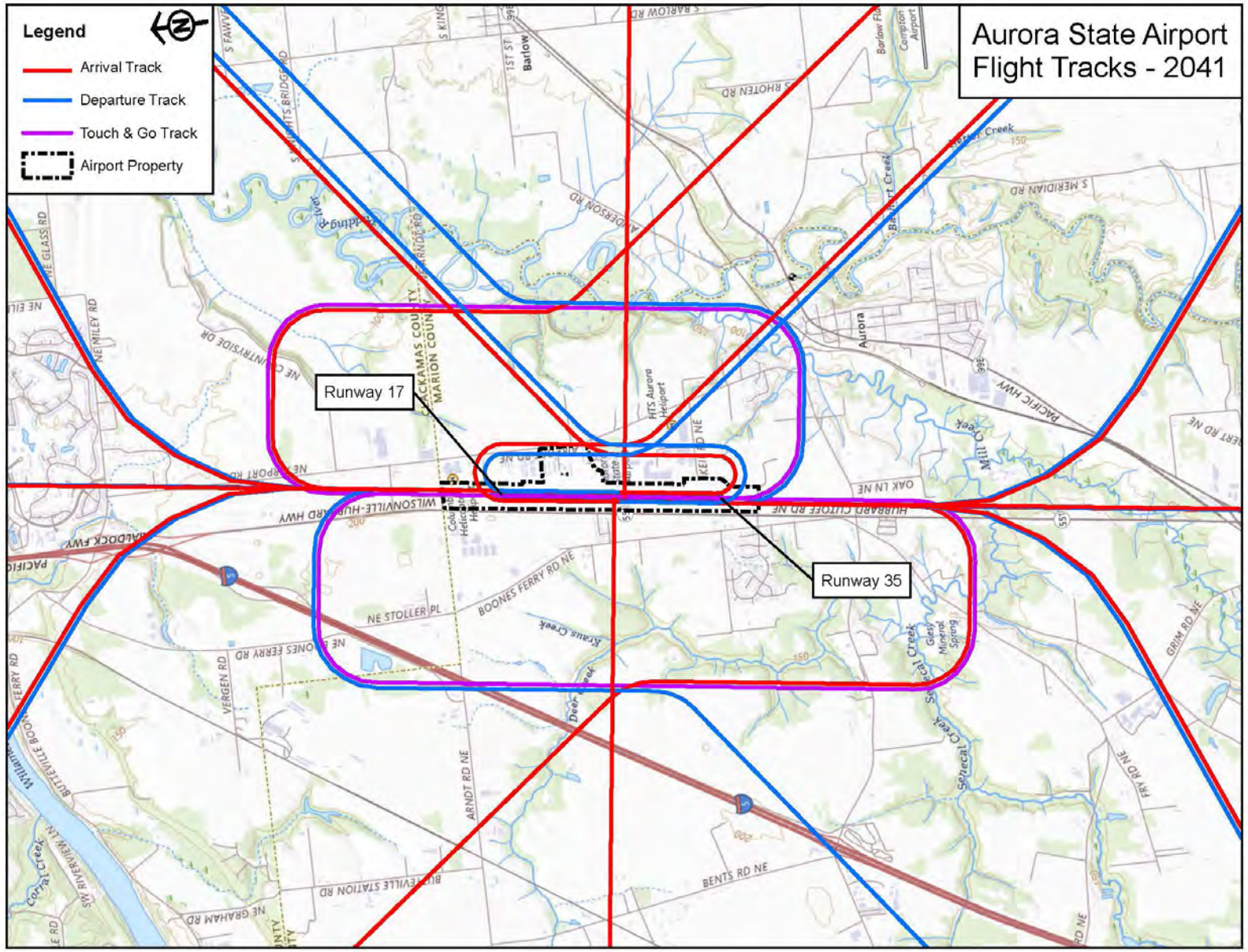
Noise Analysis – Flight Tracks – 2021



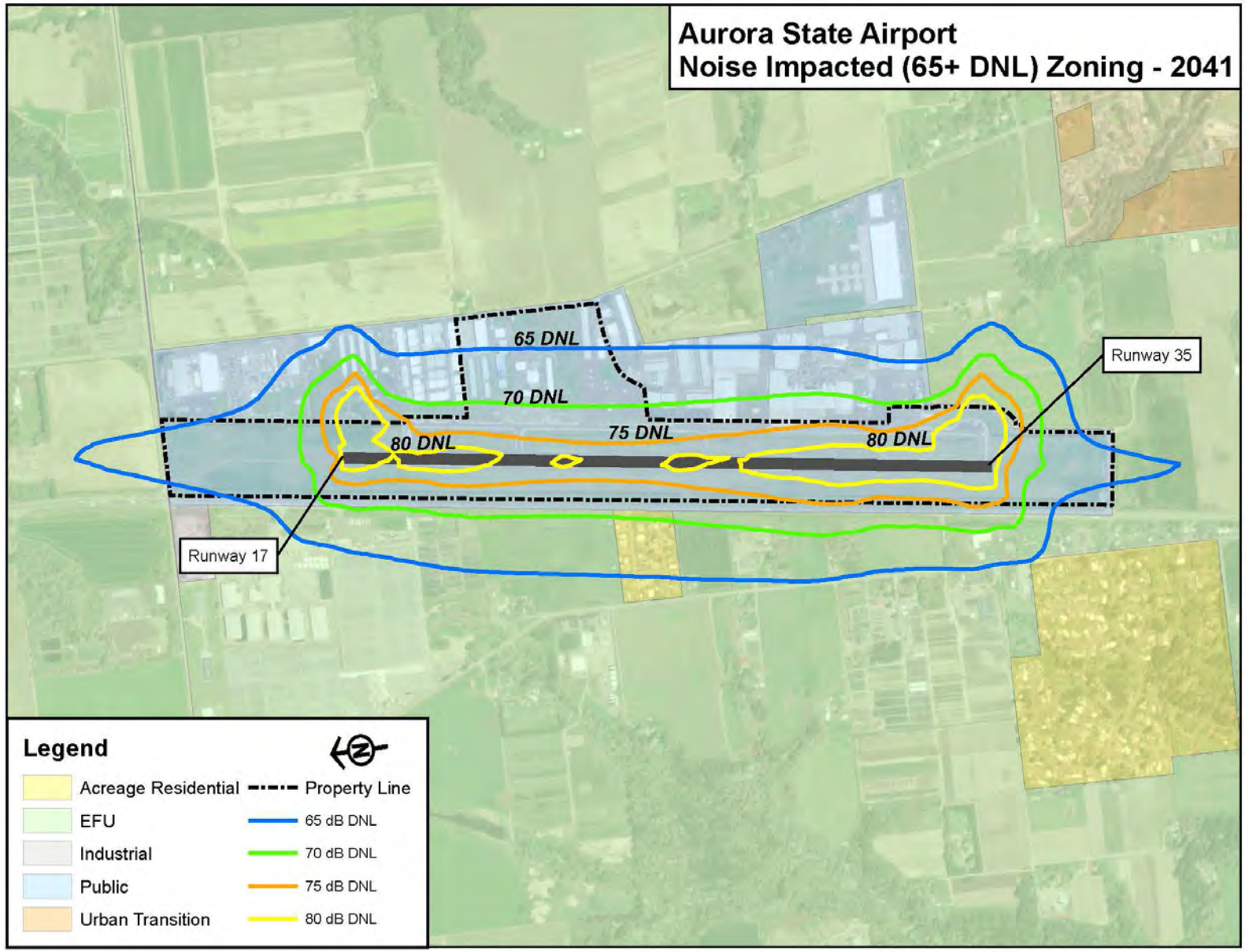
Noise Analysis – Noise Contours – 2021



Noise Analysis – Flight Tracks – 2041



Noise Analysis – Noise Contours – 2041



Noise Analysis – Impacts

	DNL (dB)	Impacted Land Use (Acres)			
		Public (P)	Acreage Residential (AR)	Exclusive Farm Use (EFU)	Total
2021	65-70	69.7	5.5	59.2	134.4
	70-75	54.5	0.4	14.8	69.7
	75-80	36.9	0	2.4	39.3
	>80	22.8	0	0.9	23.7
	Total	183.9	5.9	77.3	267.1
2041	65-70	83.4	5.9	74.3	163.6
	70-75	62.6	0.9	17.1	80.6
	75-80	45.5	0	2	47.5
	>80	27.9	0	0.3	28.2
	Total	219.4	6.8	93.7	319.9

Clarifying Questions

Review:

Nonstandard Conditions

AIRPORT PROPERTY BOUNDARY (EXISTING CONDITION)

Nonstandard Conditions

The below listed nonstandard conditions are the highest priority to FAA for the Airport (ODAV) to mitigate at Aurora State Airport.

- Runway Object Free Area (ROFA)
  - Acquire property within the ROFA
  - Relocate the ASOS, Windcone, Fencing, Roadways outside of the ROFA
- Runway Safety Area (RSA)
  - Remove drain fields out of RSA
  - Mitigate drainage ditch
- Direct Access Taxiways to Runway
  - Relocate or remove taxiways that connect the apron directly to the

Note – mitigating other nonstandard conditions not listed above will be coordinated with FAA on timing and priority.

Reminder – A modification of standards (MOS) is not a planning level solution for any nonstandard conditions in the Airport Master Plan.

Review:

Preferred Alternative

Goals for the Preferred Alternative

The preferred alternative was selected based on feedback received through the planning process. All of the improvements presented met one of the below three goals:

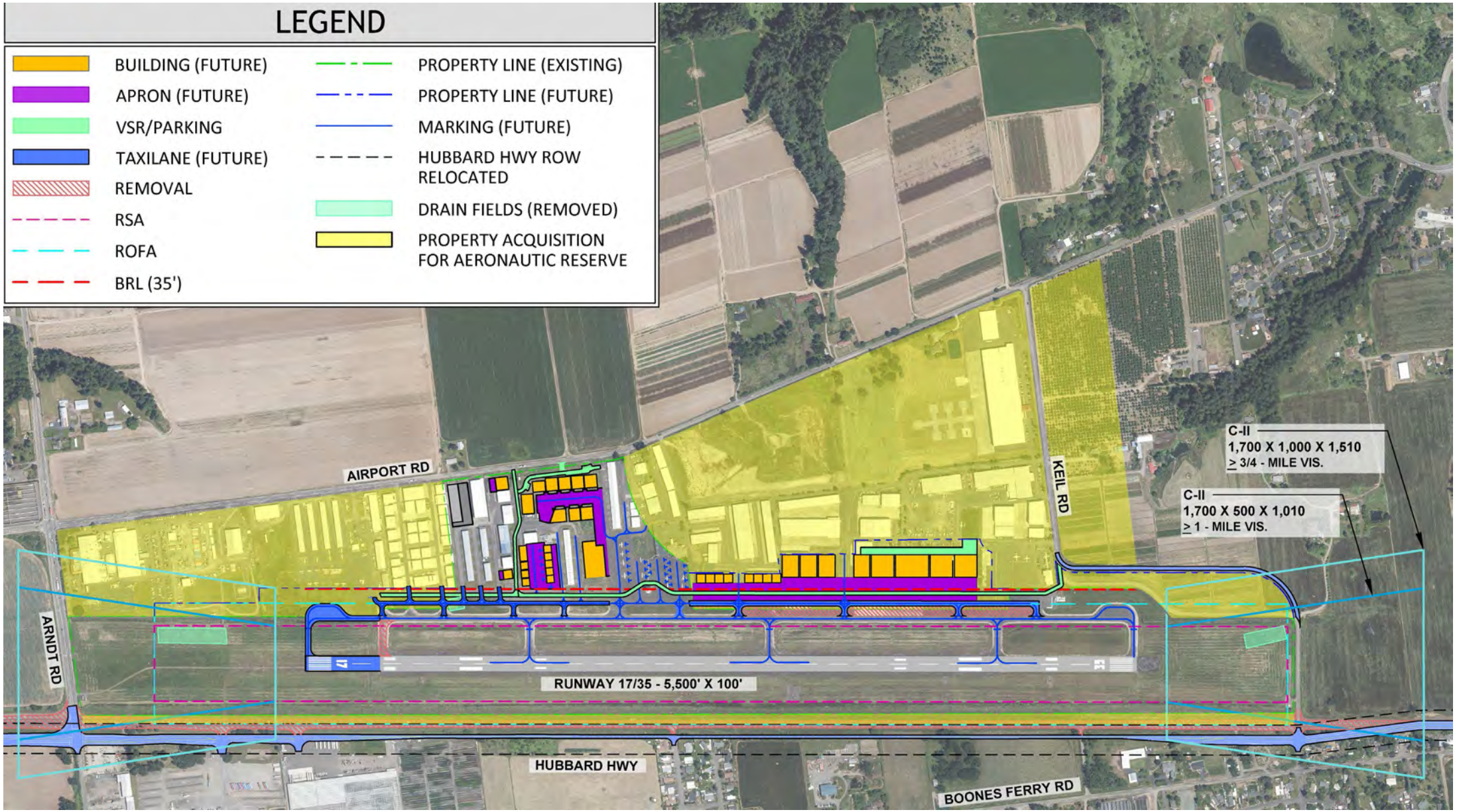
- Projects required to meet FAA nonstandard conditions (ROFA and RSA)
- Projects that improve efficiency in aircraft operations
- Projects that improve safety

Input received on the Preferred Alternative

Feedback we've heard:

- A no build alternative should be considered
  - Reminder, a no build alternative was presented in the preliminary alternatives and not carried forward based on input by FAA that meeting ROFA/RSA standards were required for an approved plan.
- Reduce or eliminate impacts to existing hangars
- A parallel taxilane is not needed
- Relocate the vehicle service road or use existing off-airport roads through the TTF hangar area
  - Reminder, this is a facility plan for on-airport property. Any proposed improvements off-airport will not be included in the Airport Master Plan.
- Shift the Highway within the ROW
  - Look at shifting the highway within the existing ROW to reduce impacts to neighboring properties

PREFERRED ALTERNATIVE - OVERVIEW



Roundtable Discussion

Public Comments?

