



APPENDIX H, COMMENTS

APPENDIX H, COMMENTS

Oregon Aviation Plan v6.0 Comments Received via Email

A public comment period on the Oregon Aviation Plan (OAP) v6.0 was conducted for 35 days from December 5, 2018 to January 8, 2019. Comments were emailed to OAPcomments@jviation.com; all commenters were sent an email confirming receipt of the comments. No comments were received via USPS mail. All comments received are presented below.



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Randy Hooper <randy.hooper@co.del-norte.ca.us>

OAP Comments 12/5/2018

Oregon Aviation Plan

 You replied to this message on 1/30/2019 1:45 PM. 

Hello Mr. Maynard, I received notification of the Oregon Department of Aviation's request for public comments for the Oregon Aviation Plan. I am the airport director of the Del Norte County Regional Airport, located in Crescent City, California. We are a public use airport located in the far northwestern California and are administered by a Joint Powers Agreement between several local government agencies and Tribes including the City of Brookings and Curry County, both Oregon local governments. As such I am curious to know if we have any standing to be represented in the OAP? Thank for any insight you can provide in this! All the best.

Randy

Randy Hooper

Airport Director, Border Coast Regional Airport Authority
707.464.7288 (Desk) 707.951.2656 (Mobile)





Reply Reply All Forward



John Barsalou <jbarsalou@klamathfalls.city>

OAP Comments

12/6/2018

Oregon Aviation System Plan

You replied to this message on 12/7/2018 9:34 AM.

Hi Mike,

I hope all is well with you and you had a nice Thanksgiving holiday.

I'd like to have a conversation regarding the plan, and possibly set up a meeting to discuss several items in the plan regarding LMT. What is your availability tomorrow or next week? I'm open all day tomorrow and in the morning on Monday.

Thanks.

John T. Barsalou, A.A.E.
Airport Director
(541) 883-5373 office
(810) 730-9882 cell



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Bateman, Steve <Steve.Bateman@aopa.org>

OAP Comments; + 1 ▾

12/6/2018

Aviation Plan Download

 You replied to this message on 12/11/2018 8:46 AM. 

Hello,

I would like to download and read the Oregon Aviation Plan and would be grateful if you would create a single PDF containing the complete document.

Feel free to send it to me at this email address.

Many thanks and best regards,
Steve Bateman

Stephen C. Bateman (Steve), CFI, Ph.D.

Director, Flying Clubs Initiative

steve.bateman@aopa.org

Tel: 301-695-2356

www.aopa.org



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Donald Grotjohn <dwgrotjohn@gmail.com>

OAP Comments

12/7/2018

Responding to Public Comment Request

 You replied to this message on 12/12/2018 10:28 AM. 

As a member of the Friends of Pacific City State Airport committee I offer this response.

I live directly adjacent to the tie down areas on the west side of the airport. I commend the ODA's decision to remove our airport from the possibility of sale and look forward to a future of combined efforts to maintain and improve it.

I find the response request to be missing a major reason for the future of this particular facility. That would be the availability of the airport in times of emergencies. Not only is this airport often used by both the Coast Guard and Life Flight , but it's available between Tillamook and Newport.

A perfect example is about four days ago. I heard a big helo approaching from the South, it didn't sound like Coast Guard. I went to my window and saw a Huey coming from the south, pretty low and fast. He circled and landed to the south with no hesitation. When he had shut down he got out and checked the prop shaft area on top.

It turned out he was returning from dropping water on California wild fires and had gotten some kind of signal requiring inspection from the instruments. He immediately looked for a landing opportunity and came to Pacific City State Airport.

After his inspection he left and continued north to Astoria. I've no idea what the problem was, but he was able to get on the ground quickly and safely in minutes, with local help available.

Thanks for the opportunity to respond to your request for comments

Donald Grotjohn, Pacific City

 Reply  Reply All  Forward




Lisa Trauernicht <LTrauernicht@co.marion.or.us>

 2

 1

1/3/2019

Public Comment - Oregon Aviation Plan

 You forwarded this message on 1/4/2019 12:56 PM.
If there are problems with how this message is displayed, [click here to view it in a web browser.](#)

 ODA Plan Public Comment 010319.pdf
465 KB

Good Afternoon!

Please see the attached public comment regarding the Oregon Aviation Plan, from the Marion County Board of Commissioners.

Please let me know if you have any questions.

Thank you for providing this opportunity to comment.

Sincerely,
Lisa Trauernicht

Lisa Trauernicht
Sr. Policy Analyst
Marion County Board of Commissioners
Phone: 503-589-3264
ltrauernicht@co.marion.or.us



Marion County
OREGON

Board of Commissioners

January 3, 2019

(503) 588-5212
(503) 588-5237-FAX

Oregon Department of Aviation
ATTN: Oregon Aviation Plan – Update
3040 25th Street SE
Salem, OR 97302

**BOARD OF
COMMISSIONERS**

Janet Carlson
Kevin Cameron
Sam Brentano

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ADMINISTRATIVE
OFFICER**

John Lattimer

RE: Oregon Aviation Plan Public Comment

To Whom It May Concern:


The Marion County Board of Commissioners appreciates this opportunity to comment on the Oregon Aviation Plan. We support the plan's conclusions that the Aurora State Airport and Salem McNary Field provide a significant economic impact to Marion County, and that the plan's estimates for maintenance and improvement needs at the airports are realistic.

The McNary Field is home to a variety of businesses, which include on-site charters, dining, car rentals, and private aircraft hangars, as well as supporting aerial firefighting. It is also home to the Oregon National Guard's Army Aviation Support Facility. The Aurora State Airport is one of the busiest and largest state-owned airports in Oregon, with nearly 95,000 aircraft operations per year. The airport has a robust property tax base that results in growing revenue for the residents of Marion County. In addition to the economic benefits of these airports, each may play a critical role in natural emergencies, such as the expected Cascadia earthquake event, when bridges are expected to be inoperable and vehicular travel difficult.

Marion County fully supports the plan's conclusions relating to Salem McNary Field and the Aurora State Airport. Thank you again for the opportunity to comment.

Sincerely,


Janet Carlson, Chair


Kevin Cameron, Vice Chair


Samuel A. Brentano, Commissioner



Mike Maynard

patrick ireton; OAP Comments ▾

1/4/2019

RE: Pacific City Airport OAP Plan

i We removed extra line breaks from this message. ▾

Office 303.524.3030

Fax 303.524.3031

www.jviation.com

-----Original Message-----

From: patrick ireton <caperock@embarqmail.com>

Sent: Wednesday, January 2, 2019 1:20 PM

To: OAP Comments <OAPcomments@jviation.com>

Subject: Pacific City Airport OAP Plan

This is a public comment regarding the OAP plan.

