

We like the Aurora State Airport the way it is!
Let's keep it that way with No expansion!



Oregon Department of Aviation's 6 of 7 Preliminary Alternatives for new Draft Aurora State Airport Master Plan propose to:

■ **Expand the Airport's direct impact on neighboring communities** with a longer runway for bigger airplanes, taking private property. *The Master Plan ignores significant problems with low-flying overflights and noise, increased traffic, sewage, pollution, climate change, farm impacts, underground fuel storage, uncertain firefighting capacity and earthquake-prone soils.*

■ **Extend the Airport runway by approximately 500 feet to 5,500 feet to allow larger, heavier aircraft to land and take-off with more fuel.** *The main revenue source for Oregon Department of Aviation is a tax on aviation fuel; so more fuel sales means more \$ money \$ for government agency, despite negative impacts to residents, farmers, environment and climate change.*

■ **Ignore 9 years' worth of actual Airport control tower flight operations data to project future Airport growth.** Rather than use actual Airport operations data or the standard "FAA Oregon Federal Contract Tower Terminal Area Forecast (TAF) Model," the Draft Master Plan uses inflated population growth projections of Clackamas and Marion Counties to determine future Airport growth. *Oregon Department of Aviation is using a dubious methodology that inexplicably equates population growth with increasing flights at Airport — a false correlation between general population growth of counties and Airport without passenger air service.*

The Federal Aviation Administration (FAA)-approved Oregon Department of Aviation's Airport Operations Forecast is 50% greater than the standard FAA Oregon contract tower forecast. The "Marion and Clackamas County Combined Population Growth Model" projects annual operations to increase by 0.9% per year, whereas the "Oregon Federal Contract Tower TAF Model" estimates 0.6% annual growth rate.

■ **Deprive citizens of the right to appeal the FAA Airport Operations Forecast that calls for expansion.** Oregon Department of Aviation asserts that the Airport Operations Forecast is not appealable. *By preventing public challenge, federal and state aviation agencies appear to do as they please without being answerable to citizens.*

■ **FAA is now telling the public that a "No Action" Alternative is Not allowable and only Airport expansion can occur since Airport is violating too many air safety requirements.** *Without an apparent basis in law, federal agency now appears to have put the fix in for larger Airport and to disregard public feedback.*

■ **FAA and Oregon Department of Aviation disregard Airport operations data that shows decrease over time in larger, heavier C-I and C-II aircraft, and that smaller, lighter B-II and smaller aircraft are the vast majority of Airport users.** *Government agencies appear to collude on backroom deals that provide wealthy developers with more tax-payer funded subsidies.*

■ **Disregard that other nearby airports (Hillsboro, PDX, Salem, McMinnville) with over 5,000-foot runways are underutilized** and would welcome additional based aircraft and operations.

For more information: www.ci.wilsonville.or.us/asa

Of the original draft set of seven Master Plan “airside alternatives,” only Alternative 7 maintains most of the Airport’s current layout and footprint:



- **Retains current runway length (5,003 feet)** and existing vast majority B-II class of aircraft standards rather than planning for a longer, strengthened runway that accommodates larger, heavier C-I, C-II and larger class of aircraft.
- **Protects the important local agricultural economy:** Keil Road, a key access for local farmers, is not impacted by Alternative 7. Additionally, by restraining Airport expansion, speculative real-estate pressures that increase farmland rental costs are reduced, and help to keep farming economical in Oregon’s bread-basket of French Prairie.
- **Reduces land-use conflicts:** Existing Airport septic drain fields, wind cones, and weather equipment do not conflict with layout. Wilsonville-Hubbard Highway 551, Keil Road, Boones Ferry Road and nearby residential areas do not conflict with the Runway Protection Zone (RPZ). Alternatives 1-4 all propose Airport expansion that negatively impacts ag operations.
- **Increases safety** by limiting runway access for pedestrians and vehicles and preventing over-weight/over-sized aircraft that can hold more fuel.