Next Steps

Next Steps

- Prepare the:
  - Capital Improvement Plan (CIP)
  - Airport Layout Plan (ALP)
  - Draft Final Report
- Next PAC Meeting – Planned for February 4th
  - To discuss the CIP and ALP

Thank You

Alex Thomas – ODAV

Tony Beach – ODAV

Brandy Steffen – JLA Public Involvement

David Miller – Century West Engineering

Project Website: https://publicproject.net/AuroraAirport

Aurora State Airport
Master Plan Project

Planning Advisory Committee Meeting #7
October 15, 2024

Agenda

Time	Topic
5:00-5:10	Introductions
5:10-5:30	Alternatives Process & Review Refined Preliminary Alternatives
5:30-5:40	PAC Clarifying Questions
5:40-6:00	Review PAC Feedback & Comment Themes
6:00-6:15	PAC Clarifying Questions
6:15-6:30	Review Preferred Alternative
6:30-7:30	PAC Comments
7:30-7:55	Public Comments
7:55-8:00	Next Steps Public comments collected through the website **https://publicproject.net/AuroraAirport**

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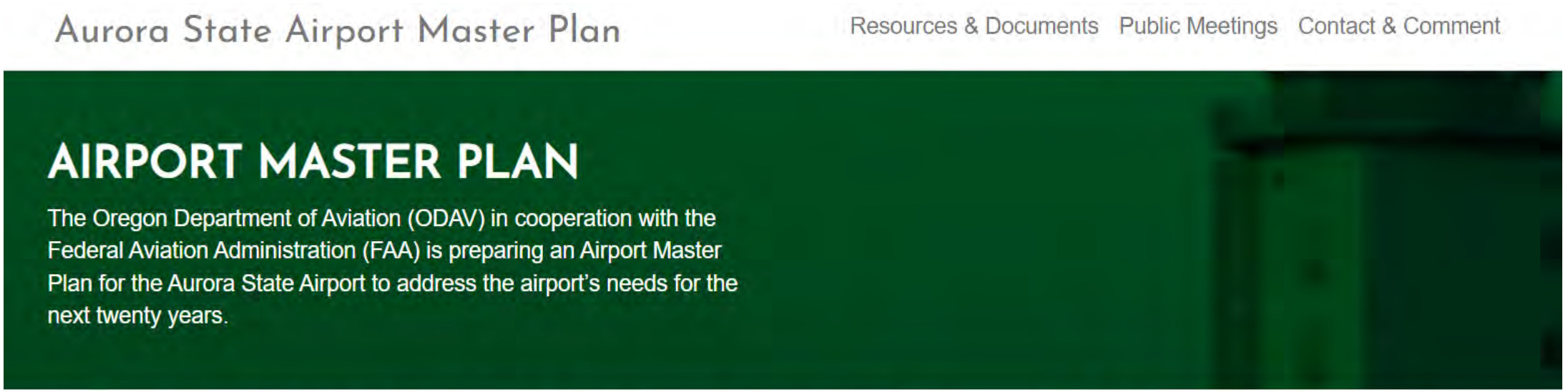

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PAC Members & Alternates

- Airport Users/Businesses/Organizations
- Airport Neighbors
- Local Municipalities
- Tribal Organizations
- State Agencies
- Local and Regional Non-Profit Groups
- Environmental / Land Use Groups

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- Meeting time **for all committee members to speak.** We have added more time for dialogue.

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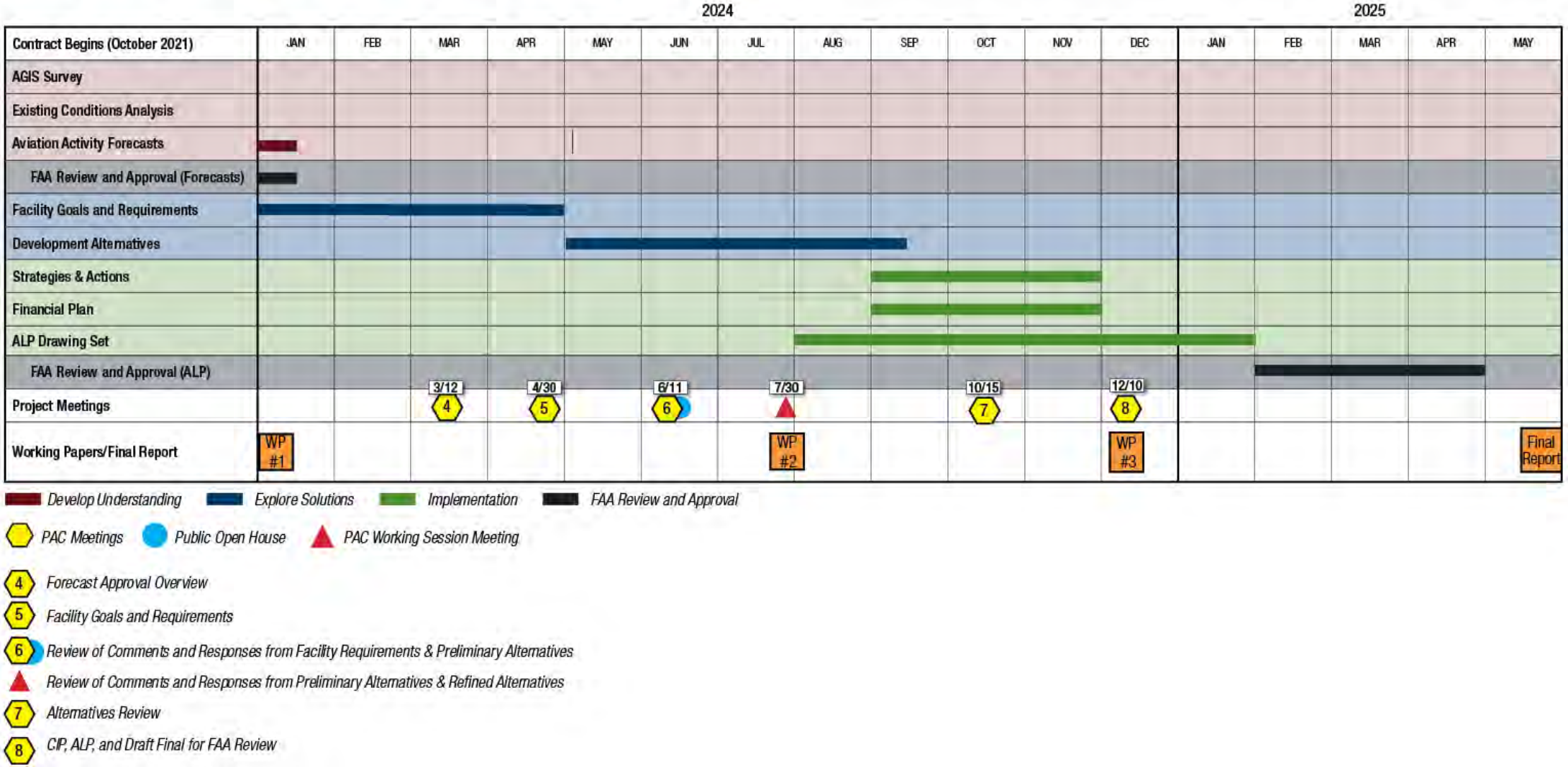
Updated September 2024

Aurora State Airport - Airport Master Plan Project Schedule (all future dates tentative)



The Alternatives Process

Preliminary Alternatives Process

- Concept Planning
  - At this phase, the Planning Team discussed a wide range of options to meet FAA standards, with potential impacts, and viability of the alternative to move forward. Many of these concepts were considered not viable early in the planning process, including a No Action Alternative.
- Prepared Preliminary Alternatives (7 Airside, 3 Landside)
  - Submitted to FAA for review and input
  - Presented at PAC Meeting 6 – 6/11/24
  - Presented at Public Open House – 6/13/24
  - Reviewed all feedback and comments received
- Refinements of Preliminary Alternatives (1A, 1B, 2)
  - The feedback informed the decisions on the refinements
  - Presented at PAC Working Session 3 – 7/30/24
  - Presented to the Oregon Aviation Board – 9/5/24

How the Preliminary Alternatives were Refined

- 7 Preliminary Airside Alternatives were created and presented to the FAA, PAC, and Public.
- 3 of the 7 Preliminary Airside Alternatives (*Airside Alt. 5, 6, & 7*) were discarded prior to PAC Meeting #6, based on FAA input that Airside Alternatives designed to B-II standards were not viable based on the existing C-II design aircraft and current air traffic.
- The No Action Alternative was discarded based on the impacts to future federal funding needed to support ongoing airfield facility improvements. The No Action also does not implement safety related improvements.
- 2 of the Preliminary Airside Alternatives (*Airside Alt. 2 & 4*) were discarded based on ODAV's ability to accommodate the future runway extension on-airport property. This was supported by PAC/public concerns for EFU lands and additional property acquisition.
- Preliminary Airside Alternatives 1 and 3 were carried forward into the Refined Preliminary Alternatives *(Now depicted as Refined Preliminary Alternatives 1A, 1B, & 2)*
- Preliminary Landside Alternatives 1 & 2 were presented at PAC Meeting #6. Preliminary Landside Alternatives were refined and merged into the Refined Preliminary Alternatives 1A, 1B, and 2.