The Pacific City airport has been condemned as unsafe. Due to a group of loud monied individuals in Pacific City the airport has been kept open even as the unsafe problems still exists. The airport is too short and as has been stated to narrow even with foliage removal. The airport will not pass any FAA license requirements for a rural airport as it can never expand and is underwater most of the time in winter. The airport host 4,000 less pilots than is claimed by some people and draws no real economic value to our community . The FAA puts the amount of traffic at 1,200 at most and further promotes my idea of this airport not being an economic necessity as most of those planes stay for less than 4 hours.

In September a plane crashed in the river. Nearly killing the pilot. One of many crashes not recorded by the ODA .

Planes still cross over Pacific avenue coming within close contact to cars trucks and buses.

Rule 91.119 (minimum safe altitudes) is largely ignored by most pilots and overflights over tourist rentals are common. Bringing a dangerous element to our biggest economic money maker for Tillamook county beach Rentals . When a plane eventually hits one of these rental it will destroy our biggest industry in Pacific City. Even though the FAA makes light of the problem of planes taking off and landing over my home and beach rental they do conclude that pilots land at safe altitudes and this has not been the case.

No attempts by anyone have curbed the problem of takeoff and landing.

I am particularly concerned by night and heavy fog landings and takeoffs.

In short this is a very dangerous airport and should be shut down to remove the possibility of the cost of litigation and crash payouts causing bigger insurance claims and costs.

Patrick Ireton

Sent from my iPad



Reply Reply All Forward



Wes <mr_wes@yahoo.com>

OAP Comments

1/23/2019

oap comments

You replied to this message on 1/25/2019 3:43 PM.



In reading the OAP, I see two areas where ODA objectives do not seem to align with those which are significant to pilots.

The first is no inclusion of non-ethanol premium in the fuel planning objectives. Many presently flying GA airplanes are able to use this fuel when it is available. This would reduce lead emissions without any change to the planes or waiting for a general 100LL replacement. Non-ethanol premium is generally significantly less expensive than 100LL, so this would also make flying more affordable for Oregon's pilot population that owns planes which can use this fuel. ODA should be creating incentives for FBOs to stock and sell non-ethanol premium to benefit the environment and Oregon's pilots. This low hanging fruit should not be neglected.

The second area where ODA is under serving its pilot population is in choosing to have weather reporting "not an objective" for category IV airports. The report acknowledges that Oregon's weather patterns can be very geography specific. Many pilots now have the ability to get in-flight weather updates, but a lack of weather reporting at the destination airport still leaves pilots guessing what weather they will find when they arrive. Having weather reporting at as many category IV airports as possible would not only help those pilots using the airports, but would also paint a more complete picture of weather for all pilots using airports in the general vicinity. Increasing weather reporting should be a strong and major objective for ODA in the next 10 years. Pilots should not have to guess what weather they will find at a majority of Oregon's airports. When someone needs to find a safe place to land, it doesn't matter to them how many points that airport earned in an upgrade system. What matters is whether or not weather there is better than at other airports in the area. Without weather reporting this is difficult to determine in a timely manner. Please reconsider your position on this issue. It could literally save lives.

-Wes Strubhar

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Larry Graves <LGraves@co.josephine.or.us>

 4

 2

1/24/2019

Josephine County Airports Comments on Draft OAP 2019-01-24

 You replied to this message on 1/25/2019 5:18 PM.



Hi Jeff and Mike,

Apologies for the delay in getting these to you. I have taken the tables in the inventory section where 3S8 and 3S4 appear and made markups where appropriate. In some cases my markups turned out to be redundant, but were needed on the pages I was reviewing. Significantly, I added in the actual aircraft inventory present at the Illinois Valley Airport (AKA Cave Junction or 3S4) which was reported at zero but is above 30 in all years shown.

I can't find any reason to update anything in the forecasting section.

Mark/Jeff, can you refresh my memory – I recall doing the managers' survey back in 2015 or 2016 – do you have a submission from me at that time?

Larry Graves

Director
 Josephine County Airports
 1441 Brookside Blvd.
 Grants Pass, Oregon, 97526
 541-955-4535 Office
 541-660-2169 Cell



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Larry Graves <LGraves@co.josephine.or.us>

Mike Maynard; + 4

1/25/2019

Re: Josephine County Airports Comments on Draft OAP 2019-01-24

Hi Mike,

Thanks for asking. I was not sure what the current OAP says about the pavement strength at Grants Pass Airport (3S8) so since the field was blank, I added what I believe to be the correct number which is 19,000 lbs per axle.

I asked our engineer of record to take a look at my comments at the same time I sent them to you, and he had some corrections for me. If you don't mind, I'll send you a revised set of comments on Monday, with apologies. I think most of my edits were correct, but because I did not recognize the ancient acronym "MLS" I mistakenly claimed we had them. Microwave landing systems are few and far-between...

Thanks,

LARRY GRAVES

Director
Josephine County Airports
541-955-4535 Office
541-660-2169 Cell

From: Mike Maynard <Mike.Maynard@jviation.com>
Sent: Friday, January 25, 2019 2:18 PM
To: Larry Graves; OAP Comments; Jeff Caines
Cc: Barbara Rodriguez; Corley McFarland
Subject: RE: Josephine County Airports Comments on Draft OAP 2019-01-24

EXTERNAL EMAIL: Please verify links by hovering over them!

Hi Larry,

I am updating documents based on your comments. Can you clarify the comment regarding 19K on table 2-1? I can read the writing.

Thanks,
Mike

Mike Maynard
Senior Aviation Planner / Project Manager
Jviation, Inc.
Direct 513.484.2519
Cell 513.484.2519
Mike.Maynard@jviation.com

Reply Reply All Forward



Gary Judd <gjudd@bendoregon.gov>

3

1

1/31/2019

Bend Airport BDN- Oregon Aviation Plan Edits

You replied to this message on 2/1/2019 11:33 AM.



In reviewing the OAP the new Heliport is not included. A drawing is attached and more information is provided below.

The heliport consists of the following:

- Lighted Landing Helipad: 80'x80' Concrete
- Parking pads 3 pads measuring 72'x72'
- 18 Parking Pads measuring 35'x35'

The development areas has full utilities available to each building site.

If you need additional information please contact me via email or call at 541-389-0058.