HOWEVER, Neither Alternative 7 nor any of the other draft alternatives in the draft Master Plan address any land-use, surface transportation, pollution and other issues of concern to area constituents:

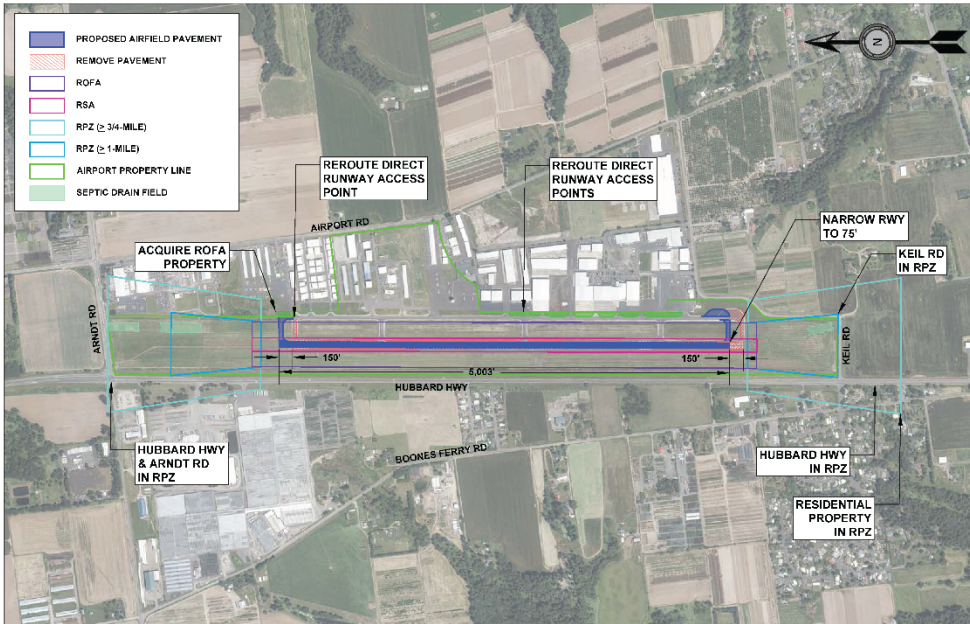
- **Poor quality roads** in the Airport area vicinity are unimproved county roads with no shoulders or sidewalks, narrow lanes and deep ditches – no improvements are proposed by the Master Plan.
- **Negative impacts to the farming-based agricultural economy** due to Airport expansion and speculative real-estate deals near the Airport are not addressed.
- **No mitigation methods for low-flying overflights and loud aircraft noise** that negatively impact homeowner real-estate values and area residents’ quality-of-life are presented in the Master Plan.
- **Pollution from fuel, sewage, stormwater and PFAS forever chemicals** generated by Airport users is disregarded, as are negative impacts to salmon-bearing streams near Airport.
- **Impacts from increasing Climate Change greenhouse gas (GHG) emissions** due to money-making Oregon Department of Aviation fuel sales at Aurora State Airport are disregarded.
- **Oregon Department of Geology and Mineral Industries (DOGAMI) data shows that the Aurora State Airport is located in an area subject to major potential damage in a projected 9.0 Cascadia Subduction Zone Earthquake.** Airport area soils are prone to shaking and liquefaction during major earthquake, resulting in runway broken-apart into many sections and unserviceable for a long period of time. Only helicopters, which don’t need a runway, will be able to operate for months or years after the Big One.

FAA tells public three Alternatives that maintain current layout of Airport accommodating majority of Airport users “Will Not Be Considered Further”:



AFTER COORDINATION WITH FAA, B-II ALTERNATIVES ARE NOT VIABLE AND WILL NOT BE CONSIDERED FURTHER

FIGURE 7: AIRSIDE ALTERNATIVE 7
CHANGE TO B-II, SHIFT RUNWAY NORTH, AND MAINTAIN CURRENT LENGTH



Primary Components:

- Downgrades runway to ADG/AAC B-II.
 - Operational changes to realize B-II use criteria requires further study.
- Narrows runway to 75 feet (B-II standard).
- Maintains current runway length (5,003 feet).
 - Shift entire runway 150 feet north to bring Runway 35 RPZ (> 1-mile) onto Airport property.
- Extends parallel taxiway (Taxiway A) to the north with runway.
- Remove/relocate existing Taxiway A1 connector at north end of Taxiway A in conjunction with runway-parallel taxiway shift; eliminates existing direct runway access at that location.
- Acquire property in extended Taxiway Object Free Area (TOFA) at north end of future parallel taxiway.
- Install painted islands between Taxiway A and the adjacent southern TTF properties to address direct runway access and V/PD issues.