Review:

Refined Preliminary Alternatives

Review:

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

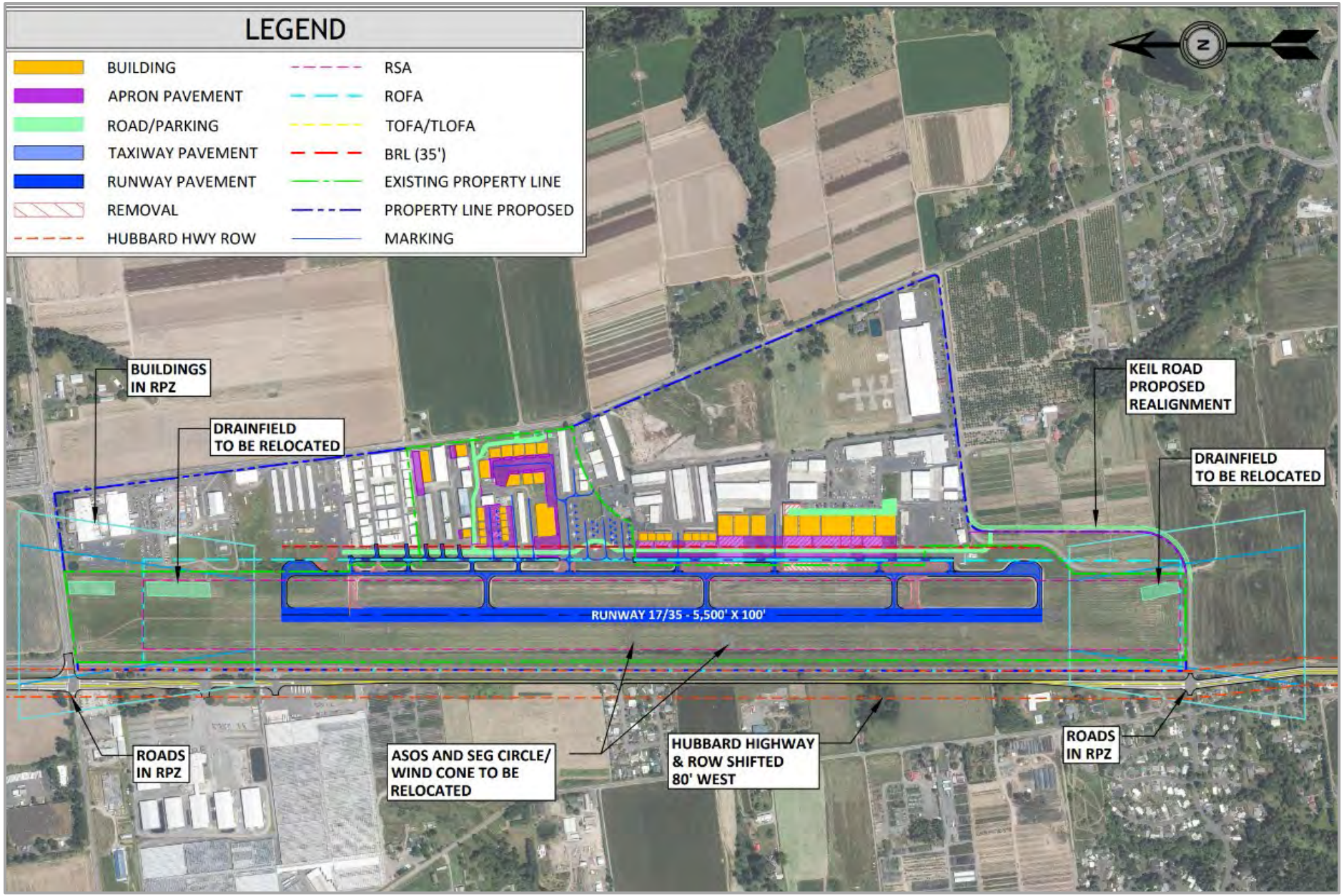
SUMMARY

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

- **Refined Option for Preliminary Alternative 1** - Impacts to both aeronautical use facilities and non-aeronautical properties
  - Extends existing runway 497 feet north (5,500 feet)
  - Shifts Hubbard Highway and ODOT right-of way (ROW) approximately 80 feet west to clear ROFA; assumes new highway is centered in existing 200' ODOT ROW and with the same roadway configuration. The ultimate location of the highway and ROW width will be determined during a separate planning and design process with ODOT.
- **Land Requirements**
  - Approx. 43 acres of property acquisition to construct a parallel taxilane and vehicle service road east of Taxiway
  - Property acquisition reserve included for all properties currently in aeronautical use, so ODAV may acquire those properties with federal funds from willing sellers to keep them in aeronautical use.
- **Aeronautical Development/Redevelopment**
  - Includes a full-length parallel taxilane and vehicle service road (VSR) east of Taxiway A to address direct runway access and VPD issues
  - Requires removal of some existing hangars to accommodate landside improvements
  - ASOS, segmented circle/windsock in the ROFA, and drain fields in the RSA to be relocated
  - Reroutes Keil Road to clear ROFA and TOFA
  - Accommodates existing ATCT location and runway location

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

Overview



Review:

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

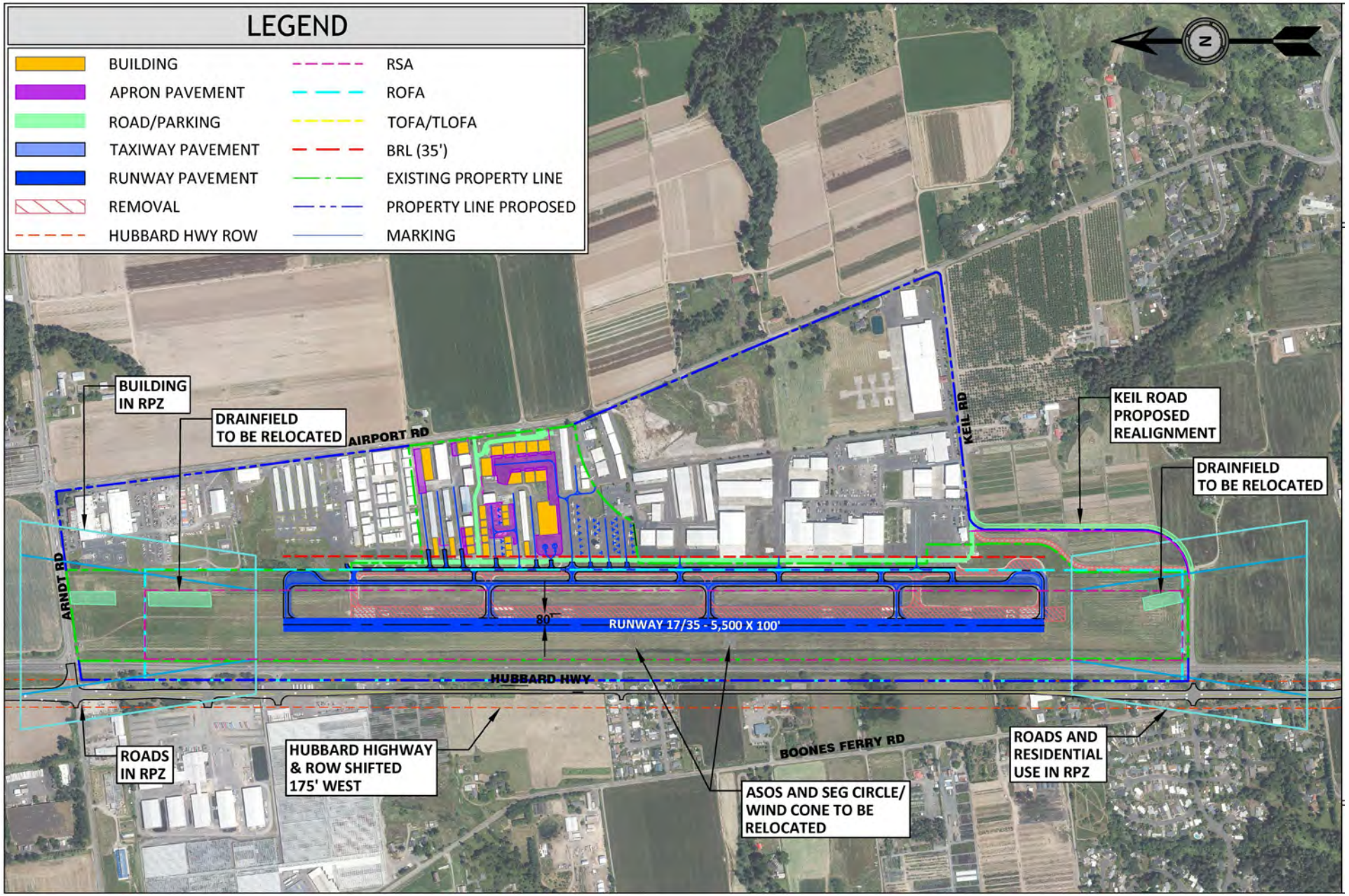
SUMMARY

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

- **Refined Option for Preliminary Alternative 1 -** Minimizes impacts to aeronautical facilities with greater impacts to non-aeronautical properties
  - Extends Runway 497 feet north (5,500 feet)
  - Shifts Runway approximately 80 feet west to accommodate parallel taxilane and vehicle service road on east side
  - Maintains existing 200' wide Hubbard Highway ROW and shifts ROW approximately 175 feet west to clear ROFA. The ultimate location of the highway and ROW width will be determined during a separate planning and design process with ODOT.
  - Includes a full length parallel taxilane and vehicle service road east of Taxiway A to address direct runway access and VPD issues
  - Reduced impacts to existing east hangars
- **Land Requirements**
  - Approx. 39 acres of property acquisition required to shift Hubbard Highway and ROW west and to construct a parallel taxilane and vehicle service road east of Taxiway A
- **Aeronautical Development/Redevelopment**
  - North landside area redesigned to accommodate parallel taxilane and vehicle service road
  - Reroutes Keil Road to clear ROFA and TOFA
  - ASOS, segmented circle/windsock in the ROFA, and drain fields in the RSA to be relocated

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

Overview



Review:

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

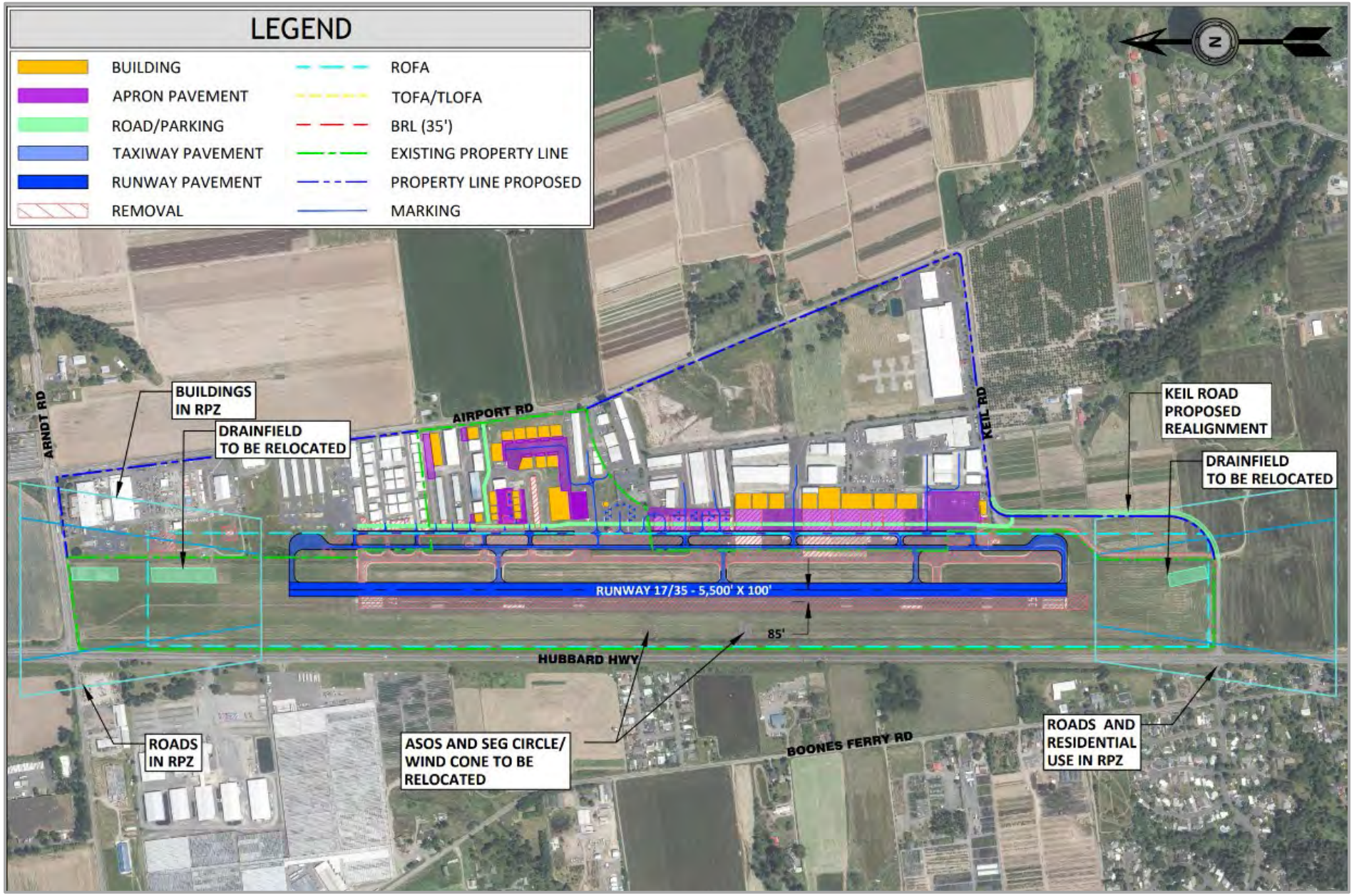
SUMMARY

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

- **Refined Option for Preliminary Alternative 2**
  - Extends Runway 497 feet north (5,500 feet)
  - Runway & parallel taxiway are shifted 85 feet east to clear Hubbard Highway
  - No change to Hubbard Highway required
  - Maintains existing ODOT ROW and west airport property boundary
  - Reroutes Keil Road to clear ROFA and TOFA
  - Requires removal of some existing hangars to accommodate landside improvements
  - Includes a full-length parallel taxilane and vehicle service road west of Taxiway A to address direct runway access and VPD issues
  - ASOS, segmented circle/windsock in the ROFA, and drain fields in the RSA to be relocated
  - ATCT to be relocated pending a future siting study
- **Land Requirements**
  - Approx. 37 acres of property acquisition required to shift the runway/parallel taxiway and to construct parallel taxilane and vehicle service road
  - Approx. 105 acres of property acquisition reserve included for all properties currently in aeronautical use, so ODAV may acquire those properties with federal funds from willing sellers to keep them in aeronautical use.