Thank you,

Gary

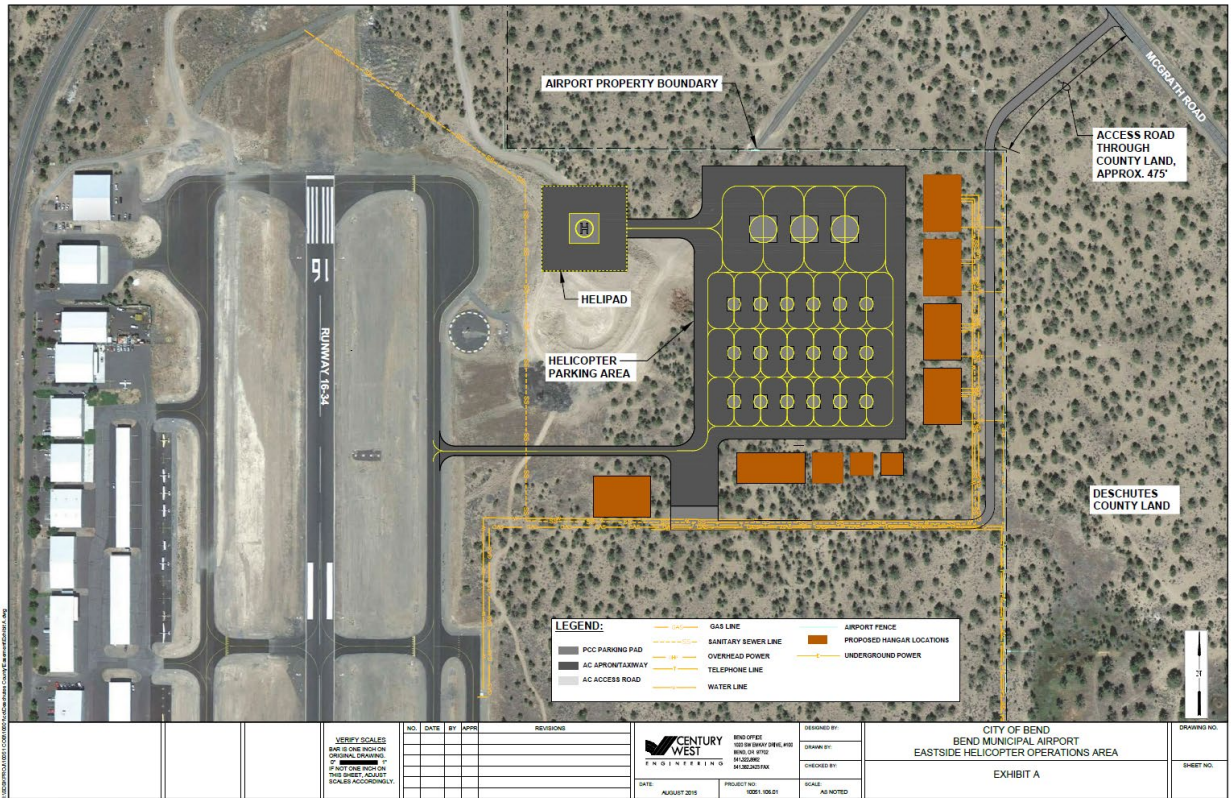


Gary Judd | Airport Manager
Bend Municipal Airport
A Division of the Economic Development Department
City of Bend
O: 541-389-0258 | 541-647-0828
gjudd@bendoregon.gov

www.bendoregon.gov/airport

"Never assume that anyone outside your profession understands your acronyms"

You may not be able to do all that can be done, but you should do all that you are able to do.



 Reply  Reply All  Forward




jack kahle <jackekahle@yahoo.com>

OAP Comments

2/3/2019

UAO Proposed runway extension

 You replied to this message on 2/7/2019 9:46 AM.



Comment: I would like a breakdown of the \$87.5 mil runway extension cost proposed for UAO. (The original capital estimate was \$7 mil.) Without this info it is very difficult to evaluate the merits of the proposal. Thank You.

Jack Kahle 503-694-8022 Pilot,
aircraft hangar owner at UAO
Board member of Positive Aurora Airport Management (PAAM)

o

-
-
-

 Reply  Reply All  Forward




Mary Gionta <mjgionta@hotmail.com>

OAP Comments

2/7/2019

Aurora Airport expansion

 You replied to this message on 2/7/2019 9:51 AM.

As a resident of Aurora I am concerned over the attitude and feeling of some pushing for this expansion, when they do not even live near the airport. I have not talked to one resident impacted by this attempt to railroad this expansion in. Bypassing any community hearings, studies, or up to date plans, other than those by special interest groups. I attended the only open forum, the city of Wilsonville held, that allowed us to speak up. During that meeting all of the parties that benefit this proposal do not even live in or around Aurora. They were from other areas outside Aurora, outside the state, and even the country, but not anywhere near the Aurora airport. Don't you find that overwhelmingly odd? They want this airport to grow despite the past studies that clearly state it would not be appropriate due to the geological reports that were done, along with other studies like land use. Some updated airport statements were falsified clearly, and they were called out for that. One such is that there will be less noise because of longer runways. The truth of the matter is the noise is not planes taking off, but the larger planes flying over our homes to land, not take off. I've not heard anyone complain of excessive noise on take off, but landings. When we purchased our home we did our homework and felt safe purchasing our home even though we are in direct path of the income flight paths of these aircraft. With all the obvious authentic negative reports refuting the past proposals. The increase in noise from the bigger aircraft that have wavers rattle our home all hours of the night. This should not be allowed, but this I know is not up to you. But, as long as you allow this to be pushed through you are in truth denying us residents to live a normal life. I have no problem with the current airport, the helicopters and small aircraft but this is no place for larger corporate jets. They have other airports more equipped to handle them. At this meeting in Wilsonville these interest groups had signs saying they will bring in more money and jobs. That is hogwash. They all bragged how much they spend money in Wilsonville in eating, getting parts, lodging, but not one of them mentioned Aurora. Not that they have spent money to eat, lodge, or purchased parts in Aurora. So, admittedly there is no income presently coming into Aurora, nor will any jobs be made for this community. Whatever employment they will need for the expansion will come from other communities that already have airports, like Hillsboro, McMinnville, Salem, or Troutdale. This will add more congestion to an already overwhelmed infrastructure. I could go on for hours, but you get my point. There are plenty of concrete facts presented that overwhelmingly prove that the Aurora airport is not an appropriate airport for this expansion. Please do your due diligence and listen to what the people are pleading for. Please do what is right for all the residents, not the few interest groups.

Thank you for your time,
Jon & Mary Gionta



Potter, Tom <tom.potter@te.com>

OAP Comments

2

2/11/2019

Letter in opposition

You forwarded this message on 2/11/2019 5:43 PM.