Issues Addressed by Alternative:

- ROFA is clear of existing public roads.
- Airport control of ROFA is achieved through reduction in surface dimension.
- Addresses direct runway access and V/PD issues through pavement removal and painted islands.
- Keil Road is outside of ROFA.
- Septic drainfields, wind cones, and weather equipment do not conflict with smaller RSA or OFA.
- Reduces incompatible land uses - Hubbard Highway, Keil Road, Boones Ferry Road and residential areas do not conflict with smaller > 1-mile RPZ.
- Direct runway access and V/PD issues addressed through painted islands and pavement removal.

Other Issues to be Addressed:

- Existing incompatible land uses (Hubbard Highway, Keil Road, Boones Ferry Road and residential areas) remain in larger > 3/4-mile RPZs.

New Issues:

- Operational changes required to maintain B-II standards (<500 C-II or larger annual operations).

Change to B-II, Shift Runway North, and Maintain Current Length

The ‘System of Airports’ around Aurora State Airport

How does the Aurora State Airport fit in with other airports in the area? Does it make sense to spend millions on expanding Aurora, when so many other airports are operating far below past levels? The Master Plan makes no attempt to conduct an analysis. In the interest of safety, should we keep larger private jets with heavy fuel loads at the safest possible airport, PDX, where highest level fire services are provided 24/7 on-airport?

| Airport | Direction & Distance from KUAO | Runway dimensions (largest) | Weight Capacity (single gear) | Fire & Rescue | TAF data avg daily Total Ops (peak year) | ATADS data | | | |
|-------------------------------|--------------------------------|-----------------------------|-------------------------------|---------------|--|---------------------------|---------------------------|-------------|-------------------|
| | | | | | | 2019: avg daily Total Ops | 2023: avg daily Total Ops | % local Ops | 2023 vs peak year |
| Aurora (KUAO) | -- | 5,003ft x 100ft | 30,000 lbs | no ARFF Index | 286 (2013) | 172 | 173 | 46% | -40% |
| Portland International (KPDX) | 22nm NNE | 11,000ft x 200ft | 200,000 lbs | ARFF Index E | 898 (1997) | 653 | 521 | 1% | -42% |
| Hillsboro (KHIO) | 19nm NW | 6,600ft x 150ft | 50,000 lbs | no ARFF Index | 714 (2008) | 422 | 503 | 64% | -30% |
| Salem (KSLE) | 23nm SW | 5,811ft x 150ft | 105,000 lbs | ARFF Index B | 272 (2007) | 108 | 121 | 41% | -56% |
| McMinnville (KMMV) | 16nm W | 5,420ft x 100ft | 40,000 lbs | no ARFF Index | 213 (2007) | no ATC, no count | no ATC, no count | ?? | |
| Troutdale (KTTD) | 24nm NE | 5,399ft x 150ft | 19,000 lbs | no ARFF Index | 367 (2018) | 267 | 287 | 72% | -22% |
| Eugene (KEUG) | 70nm SSW | 8,009ft x 150ft | 120,000 lbs | ARFF Index C | 443 (1991) | 172 | 159 | 32% | -64% |

ARFF: Aircraft Rescue & Fire Fighting Index ranges from ‘A’ to ‘E’; PDX has the highest ARFF Index, to handle accidents for the largest aircraft. ATADS & TAF are two FAA databases; ATADS provides precise operational counts for each of 500+ U.S. airports with ATC (air traffic control tower); TAF is Terminal Area Forecast and provides past annual operations totals and future projected ops levels for each of nearly 4,000 U.S. airports. Weight Bearing Capacity is an important metric, to define which aircraft can safely and sustainably use a runway. When an airport authority allows uses by larger and overweight aircraft, the runway surface is rapidly degraded, which reduces safety.