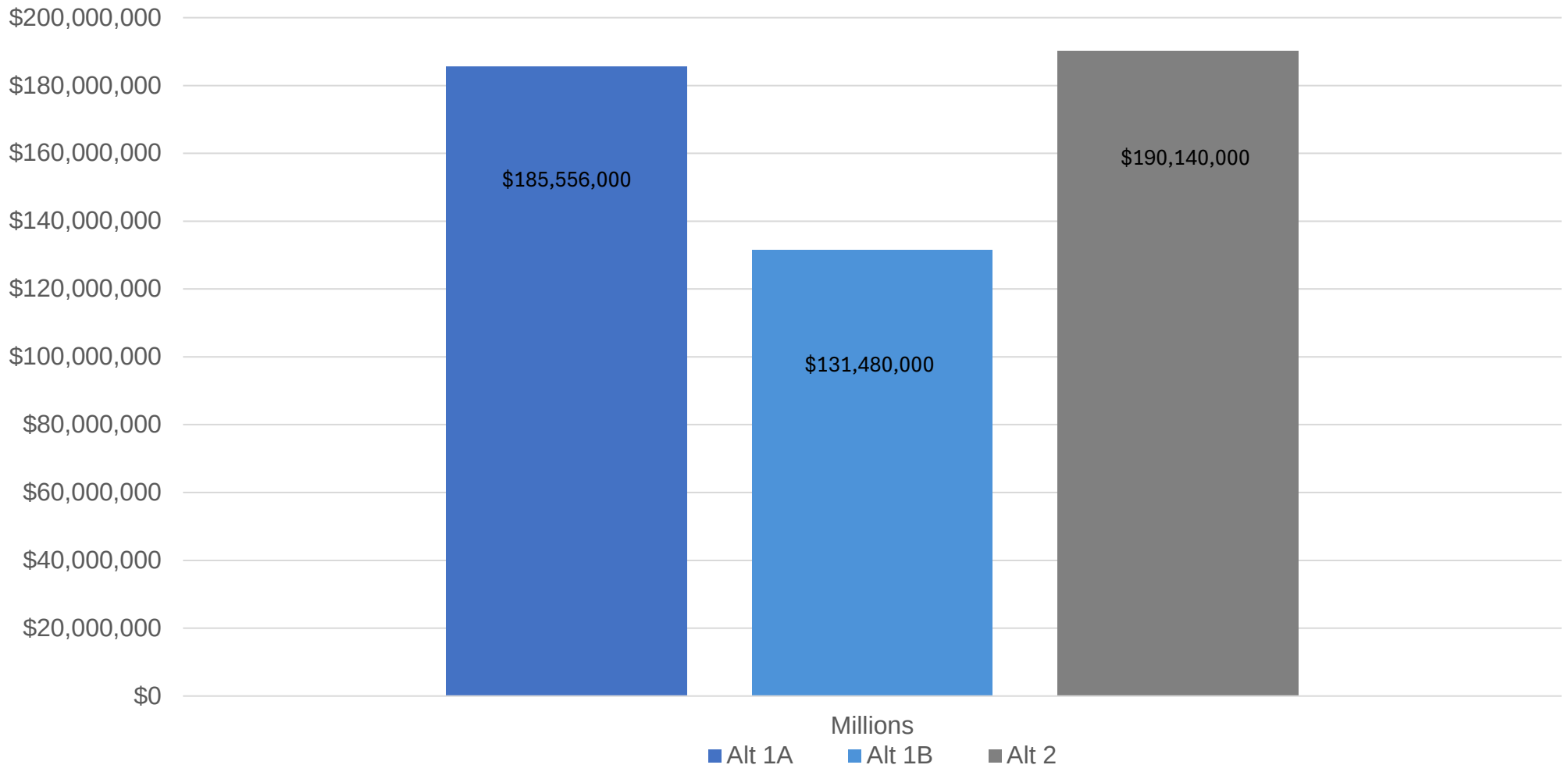
REFINED ALTERNATIVE 2 - Shift Runway East and Extend Runway North to 5,500 feet

Overview



Comparison of Cost Estimates

Refined Preliminary Alternatives



Note: Draft project cost estimates will be available for informational purposes and will be discussed further at the Dec 12th PAC meeting where we review the Capital Improvement Plan (CIP).

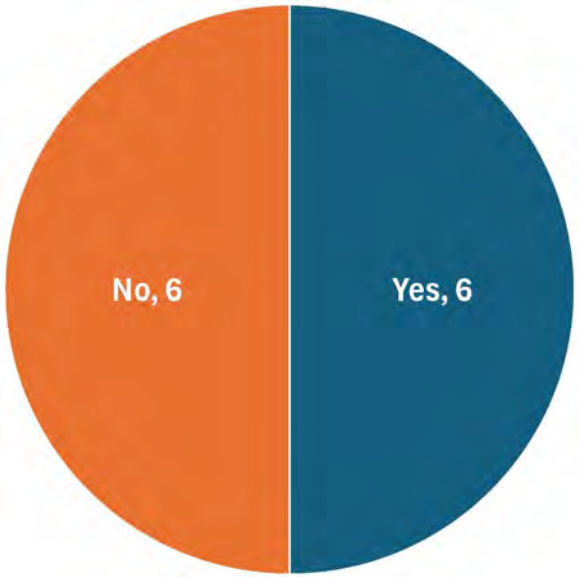
Clarifying Questions

PAC Feedback

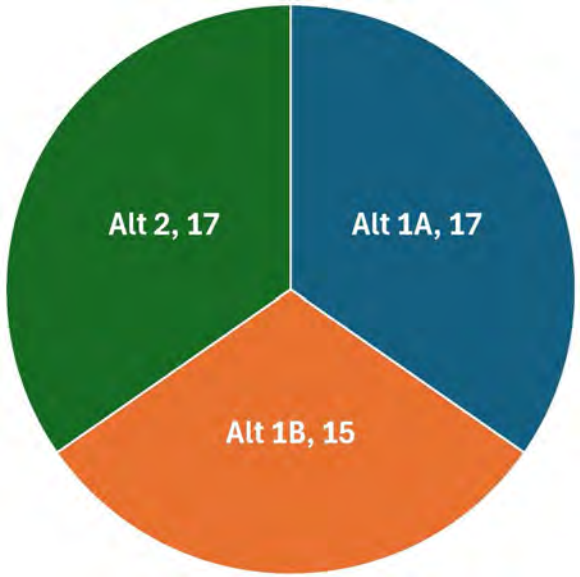
Comment Themes

PAC Feedback Form Results

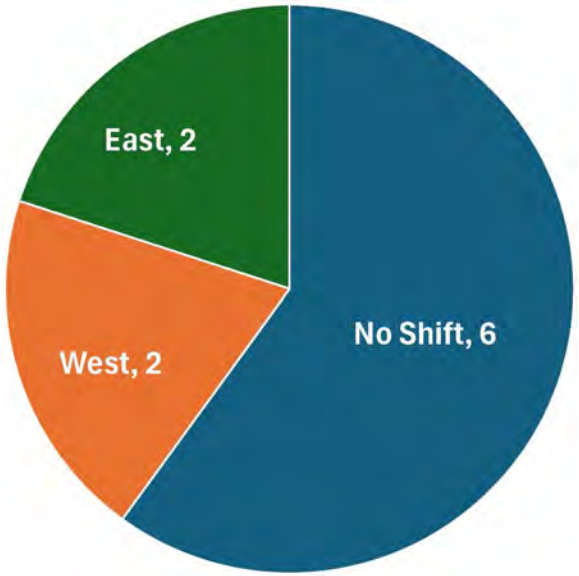
Do you currently use the airport?



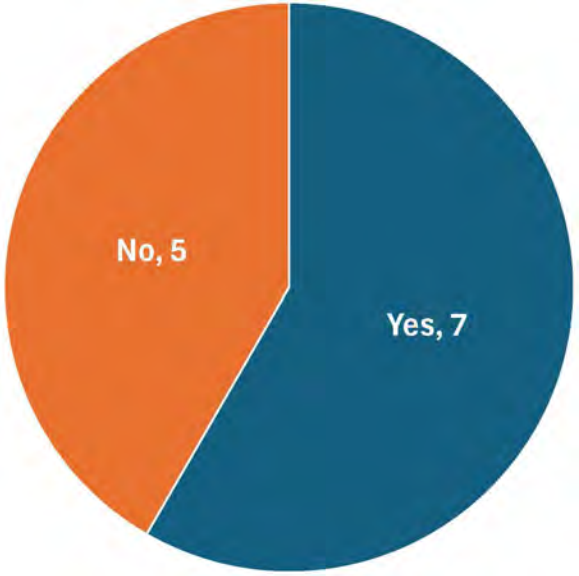
Please rank the alternatives based on your preference for the Aurora Airport from most to least preferred. (Ranked-Weighted Score)



Airside: To meet C-II design standards which direction should ODAV shift the runway?



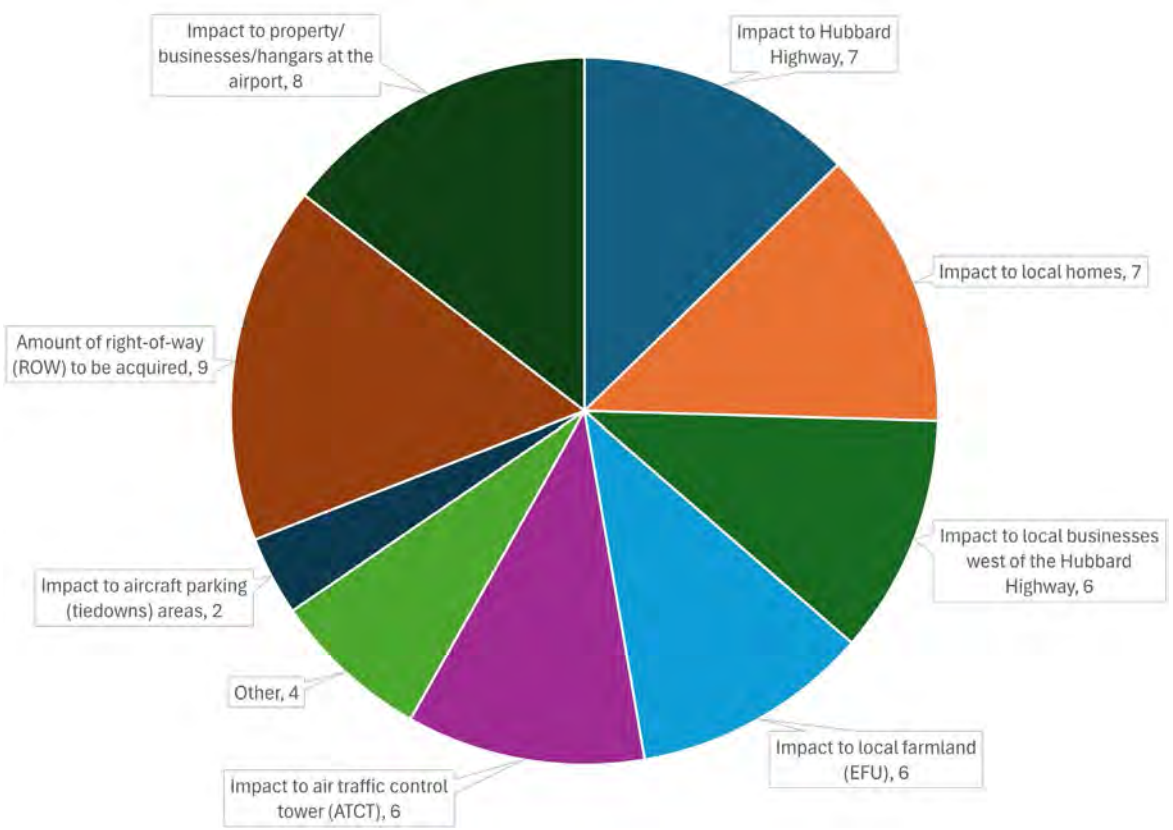
Landside: Should ODAV consider property acquisition, beyond what is required to meet runway safety standards to accommodate hangars or aircraft parking once existing airport property is at capacity?