I am writing in opposition to the plans for the extension of the runway of the Aurora Airport and in opposition to the ODA's submission of the FAA grant request of 37 Million dollars.

The problems with the Aurora Airport Master Plan have been many and varied. Citizen input in opposition on the issue has been greatly ignored. The citizens of Aurora have a right to be heard on this issue but our opinions are largely ignored.

Some problems with the plan include:

- Reports of 'based aircraft' of quantities upward of 300, 350, 400 are false and misleading. The FAA had released a bulletin (attached) that specifically states that aircraft are not be counted when they exist on private property adjacent to airport property – in this case it is widely known that Aurora Airport is a large 'through the fence operation' and that is specifically addressed in this FAA bulletin. It was these based aircraft numbers that were used to justify HB4092 back in 2017 which failed, and since it is obvious that these based aircraft numbers are false, they should not be used in any justification for this extension – there is simply no room for 300 + aircraft on the state owned land at UAO.
- Counts of 'constrained operations' at UAO appear to be largely exaggerated. Senator Betsy Johnson was recorded at an Oregon Aviation Board meeting (July 19th, 2018 – Excerpts and link to Audio attached) coaching ODA representatives on how to reach out to flight ops directors and add in affirmative responses to the question – 'would you use UAO if the runway was 1000' longer?' leaving the resulting constrained ops counts in question. It was the constrained operations study that was used to justify the ODA's grant request to the FAA and it is specifically noted in that request that this tactic was used.
- Over time, airport flight operations have made major capital investments in aircraft that are larger than the facilities available at UAO. Larger jets without the ability to work efficiently out of UAO are being seen operating more frequently there – perpetuating the constrained operations problem when in reality it would seem like many of those are simply poor business decisions being made that directly impact and contribute to constrained operations. The constrained operations in the numbers submitted to the FAA did not exist prior to the larger jets and the FAA is now being asked to pay for those contrived numbers.
- Forecast projections of overall operations numbers have never been realized. Operations have never exceeded 90,000 / year, yet projections in 2011 were upward of 98,000. So it would seem that since the total ops projections were not materializing, the next best thing was an attempt to use constrained operations instead, and it was these numbers that were used in the grant application.
- A cry of 'Safety!' has been common among proponents of the extension. Yet it could easily be pointed out that if it had really been unsafe then we would not have seen the increase in the number of jets operations there over the last 20+ years.

I will conclude by saying that there are numerous other arguments on why this should not be allowed at UAO. The 'constant' that I see in the information I have submitted is a continued effort to come up with any new tactic necessary by extension proponents to see this through. The bulk of the proponents backing the extension are FOR PROFIT businesses located at the airport. The arguments made are in the best interest of business, not safety and they are not interested in citizen concerns or input.

Link to OAB Meeting from July 19, 2018

https://www.oregon.gov/aviation/Pages/AVB_18_07_19.aspx

Refer to link labeled: Meeting Minutes: Audio 1 & 2

Tom Potter



OREGON AVIATION BOARD VERBATIM EXCERPTS OF JULY 19, 2018

DATE July 19, 2018
LOCATION Oregon Manufacturing Innovation Center (OMIC)
33701 Charles T Parker Way
Scappoose, OR 97056

DIAL IN (888) 251-2909 - Access Code: 5634428 (please mute your phone)

TIME 9:00 AM to 1:00 PM

PRESENTING AGENDA Board Chair, Martha Meeker

Board Information & Action Items

Airports & Operations Division Update

- Aurora State Airport Discussion – Maass, Meeker

Start 2:04:25

Chair Martha Meeker So, that's Pacific City; also, another busy airport that we have is Aurora. So, the latest on Aurora; we haven't heard about it for a while.

Maass Just, real quick, because I know we're running way behind schedule, our Constrained Operations Study is moving forward. We met with a lot of concerned parties with this, as far as getting the number of constrained operations when meeting in Aurora, I believe it was about three weeks ago, and so the process of collecting data is still moving forward. I believe I saw an email that came across that I think they are getting close to the end of that data collection and then we'll have a look at, you know, some initial reports/chapters of the study for review. I would expect that to probably be here in the next—

2:05:18

Heather —by the next Board meeting, you will have a draft of some of the preliminaries of the work that's been done. Is that what you're—?

2:05:28

Sen. Betsy Johnson By what process is the data being collected for constrained operations? Who's responsible for doing it, and what's the process?

Maass This is the contract that is with Century West Engineering, and so, they have the engineering contract for Aurora State Airport. There was a work order contract that was put together that was vetted through the FAA, and the FAA signed off on the process for collecting the constrained operations and so, we did not want to start this process unless it was something the FAA was going to accept and approve. Because, ultimately, they're going to be the ones that are going to be footing the

bill for any runway extensions, so, this work order contract—scope of work—has been vetted through the FAA, and they've signed off on it. And so, now we're just going through the process and reaching out to the operators at Aurora State Airport to verify the equipment that is used in the airport on a regular basis.

2:06:40

Sen. Betsy Johnson

Follow up, Madam Chair? I heard you say that it was approved by the FAA; that was fine. I heard you say reaching out, and I don't know what that means, and if you are reaching out to the current operators; finding out what their operations are, are you reaching out to potential operators who are not using Aurora because of limitations. I mean, if you're just talking to "the family," you may ignore the fact that the XYZ financial institution wants to fly in because they're doing business in Wilsonville, but their corporate documents say they have to have—I'm making this up, obviously—7,000 feet. So, if you're calling Ted and saying, "How often are you flying?" I think you're missing data.

2:07:26

Heather

But, we're not. We're actually—from the businesses that are out there, they are also providing—they're supposed to be providing that data where ever they can. Ted's [Millar's] group is providing the data that is being left out; what he needs to—you were supposed to be working with the consultant to provide that. That's the last—the last group meeting we had was with all of the businesses that were participating in the current operations that were out there, and what their restrictions are and if they had upcoming needs. That's what's supposed to be getting to the consultant.

2:07:58

Sen. Betsy Johnson

I'm sorry to beat this to death, but you still haven't answered my question. You're talking to "the family".....

Heather

Right.

Sen. Betsy Johnson

What I'm trying to figure out is when you go to Ted Millar, who knows more about that airport than anybody else around I would submit, and you say to him, "Has the XYZ bank called you and said, 'with another 1,000 feet, we'd be in and out of there every other day.'" I don't know how you're getting that which is unknown to you now. Are you calling flight departments? Has somebody reached out to Nike and said, "Given the congestion at Hillsboro, would you go to Aurora if there was another 2,500 feet? And, again, I'm just making these numbers up, but I don't know how you are soliciting the unknown.