For more information: www.ci.wilsonville.or.us/asa

ASA MP Operations Data Analysis by Type of Aircraft

TABLE 3-7: AURORA STATE AIRPORT INSTRUMENT FLIGHT OPERATIONS

| TFMSC IFR Operations by AAC/ADG - Calendar Year Data | | | | | | | | | | | Average Annual Operations | |
|--|--------------|--------------|--------------|--------------|---------------|---------------|---------------|--------------|--------------|---------------|---------------------------|---------------|
| AAC/ADG | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2021 | 2021 |
| A-I | 2,372 | 2,638 | 2,414 | 2,482 | 2,750 | 2,750 | 3,428 | 2,458 | 2,162 | 2,330 | 2,578 | 28.0% |
| A-II | 410 | 494 | 1,108 | 1,554 | 1,814 | 1,966 | 1,844 | 1,158 | 930 | 1,398 | 1,268 | 13.8% |
| A-III | 14 | 6 | 2 | 4 | 4 | 10 | 6 | 2 | 0 | 4 | 5 | 0.1% |
| A-IV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| B-I | 1,498 | 1,368 | 1,422 | 1,194 | 1,198 | 1,126 | 1,134 | 1,190 | 1,024 | 1,154 | 1,231 | 13.4% |
| B-II | 2,222 | 2,232 | 2,214 | 2,620 | 3,270 | 3,110 | 3,152 | 3,798 | 3,448 | 4,182 | 3,025 | 32.8% |
| B-III | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 8 | 2 | 0 | 2 | 0.0% |
| B-IV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| C-I | 360 | 374 | 514 | 440 | 340 | 306 | 274 | 286 | 170 | 274 | 334 | 3.6% |
| C-II | 348 | 378 | 294 | 208 | 316 | 370 | 358 | 226 | 242 | 264 | 300 | 3.3% |
| C-III | 18 | 10 | 4 | 8 | 0 | 14 | 50 | 54 | 10 | 0 | 17 | 0.2% |
| C-IV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| C-V | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| D-I | 2 | 8 | 16 | 0 | 4 | 6 | 8 | 4 | 0 | 12 | 6 | 0.1% |
| D-II | 4 | 0 | 4 | 0 | 2 | 6 | 2 | 8 | 26 | 84 | 14 | 0.2% |
| D-III | 6 | 10 | 4 | 2 | 6 | 8 | 4 | 0 | 4 | 6 | 5 | 0.1% |
| D-IV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| D-V | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| Unknown | 446 | 390 | 380 | 388 | 504 | 376 | 366 | 472 | 442 | 572 | 434 | 4.7% |
| Total | 7,700 | 7,908 | 8,376 | 8,902 | 10,208 | 10,050 | 10,630 | 9,664 | 8,460 | 10,280 | 9,218 | 100.0% |
| Operations by AAC C and D Aircraft | 738 | 780 | 836 | 658 | 668 | 710 | 696 | 578 | 452 | 640 | 676 | |
| Operations by ADG II and Larger | 3,022 | 3,130 | 3,630 | 4,398 | 5,412 | 5,486 | 5,420 | 5,254 | 4,662 | 5,938 | 4,635 | |

Source: FAA TFMSC Report - 4/14/2022 (Aurora State Airport)

Comparing the latest 2021 Operations data with the 10-year Average Annual Operations data reveals the following:

- The most active class of aircraft accounting for largest share of operations at 33%, **B-II aircraft** totaled 2,066 ops in 2021, *45% over the average*.
- The second most active group, **C-I aircraft**, totaled 252 ops in 2021, *23% below the average*.
- The third most active group, **C-II aircraft**, totaled 218 ops in 2021, *52% below the average*.
- The fastest growing group, **D-II aircraft**, totaled 80 ops in 2021, *515% above the average*. These flights were mostly Gulfstream IV (GLF4) jets, topping out at ~74,000 pounds.

CONCLUSION: Aurora State Airport is a B-II dominated airport with C-I and C-II declining, but D-II use exploding. However, the FAA and ODAV insist that Airport is classified as C-II.

The data also shows that B-II and smaller aircraft compose 87.9% of Airport's Average Annual Operations, while C-I and larger aircraft make-up just 7.3% of all operations.

It appears the 'tail is wagging the dog': the smallest portion of Aircraft (7.3%) that are the largest size are dictating to the vast majority 87.9% of Airport users that the Airport should be expanded.

This data also indicates that airport authority Oregon Dept. of Aviation (ODAV) is willing to allow use of the Aurora State Airport runway by larger and overweight aircraft (C-I and larger), with a tradeoff that these aircraft generate huge fuel flowage revenues to ODAV due to aircraft large fuel capacities. However, public safety is jeopardized and Airport runway maintenance costs increased when larger Aircraft are allowed to use Airport that is currently violating FAA safety requirements.