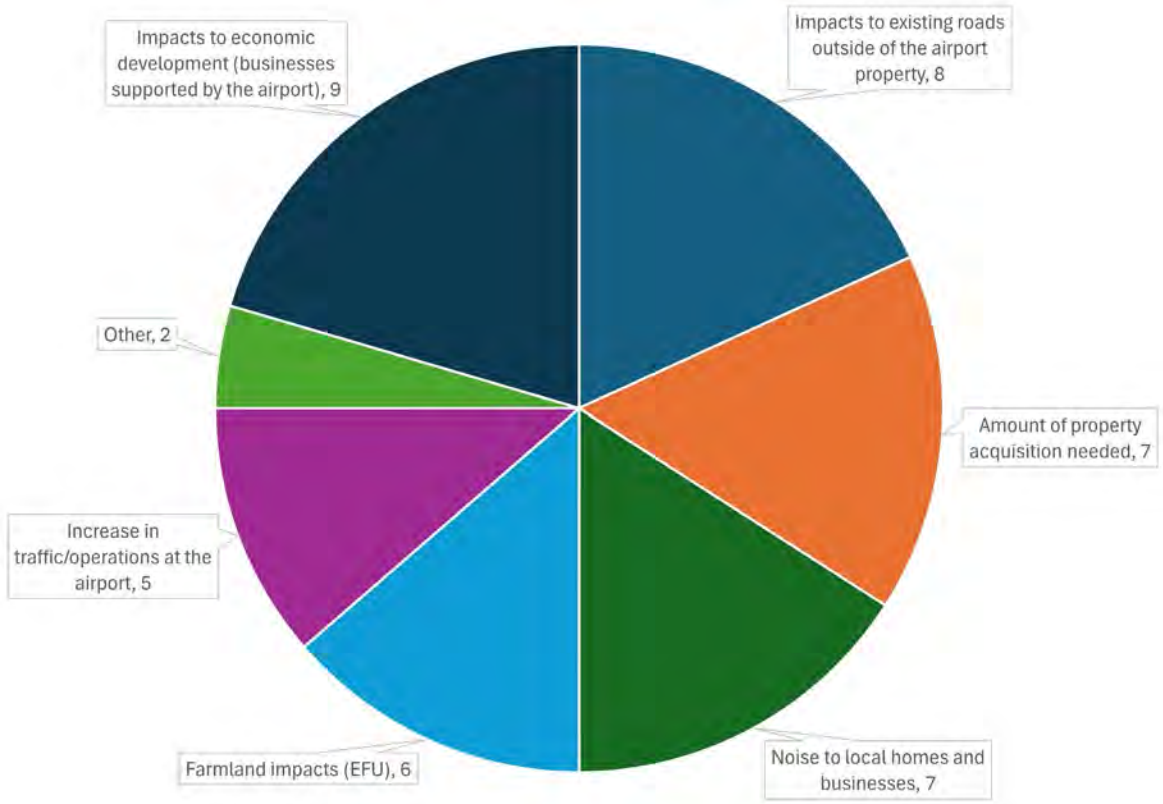
Note: Alternative preferences were scored using the following ranked-weighted scoring: Most preferred – 3 points, Second preferred – 2 points, Least preferred – 1 point, No response – 0 points
The original PAC feedback forms will be available in the PAC meeting summary.

PAC Feedback Form Results

What influenced your choice for your highest ranked alternative?



What concerns would you like ODAV to consider as they make a recommendation on a preferred alternative?



Note: The original PAC feedback forms will be available in the PAC meeting summary.

PAC Feedback

Comment Themes - MOS

- Can we request a modification of standards (MOS)?
  - Under current FAA guidance, MOS are temporary and not a permanent solution for non-standard conditions. FAA has indicated they are not providing a MOS for this project.
- Does the 2012 ALP include an approved MOS?
  - No, the ALP noted that a MOS would be requested. Request for MOS is a specific process separate from the ALP approval process and does not guarantee an approval of a MOS.
- Can we move toward conformance by relocating the property fence closer to Hubbard Highway?
  - The fence and a portion of Highway 551 is within the ROFA. Both the highway and fence require relocation outside of the ROFA.

PAC Feedback

Comment Theme – Drain Fields

- Why are there no proposed locations for relocating the drain fields?
  - Privately-owned drain fields, located on leased ODAV property do not meet C-II runway safety area (RSA) standards and will be removed. Replacement of drain fields will be the responsibility of the owners.
- Were the drain fields approved by FAA in their current locations at the time of construction?
  - We have no record of the depth of FAA involvement in the permitting of these facilities when they were constructed. However, at the time the runway was classified as ARC B-II, which had a smaller RSA that did not conflict with the drain field placement.
- Is it possible to modify the drain fields in place to conform with RSA standards?
  - Structural enhancements have been evaluated by ODAV and FAA and have been found to not meet RSA grading standards and could impede the function of the drain field.

PAC Feedback

Comment Themes - Additional

- Why is the vehicle service road (VSR) parallel to the taxiway?
  - Many of the recent Vehicle or Pedestrian Deviations (VPD) reported by ATC involved vehicles entering movement areas as they go around parked aircraft on the apron. The VSR, as depicted, provides a safe and clear path free of parked aircraft for ground vehicles to operate while also providing a visual cue to drivers to remain in the non-movement area.

- We object to the depicted acquisition of privately-owned property for aeronautical reserve.
  - It is ODAV's intention to acquire the properties identified for aeronautical reserve from willing sellers if, and when they become available. By depicting the parcels on the ALP, it allows ODAV to pursue FAA funding for property acquisition.

- Can Hubbard Highway be rerouted along Boones Ferry Road?
  - That concept was evaluated and discarded due to necessary ROW acquisition, costs of construction, and greater impacts to residential.

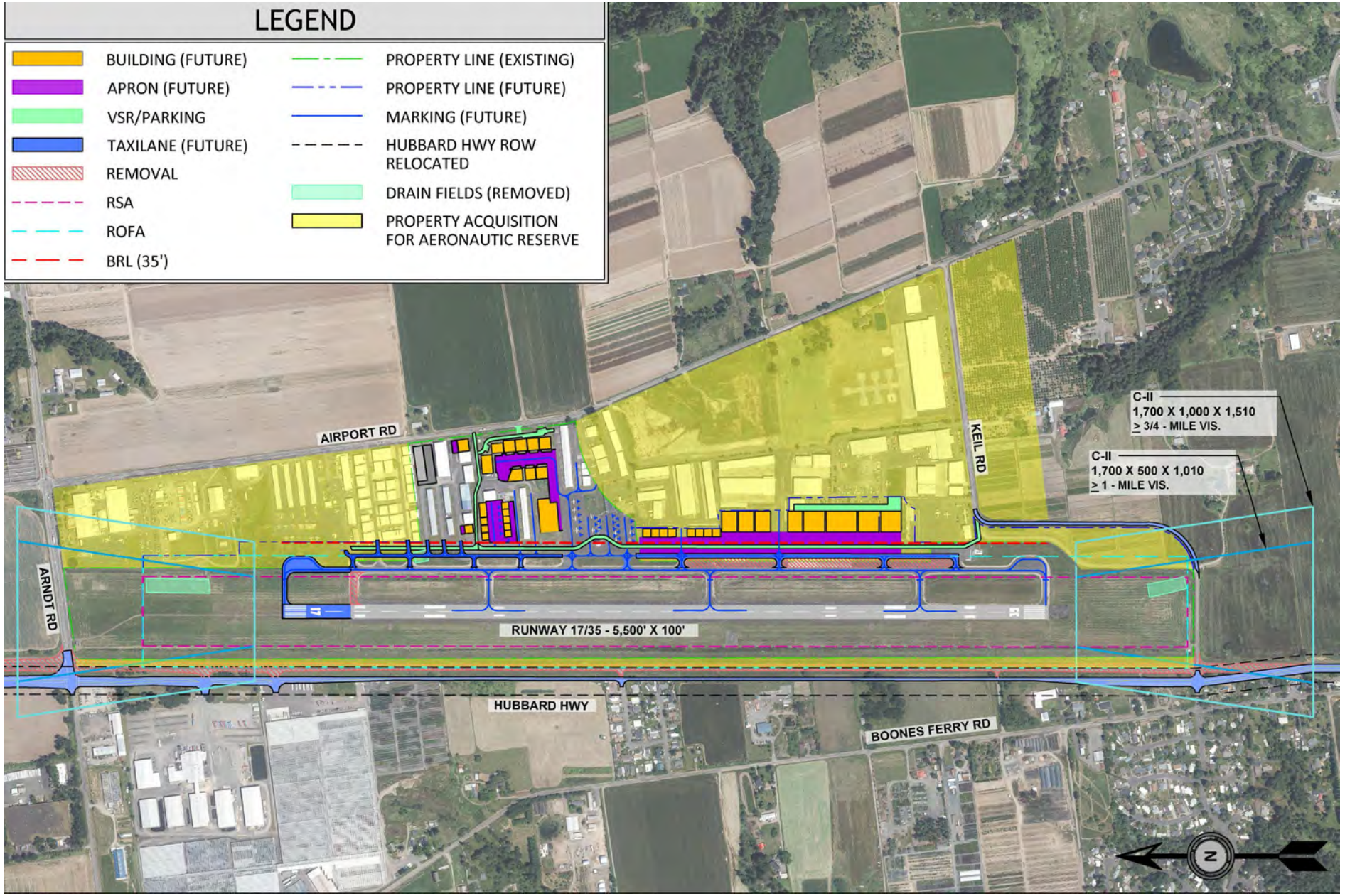
Clarifying Questions

Preferred Alternative

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

PREFERRED ALTERNATIVE - OVERVIEW

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



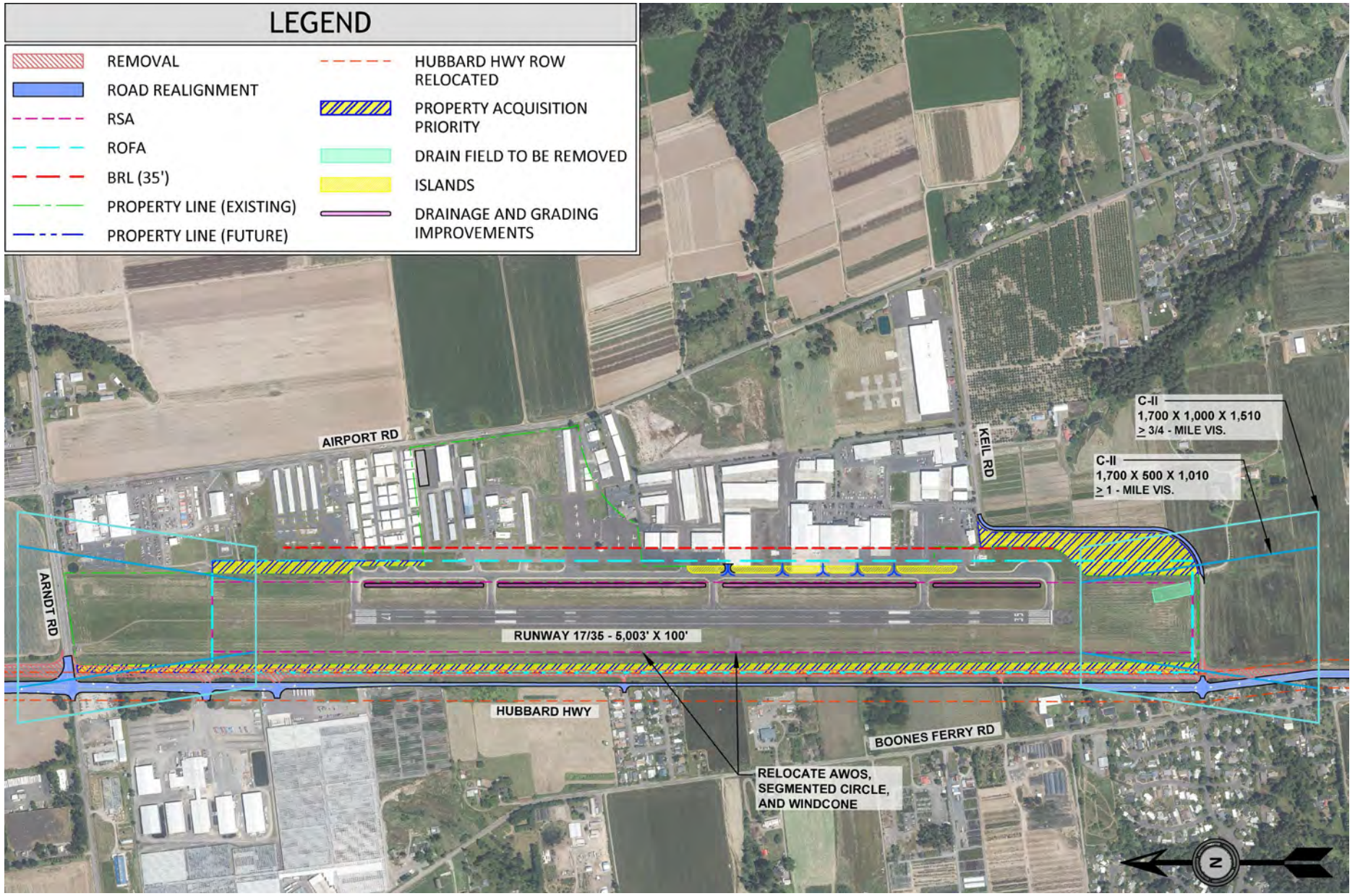
PREFERRED ALTERNATIVE – PROCESS FOR SELECTION