2:08:42

Heather

Unfortunately, we can't solicit the unknown for this study as it's paid for and acceptable—it's not paid for—but accepted in a strict statement of work by the FAA. We are—

Sen. Betsy Johnson

Then how do you answer the question, Heather?

Heather

You don't know what you don't know. I don't know if the consultant can actually go out there and try to find that data. They don't know what they are looking for without getting all of the information from all of the aircraft

owners, operators, and sponsors, and everybody that's on that airport now.

2:09:09

Sen. Betsy Johnson

May I just tell you, anecdotally, we needed to discuss constrained operations at Scappoose. I must have made a hundred phone calls to flight departments and talking to chief pilots and soliciting information about, "would you use us if..." and that's the piece that, for me, is missing. And I don't care that the FAA signed off on it; I think they've signed off on a flawed study if you don't have a mechanism to go out and try to find the unknown, which based on my experience at Scappoose, you can find if somebody sits down and makes the calls.

2:09:48

Maass

The other piece to that though is I know that with constrained operation, the FAA is not going to counter this constrained operation based on "if you build it, they will come", but we have aircraft that are going into Aurora and flying out of Aurora that are coming in light, taking off light, flying somewhere else, landing to continue to their destination; those are the ones that we know and that we know that we have over 500 of those operations and so, we are reaching out to that low hanging fruit. Because, if we can get that information just from the operations that are currently happening at Aurora, and we can verify that, then that is additional money that we don't have to spend calling out to the hundreds of flight departments because the numbers are already there. We're just verifying those.

2:10:41

Sen Betsy Johnson

I'll buy that, but I still think it's valuable to reach out to some of the bigger flight departments, particularly with the air space constraints, and the crowding at Hillsboro, and noise issues, it's just a thought—

Heather

I agree.

Sen. Betsy Johnson

And, I don't see it being onerous. I did it in a couple weeks, just sitting down and making the calls for half an hour every day.

Maass

The other piece that we've discussed about putting in the publications—aviation publications to reach out to those flight departments.

Heather

So, we are, like Matt said 500, we're actually, we're nearing 600, and we should be completely where the study needs us to be with the operations that currently happen now without doing that outreach. We'll be able to do that outreach once we're done with this one case that they do so much for your [inaudible 2:11:33].

Maass

The only other piece on Aurora that I would bring up is that we have—there's a piece of property that's not airport—that ODA does not own, but it's listed as the church property or church camp property that has been recently acquired for airport use. And, I believe that that is going through the process to get the land use changed. It's currently, I believe, EFU, and it's going to be changed over to airport. In the Master Plan, both in 2012-13 and in 1976, that property was identified and discussed in a couple meetings about that being used as airport—for airport use. And

so, I know—I believe that there was a request that was sent to the Board for a letter of support, and that this was sent to the Board and Mitch Schweiker right as Mitch Schweiker was retiring, and I believe the correspondence back was that he did not want to take action on it and thought it would be better for the next Director to work with the property owner to deal with this, but I don't know if the Board wants to have any discussion on that as well, but—

[2:13:05]
Chair Meeker Well, if it's in the Master Plan, I think by default that that talks a little bit about our support; if it states in there that that—that might—a future date that it be brought in as part of airport operations—

[2:13:18]
Heather Well, [inaudible] it doesn't.

Maass It just says in the alternatives it was discussed as future airport use under private ownership.

Chair Meeker Okay.

Maass So, it was just in the alternatives, it wasn't saying, "Hey, this will be...". So, the other thing for the Board to know also is HTS [Helicopter Transport Services] built their operations down in a corner of the airport; southeast corner of the airport and just recently also—well, not recently, but they went through the land use process to get it converted over to airport.

Chair Meeker OK. Well, hopefully the process will go well. I met a new family member there, and they upgraded [inaudible 2:14:05]. I know we talked about, that we were going to kind of accelerate it a little bit and take some things off the table, but I really would—

End 2:14:15

Start 2:27:30

Chair Meeker Ted.

Ted Millar Can I just make a comment on Aurora before you get too far passed it? I'm Ted Millar from the South End Air Park at Aurora and I see new Board members that I don't really know, but 20 years ago the Department of Aviation asked us to put together a support group for Aurora, and we did called PAAM [Positive Aurora Airport Management]. We have regular meetings the last Thursday of every month. In fact, we meet at Aurora, and probably 50 people come every time to those meetings. And the only point I wanted to make is that because of that, we formed what we call a public/private partnership with ODA, and it's a very successful model that even Pacific City might want to copy, and I'd be happy to talk to them about how we did that. Because we formed a formal group and we had a formal agreement that we'd be a public/private partnership. We went with

the City. With the State, we put security fencing around the airport, security gates, signing; we did all those things on a private partnership basis. Now, we're the third busiest airport in the state. We have more airport—airplanes based there than any. And, now we're going—we got a control tower put in with public/private partnership participation and the D's and R's all came together, even at the federal level, and supported that control tower. We are in there now for the runway extension and we're going through the constrained operations that they're talking about and we have been outreaching to the consultant, and I think in the last two weeks—the criteria is you had to get—document 500 existing constrained operations, and I understand from yesterday we're over 600—

2:29:42

Heather

We're over—we're at 609.

Ted Millar

And, there's a lot more than that, but we've at least been able to document and prove that there's over 600, so I think we've reached that level. The only thing I'm asking the Board, especially when you're setting policy, is that, well, Karmen Fore, you know, the lady that was at the Governor's Office before, said here at the Tillamook ORAVI [Oregon Aviation Industries] meeting last year that the Department of Aviation needs to be more aggressive in promoting, protecting, and improving airports, and they need to be much more aggressive in going after funding and doing the support necessary to place aviation at a higher level in the transportation system. So, it's a policy thing. And, it's easy to say, but especially for Aurora, and I'm being selfish with that cause that's where we're from, we'd really like to see that policy really put into place, to be more aggressive in promoting aviation and in our efforts to get this runway extended, it's going to take some real effort. And the previous director, I don't know if he was told to do that or not, but would constantly say, "Well, I have to stay neutral. I need to not be an advocate. I can't be against it or for it." And, I'm asking you to be an advocate.

2:31:20

Chair Meeker

And, I think we talked a little about this in the Legislative goals that we set, and one of them is to get in there and talk about it; be a promoter of aviation. It gets into being the home for UAS and perhaps, we can try to become the center of gravity away from SOAR; so we owe you that; we owe you more support.

Tim Millar

Thank you.