- ODAV considered feedback provided
  - ODAV has reviewed all PAC and public feedback submitted through the planning process and input provided during the preliminary and refined preliminary alternatives review.
- Does not require a runway shift
  - Based on PAC feedback, most responses do not support a runway shift
- Reduced impacts on west residential properties (compared to Alt 1B)
- Does not require relocation of the ATCT (compared to Alt 2)
- Phased opportunities to implement projects
  - Phase for projects needed to meet ROFA conformance standards
  - Phase for runway and parallel taxiway extension
  - Phase for addition of a vehicle service road (VSR)
  - Phase for the addition of a parallel taxilane
  - Runway reconstruction timing will be based on pavement condition and need

Preferred Alternative

Project Phasing

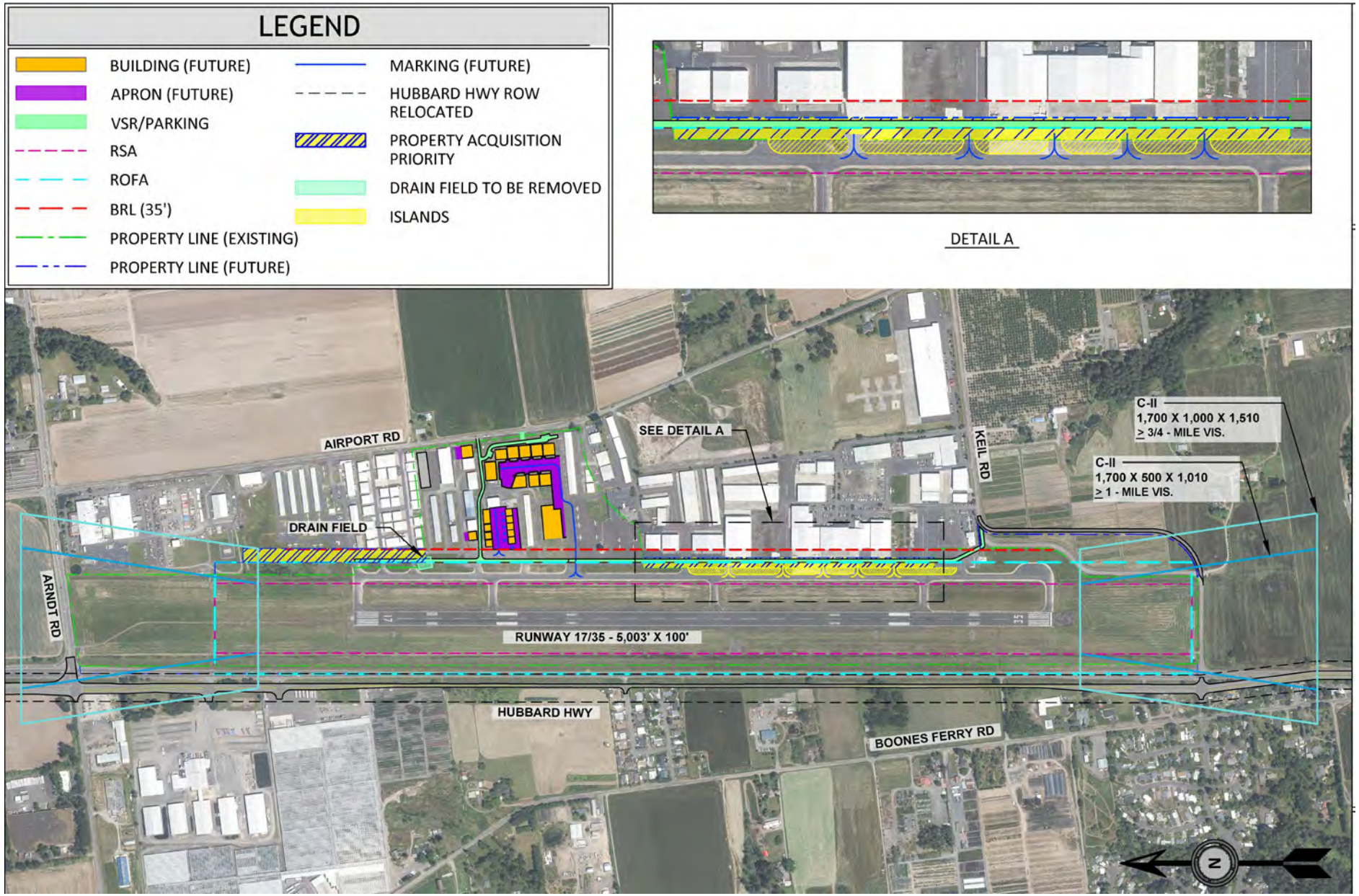
PREFERRED ALTERNATIVE – PHASE – MEETING ROFA/RSA STANDARDS



PROJECTS

- Remove Drain Field in South RSA
- Mitigate TWY A Drainage Ditch
- Hubbard Highway & ROW Shift (outside of ROFA)
- Fence Relocation (outside of ROFA)
- Keil Road Relocation (outside of ROFA)
- Add Islands (between TWY A and adjacent apron)

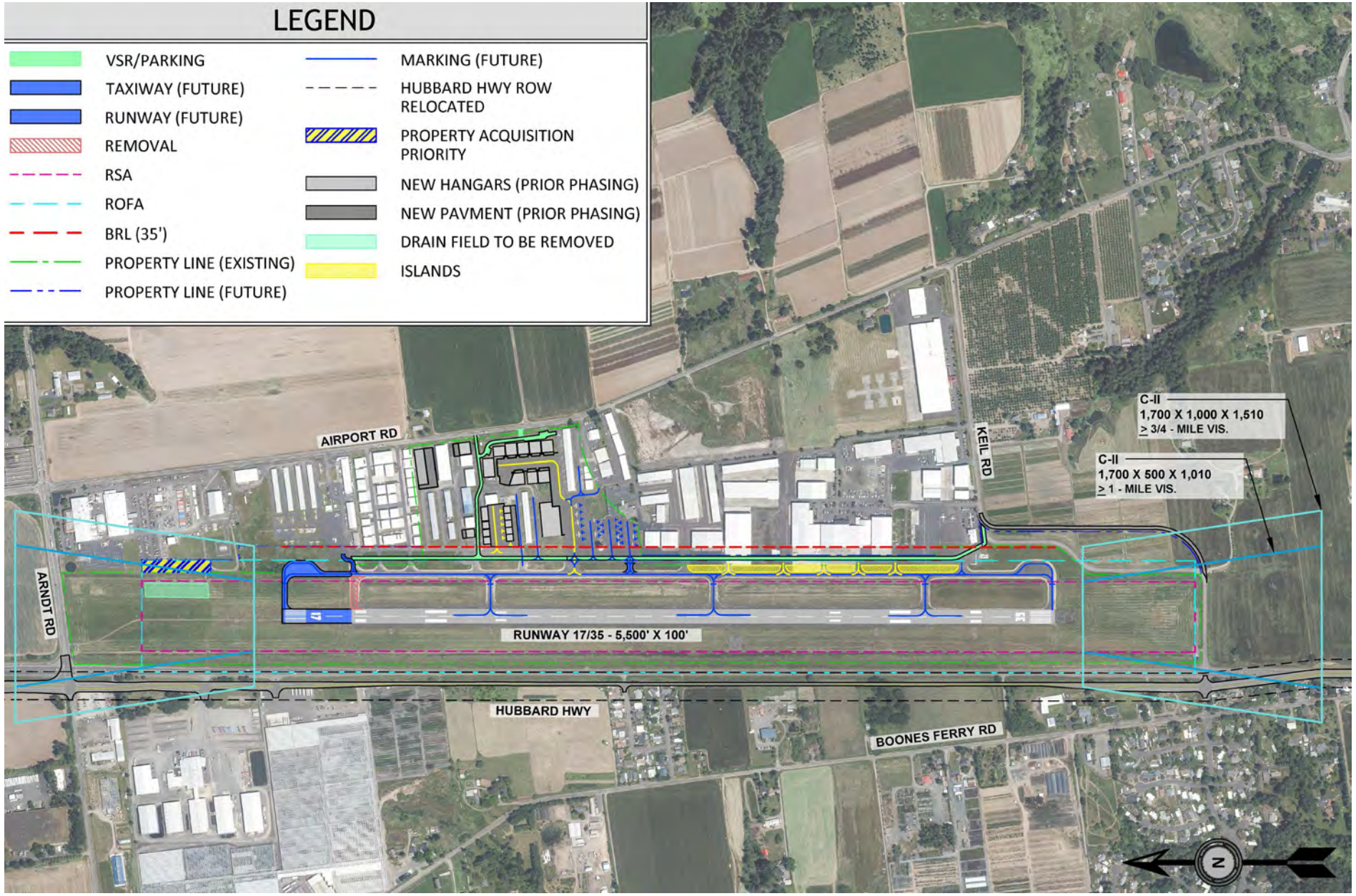
PREFERRED ALTERNATIVE – PHASE – CONSTRUCT VEHICLE SERVICE ROAD (VSR)



PROJECTS

- Property Acquisition (area needed for VSR)
- Construct VSR
- Remove Drain Field (between TWY A and North Hangar Area)
- Hangar Development (based on demand)