End 2:31:45



Federal Aviation
Administration

New York Airports District Office
159-30 Rockaway Blvd, Room 111
Jamaica, New York 11434
Telephone: 718-995-5770
Fax: 718-995-5790
https://www.faa.gov/airports/eastern/nyado_bulletin/

Re: Based Aircraft Inventory

Dear Airport Sponsor,

The purpose of this communication is to inform you of your responsibility to review and update, as needed, your based aircraft information at www.basedaircraft.com by **November 30, 2017**.

The verified based aircraft information will be used in the FAA's preparation of the next National Plan of Integrated Airport Systems (NPIAS) and *General Aviation Airports: A National Asset* (ASSET) Report to Congress.

The FAA is required to publish the NPIAS report every other year identifying the airports included in the NPIAS, the role they serve, and the amounts and type of development **eligible** for Federal funding under the Airport Improvement Program (AIP) over the next 5 years. Concurrently, the ASSET Report is prepared to review the unclassified airports' status.

****Please be reminded not to include aircraft associated with through-the-fence operations at your airport.**

Per the AIP Handbook, Table A-1 -Based Aircraft - *Per the FAA ASSET Report: General Aviation Airports: A National Asset, May 2012, Based Aircraft are aircraft that are stored at an airport.*

Based Aircraft – ASSET Report 2012, Glossary – **Based aircraft** are aircraft that are “operational and airworthy”, which are based at an airport for a majority of the year. This is the definition used by airports when reporting based aircraft on the website www.basedaircraft.com, *National Based Aircraft Inventory Program (Airport Master Record, FAA Form 5010-1)*. (Aircraft based at an airport ≥6 months each year)

A through-the-fence agreement allows people who own property with aircraft storage facilities near an airport to access the airport from off-airport property. Aircraft that are stored off airport, but are allowed to access airfield facilities via through-the-fence, should not be report to the FAA as 'based' at the airport.

If you have any questions, please contact your assigned ADO Planner.

Thank you.



Reply Reply All Forward



Deb Barnes <geemo_deb@hotmail.com>

OAP Comments

1

2/11/2019

OAP Comments

You forwarded this message on 2/11/2019 6:08 PM.



To: Mike Maynard and Jeff Caines

I learned of the OAP after the time to comment had closed. Last Wednesday, I found out you will accept comments up to the Feb 12th Board Meeting, Thank you.

I have attached my two page document to be entered into the record of the Board Meeting Minutes.

Again, Thank You for extending the submission date.

Debra Barnes - Resident near Aurora State Airport
14570 NE Mulligan Ct.
Aurora, OR 97002

Contact Us

For further information regarding the Aviation Plan, please email OAPComments@jviation.com or contact one of the following individuals:

Jeff Caines, AICP
Aviation Planner
Oregon Department of Aviation
503.378.2529

Mike Maynard
Project Manager
Jviation, Inc.
513.484.2519

Please include the following information in your email so we can respond to you quickly and efficiently:

Name
Phone Number
Email Address
Affiliation (i.e. general public, general aviation tenant)
Comments

We will strive to reply to inquiries within one business day. Let us know how we are doing!

<http://sites.jviation.com/oregonaviationplan/contact-us.html>

2019-02-11

Document is total 2 pages

Chair Granato and Members of the Board:

My comments pertain to Agenda item #7 the OAP and Aurora State Airport (ASA)

The OAP has ASA classified as a Cat II Airport. Ch4 Table 4-3 Category II Performance Criteria: indicates a runway length of 5000'. ASA has a length of 5004' so why the big push for the \$37Million FAA grant to expand the runway? And why so much money? A Cat II airport doesn't need a 6000' runway. Unless there are plans we are unaware of. True transparency seems to be an issue.

ASA is a rural airport surrounded by EFU land. ASA is not in an urban area, and lacks municipal governance and urban services. Reviewing OAP's Airport Classifications - ASA is truly a Cat. III airport, NOT a Cat II.

Expansion at the Aurora State Airport is not necessary.

A Global Express pilot out of ASA, in a 2018 letter to Rep. Lewis stated "*I wanted to contact you because we are having huge operational constraints going in and out of Aurora given the size of the aircraft and the relatively short margins at Aurora.*" He goes on to state "*...both Hillsboro and PDX are more than adequate for the type of operation we conduct and they would love our business.... This is a move we are seriously considering at this point as Aurora makes less and less sense as we continue to grow and acquire larger turbine aircraft.*" His full letter can be found online at this link <https://olis.leg.state.or.us/liz/2018R1/Downloads/CommitteeMeetingDocument/140767>

Salem Airport is a few nautical miles south, right off of I-5 and can handle aircraft of all sizes, with NO waivers required. At the September 2018 Legislative hearing on the issue, Salem Mayor Bennett indicated that Salem has the runway length and infrastructure in place and is OPEN for business right now. You can see him address the subcommittee at this link. http://oregon.granicus.com/MediaPlayer.php?clip_id=25137 @ 31:15 Mayor Bennett

In that same September 2018 Legislative hearing, Senator Betsy Johnson (@32:20) said "Businesses have made the decision to locate at the south end of the Aurora Airport and have invested somewhere in the area between \$70 to \$85 Million dollars..." Those businesses were well aware of the status of the Aurora State Airport. Everyone knows prior to a major expenditure to scrutinize the details, it is due diligence. If their businesses require a longer runway, they should have invested in an airport that would support their needs and growth.

The purposed ASA expansion is for the benefit of a few elite aviation owners, with absolutely NO concern how the expansion will affect surrounding communities or even the smaller prop planes using the airport. Bigger and heavier aircraft will greatly magnify the problems local residents already experience. We know this because of the *permanent waivers* that have been issued to these types of aircraft so they can legally use ASA. They fly low and loud right over our homes. Not all pilots honor the noise abatement procedure now in place that was developed to address the problem. I would like to know the rationalization for issuing permanent waivers to aircraft too big for an airport. This is a blatant disregard for safety.

I moved to the rural area of Aurora near the airport 42 years ago. Planes using ASA have changed over time. I understand there will be change as years pass. Extending the ASA runway is not necessary when there are at least three other airports in the region that, as the Global Express pilot said, are "*more than adequate*".

Thank you,
Debra Barnes
14570 NE Mulligan Ct
Aurora, OR 97002



Debra Barnes – 2019-02-11 Document
Page 2

Mr. Maletis states there is clearly a safety issue with his planes using Aurora State Airport.

He further indicates "both Hillsboro and PDX are more than adequate for the type of operation we conduct"
The Salem Airport would be adequate too.

Hi Rep Lewis,

My name is John Maletis and I operate a Global Express out of the Aurora State Airport. I wanted to contact you because we are having huge operational constraints going in and out of Aurora given the size of the aircraft and the relatively short margins at Aurora. I work with Ernie Sturm and our operation has grown from a small fleet of Citations and King Airs to large, ultra long range business aircraft and we anticipate steady growth for 2018 and additional long range aircraft.

I'm concerned that due to the short length of the runway at Aurora, we may have to reconsider our base in the future if something is not done about the runway at Aurora. We need at least 6,000' to operate with full fuel...both Hillsboro and PDX are more than adequate for the type of operation we conduct and they would love our business, especially given the high vacancy rates for hangar space at Hillsboro currently. This is a move we are seriously considering at this point as Aurora makes less and less sense as we continue to grow and acquire larger turbine aircraft.

I really like Aurora, I've been here for 10+ years, and I am hoping that the runway will be lengthened to a more safer length however I'm worried that time is running out and if progress isn't made soon on this issue, our fleet will be moving out of Aurora, along with tens of thousands of jet fuel purchases every year and our wonderful staff that we employ to help run our fleet.

I can be reached at 503-341-5719 if you have further questions.

Best
John Maletis

Available online:

<https://olis.leg.state.or.us/liz/2018R1/Downloads/CommitteeMeetingDocument/140767>
Meeting materials/exhibits - John Maletis testimony 1 - Limnes Aviation LCC – 2/9/2018

<https://olis.leg.state.or.us/liz/2018R1/Measures/Exhibits/HB4092>
HB 4092 Full list of testimony submitted

Reply Reply All Forward



Greg Leo <greg@theleocompany.com>

2

3

2/11/2019

Testimony by Ben Williams

You replied to this message on 2/12/2019 1:57 PM.

OAviation Board_Public Comments_02-12-19.pdf 594 KB		
FOFP Press Release_OR Solutions Assessment Report.pdf 204 KB		
Oregon Solutions_Aurora State Airport Assessment_final combined_12-12-18.pdf		

To Mike Maynard and Jeff Caines

See attached testimony for the February 12, 2019 ODA Board Meeting, on behalf of Ben Williams.

Thank you for accepting testimony for the record.

THE LEO COMPANY, LLC

Media Relations, Public & Government Affairs Counsel

Greg Leo

(503) 804-6391

Greg@theleocompany.com

From: ben.williams@liturgica.com [mailto:ben.williams@liturgica.com]

Sent: Monday, February 11, 2019 7:50 AM

To: 'Greg Leo' <greg@theleocompany.com>

Subject: Written testimony

Greg;

Here's my testimony on letterhead, and the two pieces of additional material to be submitted for the record.

Ben

Friends of
French Prairie

Friends of French Prairie
is an Oregon non-profit corporation

PO Box 403 | Donald, Oregon 97020 | www.friendsoffrenchprairie.org



February 12, 2019

Chair Meeker and members of the Aviation Board;

Thank you for the opportunity to make comments and submit written testimony for the record. I will limit my comments to the Aurora State Airport section of the Oregon Aviation Plan.

First, in the Recommended Role section it is recommended that Aurora State Airport remain a Category II airport. I would note that the definitions of OAP Airport Categories describes a Category II airport as having a minimum runway length of 5,000 feet and that a 6,000 foot runway is the minimum for a Category I, Commercial Service Airport. If it is recommended in the OAP for Aurora to remain a Category II airport, why does it need a runway extension to 6,000 feet. Is Commercial Service contemplated in the future?

Further It is interesting that the Other Identified Facility Improvement Costs section details \$6.27 million in "improvement for Aurora State Airport ... identified in the SCIP for the next five to ten years." How does the Aviation Board reconcile that fact, in the plan about to be adopted, with the request to the Legislature last year for approval of a \$37 million application for FAA funding? There is a massive disconnect in costs here.

Equally of importance, the outcome that you must all know resulted from the initial request of the Legislature for retroactive permission for the \$37 Million FAA application, was the engagement of Oregon Solutions to do an assessment of the Aurora Airport. The result of that engagement was the delivery on Monday December 10th of a formal Assessment Report, which I am submitting along with my testimony. In the Findings Section of the report are detailed sixteen Substantive Issues. I am also including a copy of these with my written testimony.

My question is: how can a highly regarded and objective third party deliver a comprehensive Assessment Report on one of the airports in the about-to-be-approved Oregon Aviation Plan, a report that details so many problems at that airport, and the report not even be mentioned in the aviation plan?

Sincerely

A handwritten signature in blue ink that reads "Benjamin D Williams". The signature is written in a cursive style and is positioned above a light gray rectangular redaction box.

Benjamin D Williams

Friends of French Prairie



Friends of French Prairie

Friends of French Prairie
is an Oregon non-profit corporation

PO Box 403 | Donald, Oregon 97020 | www.friendsoffrenchprairie.org

AURORA, OR; January 18, 2019

Oregon Solutions Assessment Report identifies *sixteen Substantive Issues* concerning the Aurora State Airport

On Dec. 12, 2018, [Oregon Solutions](#) (College of Urban and Public Affairs at Portland State University) delivered to the Legislative Emergency Board a requested Assessment Report regarding the Aurora State Airport. The legislative request was made in response to the significant opposition presented to the Emergency Board on Sept. 24 when the Department of Aviation requested of the legislature “retroactive permission” to apply to the FAA for \$37 million in funds to expand the Aurora Airport. This permission to apply for FAA funds is in conflict with the current Master Plan for the Aurora State Airport, (about which there is significant concern that it was not legally adopted) which describes a future 1,000 foot runway extension estimated to cost \$7.1 million.

Oregon Solutions was engaged to conduct an “impartial assessment” including:

- A civil and accurate dialog by conducting an assessment of local governments, community members, and key stakeholders of the airport
- Frame the key issues of the diverse stakeholders around the expansion
- Identify information and process needs

The resulting document, *Aurora State Airport Assessment Report* (December, 2018) was a comprehensive assessment by an objective and well reputed third-party organization.