PREFERRED ALTERNATIVE – PHASE – NORTH RUNWAY EXTENSION

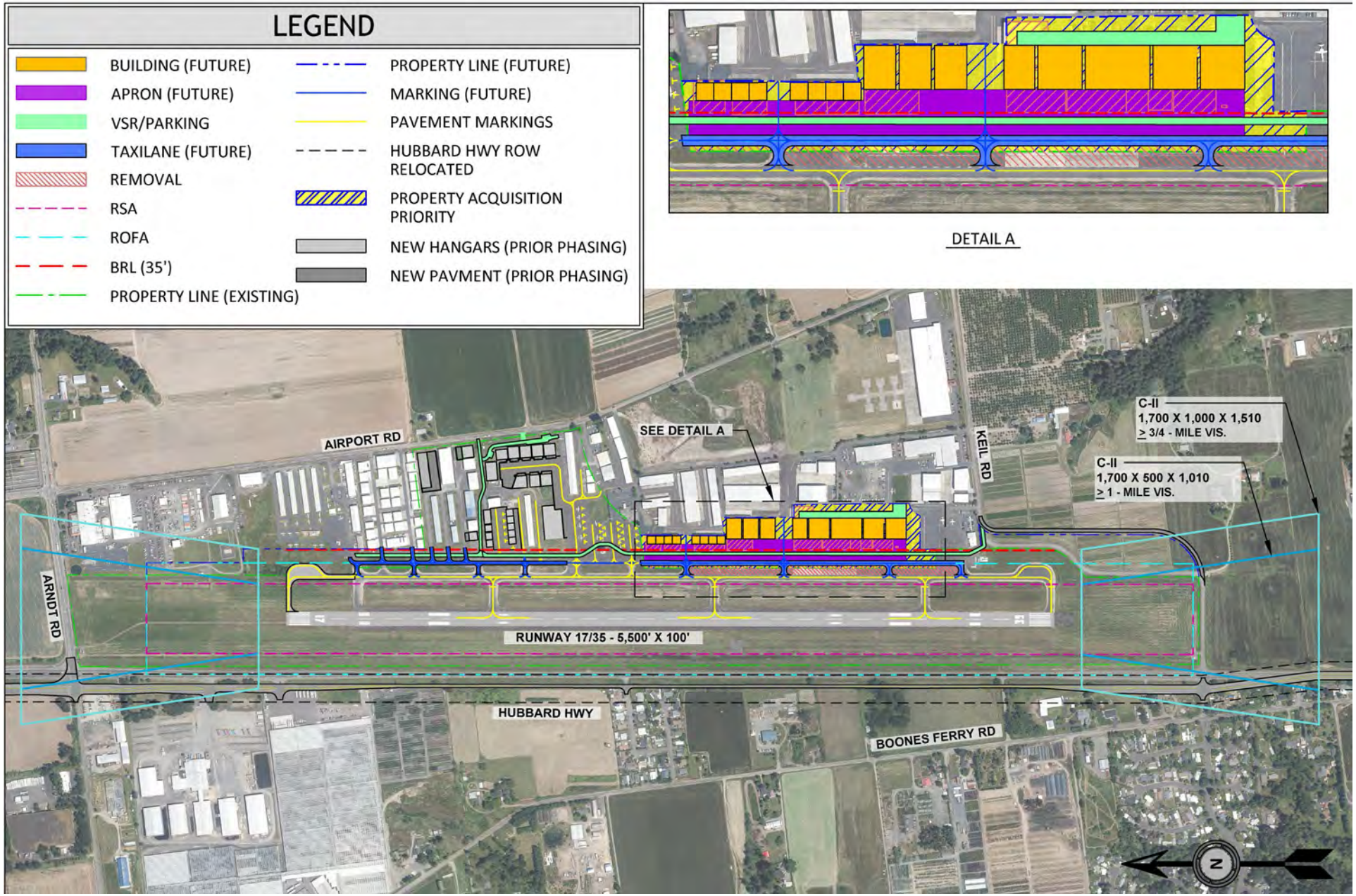


PROJECTS

- Extend the Runway by 497'
- Extend Parallel Taxiway & Construct new Holding Bay
- Remove North Drain Field (in extended RSA)
- Property Acquisition (extended ROFA)

Note: For project phasing, FAA has indicated that the ROFA/RSA standards would need to be met, prior to an extension of the runway. See FAA email received 3.26.24 in the public record.

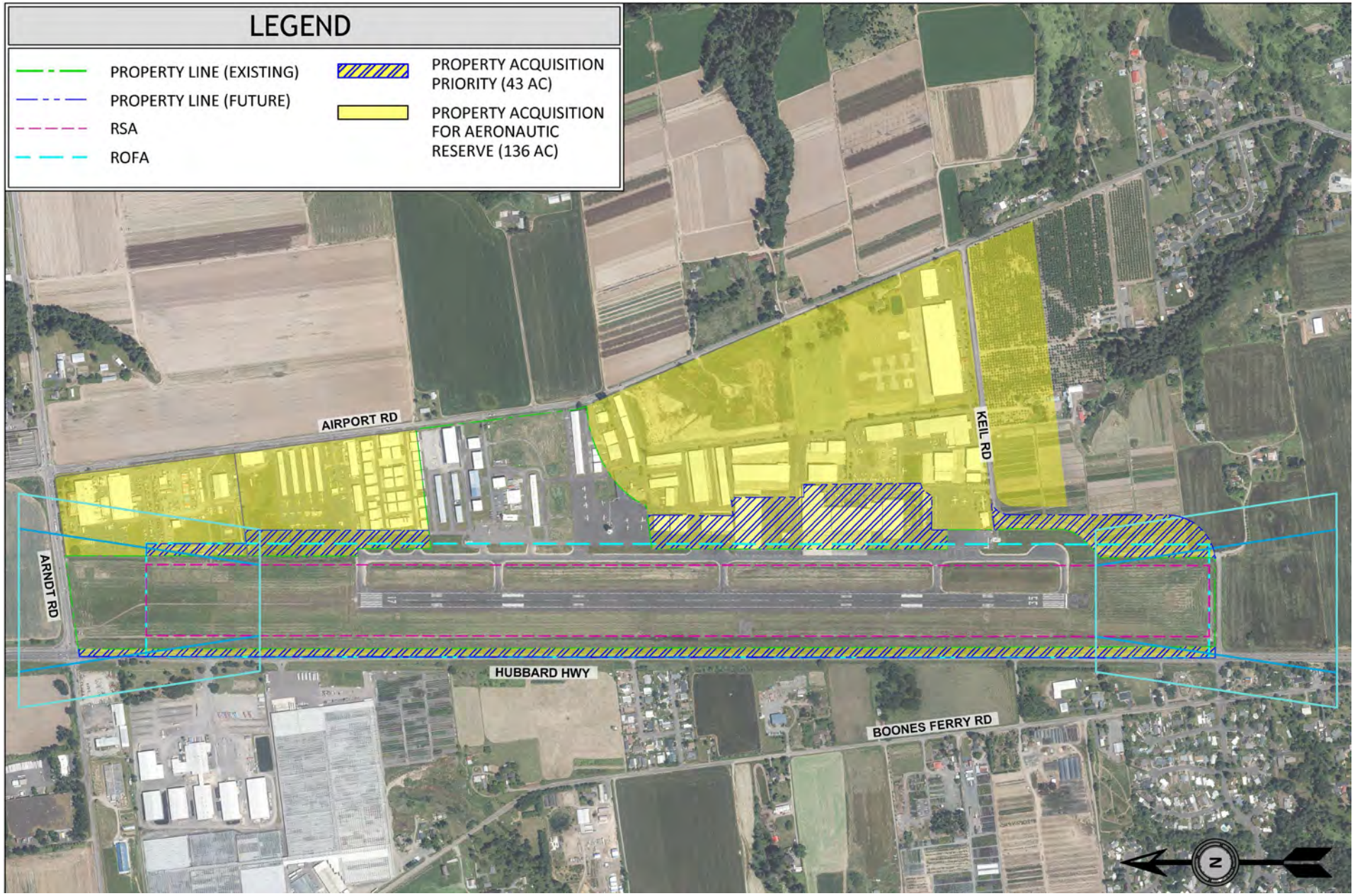
PREFERRED ALTERNATIVE – PHASE - PARALLEL TAXILANE CONSTRUCTION



PROJECTS

- Property Acquisition (South Hangar Area)
- Construct Parallel Taxilane
- South Apron Reconfiguration
- VSR Relocation

PREFERRED ALTERNATIVE – PROPERTY ACQUISITION OVERVIEW



PAC Comments?

Public Comments?

Next Steps

Next Steps

- Prepare the:
  - Noise Analysis
  - Capital Improvement Plan (CIP)
  - Airport Layout Plan (ALP)
  - Draft Final Report
- Next PAC Meeting – Planned for December 10th (UPDATED DATE)
  - To discuss the Noise Analysis, CIP and ALP

Thank You

Alex Thomas – ODAV

Tony Beach – ODAV

Brandy Steffen – JLA Public Involvement

David Miller – Century West Engineering

Project Website: https://publicproject.net/AuroraAirport

OREGON DEPARTMENT OF AVIATION

AURORA STATE AIRPORT
MASTER PLAN UPDATE - COST ESTIMATES
DRAFT

ALTERNATIVES 1A, 1B AND 2 SUMMARY

October 15, 2024

No.	Project Description	Estimated Cost
ALTERNATIVE 1A - SHIFT HIGHWAY WEST		
1	Realign Hubbard Highway	$ 33,271,000.00
2	Septic Drainfield Removal in ROFA By Others (Drainfields: Keil Rd, Columbia, & Wylee)	$ 1,407,000.00
3	Fill Taxiway Drainage Ditch	$ 3,603,000.00
4	Relocate AWOS, Windcone, and Segmented Circle	$ 1,726,000.00
5	Realign Keil Road	$ 3,162,000.00
6	Property Acquisition - Southeast Side Aeronautic Parcels - Phase I*	$ 3,966,000.00
7	Property Acquisition - Southeast Side Aeronautic Parcels - Phase II*	$ 61,087,000.00
8	Property Acquisition - Northeast Side Aeronautic Parcels*	$ 6,475,000.00
9	Property Acquisition - West Side Hubbard Highway*	$ 16,582,000.00
10	Property Acquisition - Keil Road Realignment*	$ 1,184,000.00
11	Construct Vehicle Service Road	$ 2,638,000.00
12	Septic Drainfield Removal By Others (TEC Equipment)	$ 345,000.00
13	Runway 17 RPZ Clearance	$ 3,087,000.00
14	Extend Runway/ Extend Taxiway A	$ 7,060,000.00
15	Reconstruct ADG II Parallel Taxilane and Connectors (Taxilane South of Main Apron)	$ 6,485,000.00
16	Reconstruct ADG I Parallel Taxilane and Connectors (Taxilane North of Main Apron)	$ 4,802,000.00
17	Remove Existing Hangars in Flight School Area	$ 1,309,000.00
18	Construct New Flight School Apron	$ 2,651,000.00
19	Rehablitate and Reconfigure Main Apron Taxilanes and Tie Downs	$ 821,000.00
20	Remove Existing Hangars on South Hangar Area	$ 12,781,000.00
21	Construct South Apron	$ 11,125,000.00
	ALTERNATIVE 1A - SHIFT HIGHWAY WEST	**$ 185,566,000.00**

CENTURY WEST ENGINEERING

OREGON DEPARTMENT OF AVIATION

AURORA STATE AIRPORT
MASTER PLAN UPDATE - COST ESTIMATES
DRAFT

ALTERNATIVES 1A, 1B AND 2 SUMMARY

October 15, 2024

No.	Project Description	Estimated Cost
ALTERNATIVE 1B - SHIFT HIGHWAY AND RUNWAY WEST		
1	Realign Hubbard Highway	$ 33,715,000.00
2	Septic Drainfield Removal in ROFA By Others (Drainfields: Keil Rd, Columbia, & Wylee)	$ 1,407,000.00
3	Fill Taxiway Drainage Ditch	$ 3,603,000.00
4	Relocate AWOS, Windcone, and Segmented Circle	$ 1,726,000.00
5	Realign Keil Road	$ 3,162,000.00
6	Property Acquisition - Southeast Side Aeronautic Parcels - Phase I*	$ 3,048,000.00
7	Property Acquisition - Northeast Side Aeronautic Parcels*	$ 1,891,000.00
8	Property Acquisition - West Side Hubbard Highway*	$ 21,662,000.00
9	Property Acquisition - Keil Road Realignment*	$ 1,184,000.00
10	Construct Vehicle Service Road	$ 2,638,000.00
11	Septic Drainfield Removal By Others (TEC Equipment)	$ 345,000.00
12	Construct Taxiway A	$ 12,002,000.00
13	Runway 17 RPZ Clearance	$ 3,259,000.00
14	Construct Extended Runway/ Extend Taxiway A	$ 23,264,000.00
15	Reconstruct ADG II Parallel Taxilane and Connectors (Taxilane South of Main Apron)	$ 6,485,000.00
16	Reconstruct ADG I Parallel Taxilane and Connectors (Taxilane North of Main Apron)	$ 4,802,000.00
17	Remove Existing Hangars in Flight School Area	$ 1,309,000.00
18	Construct New Flight School Apron	$ 2,651,000.00
19	Rehablitate and Reconfigure Main Apron Taxilanes and Tie Downs	$ 821,000.00
20	Construct Helicopter Parking Apron	$ 2,507,000.00
	ALTERNATIVE 1B - SHIFT HIGHWAY AND RUNWAY WEST	**$ 131,480,000.00**