In the Findings section of the Assessment Report, Oregon Solutions identified sixteen Substantive Issues:

- **Cost of the Aurora State Airport Runway Extension:** the escalation from \$7.3M in the 2012 Master Plan to the \$37M in the FAA application with lack of clarity as to what the money buys. [page 15]
- **Safety:** improving aviation safety has become the major stated justification, but the safety problems are self-created due to basing corporate jets at Aurora that are beyond the airport’s design specifications. [page 15]

- **Noise:** the airport has a noise abatement procedure, but it is voluntary and frequently violated and the noise problems for Aurora, Charbonneau and Wilsonville promise to worsen not improve. [page 16]
- **Surface Traffic (Motor Vehicle):** essentially no traffic impact assessments have been done and few surface road improvements, and ODOT has opposed airport expansion due to traffic impacts on the I-5 Boone Bridge which is already beyond capacity and causing serious congestion in Wilsonville. [page 16]
- **Land Use:** Annexation/Zoning/County Comprehensive Plan
 - Annexation: the airport's sewer and water problems likely cannot be solved without annexation by City of Aurora which the airport opposes.
 - Farmland / EFU: airport expansion will have significant impact on surrounding EFU farmland in terms of 1) property purchased for the expansion, and 2) development pressure on surrounding farmland.
 - Marion Co. Land Use Decision: the 2012 Master Plan with runway extension was not "adopted" by Marion County, but was "acknowledged" in terms of the County comprehensive plan. [page 17]
- **Public Process:** a "broken public process" compounded by "lack of clarity about the distinction between the function and purpose of an airport master plan that is under the guidance of the FAA and ODA, versus land use impacts that are under the jurisdiction of local governments and the State of Oregon." [page 18]
- **Interagency Coordination:** significant questions exist about the validity of ODA's state agency coordinating agreements (carried forward from ODOT) until creation and approval of their own SACs. [page 19]
- **Constrained Operations:** a critical data point to secure FAA funding and one subject to manipulation by the consultant doing the study and ODA granting waivers to oversized aircraft. [page 19]
- **Air Pollution:** No assessment of air pollution impact due to expansion have been conducted. [page 20]
- **Airport as an Emergency Operation Location:** though the expansion continues to be sold in terms of emergency response, the State's geology maps show the southern half of the existing airport subject to liquefaction in the event of a major earthquake, and thus its unavailability for emergency or disaster response. [page 20]
- **Employment:** the range of job growth based on airport expansion is extremely large (1,200 to 4,000 jobs) and no assessment has been done of local and regional impacts (infrastructure, traffic, etc.). [page 20]
- **Dept. of Aviation Capacity:** significant questions have been raised about the Dept. capacity and capability to carry out its mission with its staffing levels and lack of permanent leadership. [page 20]
- **Trust:** the identified broken public process and appearance of expansion for the benefit of the few at the expense of the many have resulted in a significant lack of trust. [page 21]



- **Communications:** Public communication is widely seen as being characterized by a lack of clarity regarding the process, purpose and outcomes and characterized by communication and coordination gaps between and among decision making agencies and jurisdictions. [page 21]
- **Who Benefits:** Significant concern exists about who benefits including which business interests and jurisdictions, and at what expense does expansion occur, especially in terms of the state's goal to preserve farm land. [page 22]
- **Community Solidarity:** A significant level of community solidarity exists in spite of the challenges and frustrations, but taking advantage of this will require constructive deliberation to inform future decisions. [page 22]

The Assessment Report also includes specific **Process Recommendations** including:

- **Information, Facts and Procedural Requirements:** These include the provision of third-party experts, review of land use rules and conducting a seismic review. [page 23]
- **Communications and Engagement:** important identified communications requirements include meaningful public engagement, resources, clarifying facts and fair information sharing. [page 23]
- **Noise abatement:** significant differences exist regarding effectiveness of the current noise abatement program and opportunities for improvement exist. [page 24]
- **Long Term Vision:** Lack of clarity about a long-term vision has contributed to the conflict and is compounded by the absence of how the Aurora Airport fits into the regional aviation system. [page 25]

We encourage all parties interested in the Aurora State Airport, regardless of position on expansion, to read this report in its entirety and consider the implications of the number of significant issues which this outside, third-party assessment identified.

The Oregon Solutions Aurora State Airport Assessment Report
can be downloaded in PDF [here](#).

http://www.friendsoffrenchprairie.org/pdf/Oregon_Solutions_Aurora_State_Airport_Assessment_final_combined_12-12-18.pdf

 Reply  Reply All  Forward



Greg Leo <greg@theleocompany.com>

 2

 1

2/11/2019

Written Testimony by Wayne Richards



Wayne Richards Representing Charbonneau Country Club - ODA Board 2.12.2019.pdf
103 KB

To Mike Maynard and Jeff Caines

Please see attached testimony for the February 12, 2019 ODA Board Meeting, on behalf of Wayne Richards.

Thank you for accepting testimony for the record.

THE LEO COMPANY, LLC

Media Relations, Public & Government Affairs Counsel

Greg Leo

(503) 804-6391

Greg@theleocompany.com



Wayne Richards Representing Charbonneau Country Club

Chair Meeker and Member of the Oregon Aviation Commission:

Today I am representing the 3, 500 citizens of the Charbonneau District of Wilsonville, in Clackamas County. I was also an Army aviator and combat pilot in Viet Nam. Our residence are the most impacted citizens of the most densely populated neighborhood only a mile to the north of the runway of the Aurora State Airport.

Long standing issues of poor communication and lack of recognition of the problems with the neighbors at the Aurora State Airport by the Oregon Department of Aviation has created a legacy of conflict which been seen at the Oregon Legislature and other forums over the last 20 years. These conflicts are worse today than ever before and are now outlined in the Oregon Solutions Assessment, as have been mentioned.

Simply put, the majority of the neighbors of the Aurora State Airport do not want a private corporate jet oriented airport, with an longer than necessary runway which encourages increasing number of jets, surface transportation congestion, noise and a myriad of other problems in our community.

We have said this at the legislature, and in many other public forums. In fact the City of Wilsonville was the ONLY jurisdiction to hold a public hearing about the proposed lengthening of the Aurora State Airport for citizens to comment about your funding application which directly and negatively impacts the quality of life in my neighborhood.

When we moved into Charbonneau, we knew there was an airport, but it was a small General Aviation with piston driven light aircraft. Your unwise policies have now made this a multi-window corporate jet oriented airport, surrounded by exclusive farm use land (EFU) with no sewer and water services and no consensus about who would provide these services and the public governance or community consensus to support the growth the Oregon Aviation Plan you consider today forces on our community.

That I have outlined today is a recipe for conflict which will surely continue to grow until this Board listens to the citizens who must live with this "bad neighbor" you insist on growing.

What is the purpose of the Oregon Aviation Commission? A booster for aviation or a state agency that looks after the aviation interests of all Oregonians. Please choose the path which helps all Oregonians, not just those who make money flying aircraft.

For the record, I submit the following questions:

What is it about the airport expansion that allows this very unpopular project to avoid all the regulatory processes every other project of this scope has to comply with?

Why haven't you done an environmental study of the effects of increasing jet traffic?

Why have our citizens been denied the right to express their opinion?

Wayne Richards
7417 SW Lakeside Dr
Wilsonville, OR 97070
503-516-7879
Rich4748@outlook.com