CENTURY WEST ENGINEERING

OREGON DEPARTMENT OF AVIATION

AURORA STATE AIRPORT
MASTER PLAN UPDATE - COST ESTIMATES
DRAFT

ALTERNATIVES 1A, 1B AND 2 SUMMARY

October 15, 2024

No.	Project Description	Estimated Cost
ALTERNATIVE 2 - SHIFT RUNWAY EAST		
1	Septic Drainfield Removal in ROFA By Others (Drainfields: Keil Rd, Columbia, & Wylee)	$ 1,407,000.00
2	Fill Taxiway Drainage Ditch	$ 3,603,000.00
3	Relocate AWOS, Windcone, and Segmented Circle	$ 1,726,000.00
4	Realign Keil Road	$ 3,162,000.00
5	Property Acquisition - Southeast Side Aeronautic Parcels - Phase I*	$ 5,825,000.00
6	Property Acquisition - Southeast Side Aeronautic Parcels - Phase II*	$ 61,539,000.00
7	Property Acquisition - Northeast Side Aeronautic Parcels*	$ 9,274,000.00
8	Property Acquisition - Keil Road Realignment*	$ 1,184,000.00
9	Construct Vehicle Service Road	$ 2,638,000.00
10	Septic Drainfield Removal By Others (TEC Equipment)	$ 345,000.00
11	Reconstruct Taxiway A	$ 12,088,000.00
12	Runway 17 RPZ Clearance	$ 3,087,000.00
13	Reconstruct and Extend Runway/ Extend Taxiway A	$ 23,179,000.00
14	Reconstruct ADG II Parallel Taxilane and Connectors (Taxilane South of Main Apron)	$ 6,566,000.00
15	Reconstruct ADG I Parallel Taxilane and Connectors (Taxilane North of Main Apron)	$ 4,823,000.00
16	Remove Existing Hangars in Flight School Area	$ 1,309,000.00
17	Construct New Flight School Apron	$ 2,651,000.00
18	Rehablitate and Reconfigure Main Apron Taxilanes and Tie Downs	$ 767,000.00
19	Relocate Air Traffic Control Tower	$ 21,008,000.00
20	Remove Existing Hangars on South Hangar Area	$ 12,781,000.00
21	Construct South Apron	$ 11,179,000.00
	ALTERNATIVE 2 - SHIFT RUNWAY EAST	**$ 190,140,000.00**

FAA Modification of Standards Process

Presented to: ICAO – Colombia Webinar

By: Michael Ferry, P.E., Senior Civil Engineer

Date: August 6, 2020

Federal Aviation Administration

We are Airports

Overview

- **FAA's MOS Process**

MOS Overview

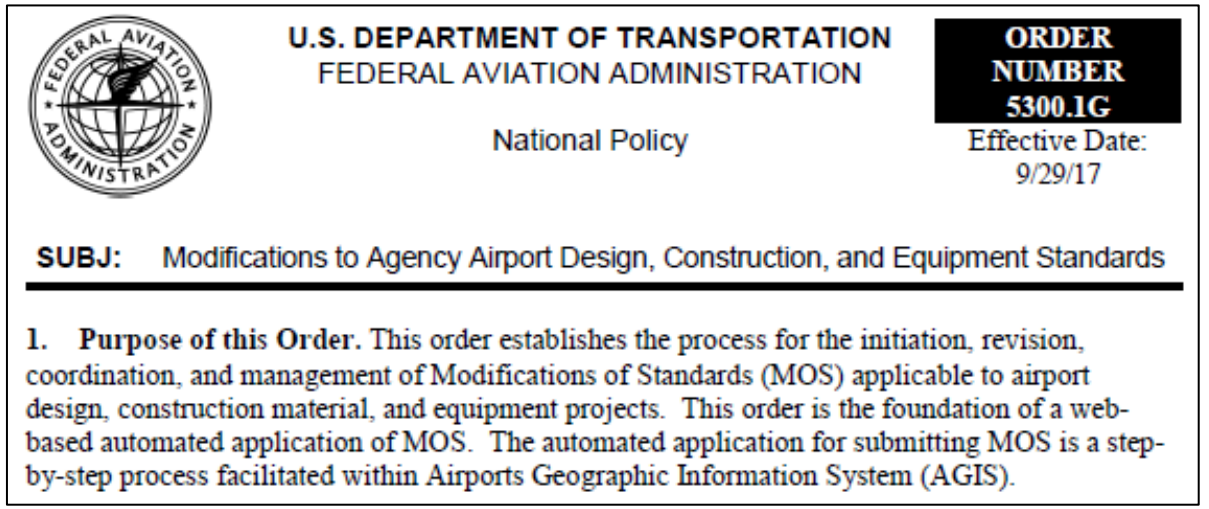
- **MOS definition, requirements and process are found in FAA Order 5300.1G**

- **MOS Definition:**

"Any deviation from, or addition to standards, applicable to airport design, material, and construction standards, or equipment projects resulting in an acceptable level of safety, useful life, lower costs, greater efficiency, or the need to accommodate an unusual local condition on a specific project through approval on a case-by-case basis."

What does MOS pertain to?

- **Projects involving Federal funds** OR as required to support public approach procedure
- Applicable to design AC 5300-13 and lighting (5300 series ACs)
- Construction methods and materials (AC 5370-10)
- Equipment Projects (AC 5200 series)
- Only Airports Division standards



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

National Policy

ORDER NUMBER 5300.1G
Effective Date: 9/29/17

SUBJ: Modifications to Agency Airport Design, Construction, and Equipment Standards

1. Purpose of this Order. This order establishes the process for the initiation, revision, coordination, and management of Modifications of Standards (MOS) applicable to airport design, construction material, and equipment projects. This order is the foundation of a web-based automated application of MOS. The automated application for submitting MOS is a step-by-step process facilitated within Airports Geographic Information System (AGIS).

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Construction

- Most common type of MOS

Design

WHY DEVIATE FROM STANDARDS?

- **Accommodate unusual local conditions**
- **Material availability**
- **Better efficiency**
- **Lower cost <u>without</u> sacrificing safety or efficiency**

What triggers a MOS?

- **A deviation from airport design standards**
- If available materials cannot meet specifications or are at a significantly higher cost
- If modified construction installation methods and tolerances would result in cost savings or greater efficiency without sacrificing safety or useful life
- Unusual local conditions do not allow the equipment specifications to be met
- If local laws and regulations require general provision modifications.

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What isn’t a MOS

- **An approved MOS cannot be modified. The airport must submit a new MOS if changes are needed.**

- **MOS is <u>not</u> used for:**
  - Non-standard RSA dimensions.
  - Non-standard Obstacle Free Zone (OFZ) surfaces.
  - Non-standard approach / departure surfaces.
  - To match existing equipment owned by the airport.
  - Impermissible land use within Runway Protection Zone (RPZ) limits.

Existing Conditions versus Proposed

Existing *"What is done, is done"*

- MOS's are intended to study fixes to maintain safety, not just accept what exists. It is rare that existing situations trigger MOS process.
- Prior to FAA ALP approval for non-standard condition to remain
- Proposed operations that increase service level (Cat I to Cat II)

Proposed

- Airport Layout Plan designs that do not meet standards require MOS approval prior to ALP approval
- Proposed designs for FAA project grants must meet standards or have a prior approved MOS
- New (scheduled) operations by a higher design category aircraft
- Proposed waiver or ATC SOP change

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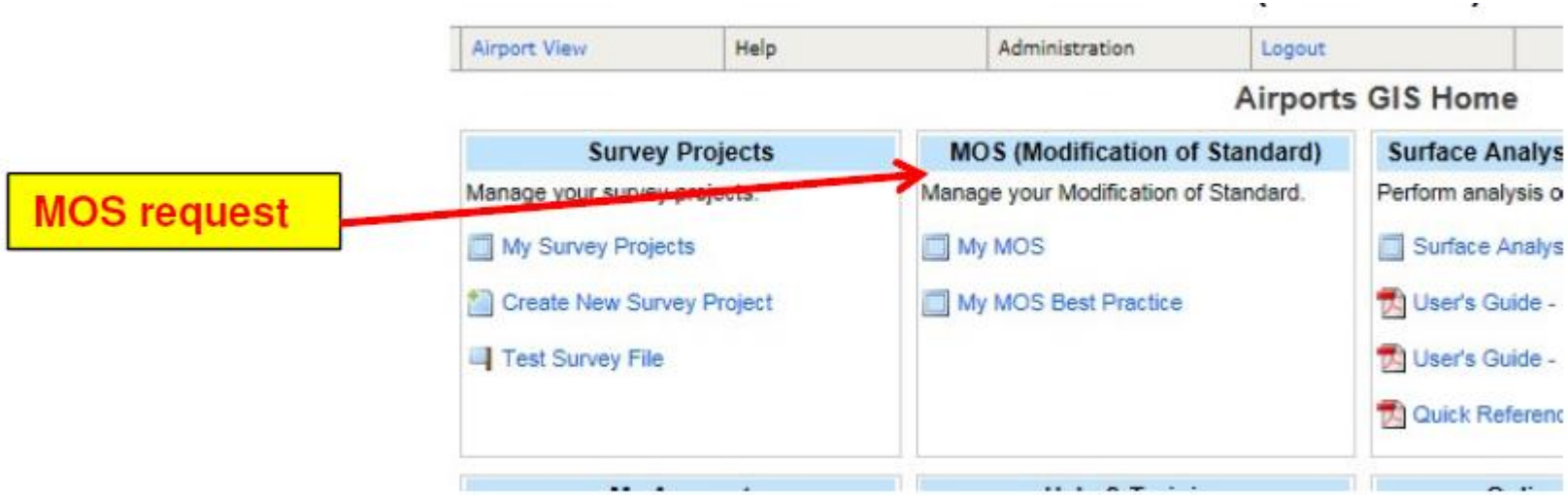
MOS process

- In 2017, the FAA Airports Division started using a new online tool to process MOS's through the FAA web based Airport Data Information Portal (ADIP)



Components of a MOS

- Justification: What are the needs and benefits of the parallel taxiway. Operational impact, efficient use of airport.
- Alternatives: Explain what impede conformance with standards. Physical restriction, impact to other parts of the airfield etc…Cost is NOT a justification
- Acceptable level of safety. Demonstrate that the reduction in safety is not significant to the airport operation. An SRM may be needed.

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Who is involved?

- Airport Sponsor (with consultant)
- Airport District Office PM/Planner

- Regional Office
  - SMS specialist, ACSI, Regional Engineer
- Lines of Businesses (LsOB)
  - FAA uses the OE/AAA platform as a vehicle to coordinate LsOB review
- FAA Headquarters

WHO IS INVOLVED?

- FAA
  - ADO
  - Regional Office
  - Headquarters
  - Others as needed

Approval Authority

Appendix A

U.S. Department of Transportation
Federal Aviation Administration

MODIFICATIONS OF AIRPORT DESIGN, CONSTRUCTION, AND EQUIPMENT STANDARDS

This table lists MOS categories and subcategories. An "X" in each row indicates whether ARP regions or headquarters can approve each type of MOS or whether a MOS is applicable. This Appendix is not all inclusive, and is subject to the discretion of the Director of Airport Safety and Standards based on specific details in a MOS submittal.

Category	Sub Category	ARP Region	ARP HQ	MOS Not Applicable
Airport Equipment Standards	Painting Marking and Lighting of Vehicles on the AOA		X	
Airport Equipment Standards	Design Specifications for Snow Removal, Aircraft Rescue & Fire Fighting and other equipment.		X	
Airport Equipment Standards	Installation and Acceptance Standards for Snow Temperature Sensors, Foreign Object Detection and other equipment		X	
Airport Equipment Standards	Operational/Performance Standards for Snow Removal and Aircraft Rescue & Fire Fighting equipment		X	
Airport Equipment Standards	Other		X	
ATC Facility	Automated Weather Systems - Automated Weather Observing System (AWOS)/ Automated Surface Observing System(ASOS)		X	
ATC Facility	Runway Visual Range		X	
Design	Blast Pad Dimensions	X		
Design	Clearway			X

Items to Keep in Mind

Modifications aren't the permanent solution:

- MOS do not run in perpetuity.
- Project specific deviations normally remain in effect for the life-cycle of the applicable project.
- Airport geometry modifications expire no later than 5 years from final approval (Airport Sponsor can reapply).

Sponsor can't Mod a Mod:

- Changes after approval require submittal of a new MOS.

Cost is not the only consideration:

- Do not issue MOS to compensate for lack of necessary planning or budgeting.

Questions

Michael Ferry, P.E.
Senior Civil Engineer, Great Lakes Region

Federal Aviation Administration
Airports Division - Safety & Standards Branch, AGL-620

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