

TOTAL OPERATIONS

The 1976 Master Plan contemplates a 6,000 foot runway, but does so relative to expected growth in the coming 20-year window to 1996. The 1976 runway length reference of 6,000 feet is purely aspirational, as evidenced by the fact that it also forecast Total Operations to grow to 209,000 by 1996 when in fact actual Total Operations in 1998 were 87,914! Projected growth in operations at Aurora Airport has consistently fallen short of the forecast for over 40 years.

	1976 Master Plan Actual	1995 Projection from 1976 Master Plan	1998 Actual	2015 Projection from 2012 Master Plan	Current
Employees	100-125	N/A	N/A	N/A	1,200
Based Aircraft	127	248	259	379	475*
Total Operations	90,000	209,000	87,914	98,321	94,935

OF NOTE: a 6,000 foot runway is anticipated in the 1976 Master Plan at an airport that will ALSO have over 200,000 Total Operations. The reality is that Total Operations have never exceeded 100,000 per year – in other words, never been closer than a 50% shortfall of the forecasted number for 1996. Further, the 2012 Master Plan forecast for 2015 total operations again greatly exceeded the actual number in that year. What accounts for a short fall in total operations while there is an excess in based aircraft?

BASED AIRCRAFT

The 1976 Master Plan also raises interesting questions about “based” aircraft. In 1976 Aurora Airport had 127 based aircraft, and that number was forecast to grow to 248 by 1996. As of 1998 the number was 259, but a serious question is raised about how the based aircraft forecast could be met, while total operations fell so far short.

Proponents of HB 4092 have been publicly asserting that Aurora Airport “is the largest of the state-owned airports in terms of based aircraft with approximately 475 aircraft of which 24 are jets.”

These numbers are grossly misleading. According to the FAA’s Airport Master Record Aurora Airport has 313 Single Engine, 40 Multi Engine and 32 Jets for a Total Based Aircraft of 385. However, the FAA Status Report for Oregon as of February 6, 2018 shows only 355 “Validated Based Aircraft.” Clearly the problem here is the reporting of the number of based aircraft. According to FAA regulations, based aircraft numbers are not to include aircraft at an airport that have been decertified to fly. Are there decertified aircraft at Aurora Airport that are being included in the based aircraft counts?

Further, FAA regulations state that based aircraft are not to include aircraft that can access the airport “through the fence” (i.e. based on private property outside the physical airport, but that can by gate access the airport runway for takeoff and landing), but must only include aircraft physically based on the airport itself (i.e. within the fence) or specifically the land owned by the state. As recently as 2007 Aurora Airport was named as one of the three airports in a “through the fence” scandal that included Senator Betsy Johnson. As The Oregonian reported at the time:

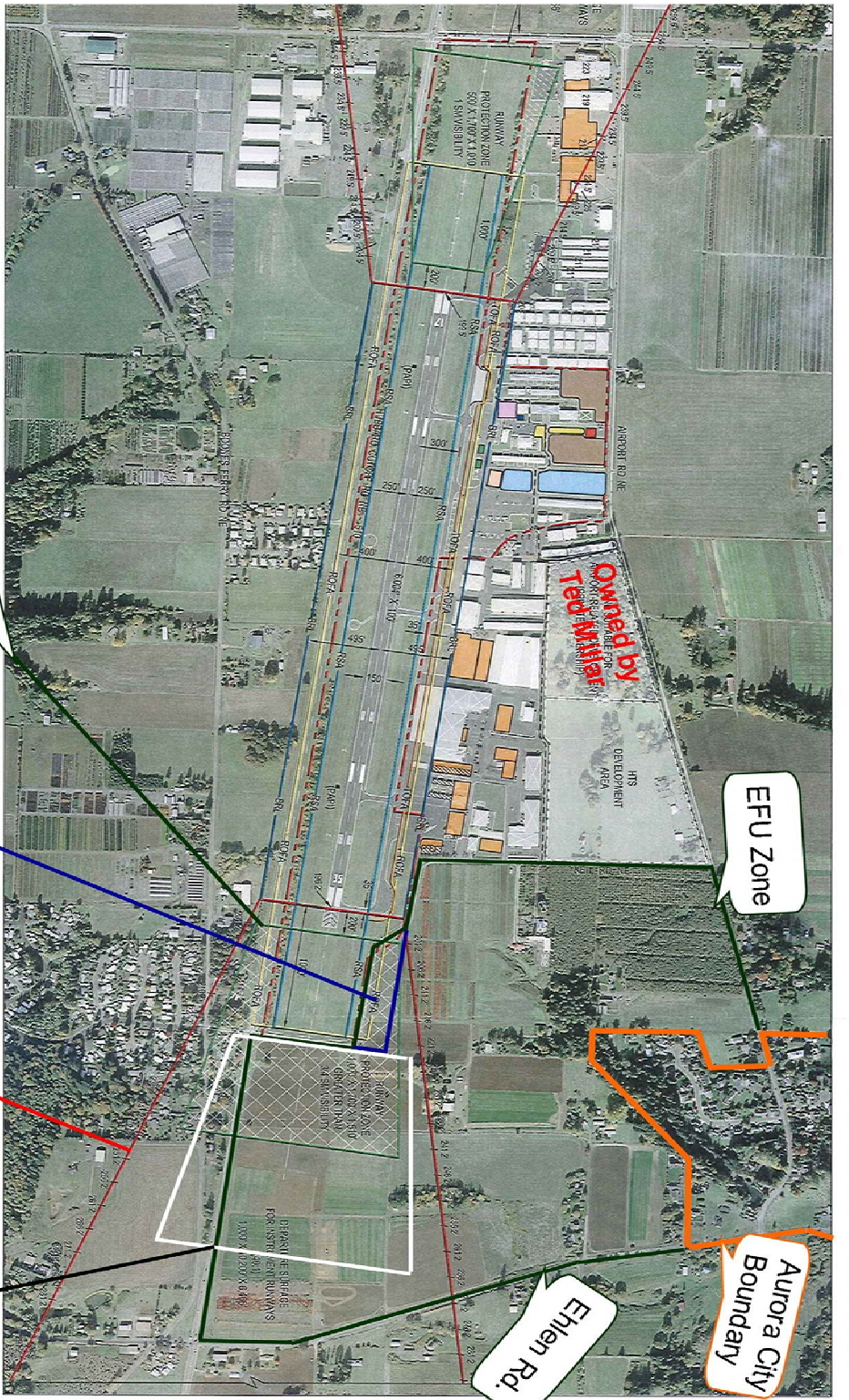
In February 2005, Johnson introduced Senate Bill 680, which sought to require the state Department of Aviation to promote "through the fence" access at Scappoose and five other rural airports. Such access allows neighboring landowners to move airplanes through the security fence at the airport at will -- and enhances the value of land adjacent to rural airports.

Johnson and other supporters of the bill insist that it was meant to encourage economic development around rural airports. Johnson's bill was amended to make special access voluntary, and the bill identified only the Aurora airport and two rural airports to be named later. Scappoose was later chosen as one of those airports.

CREDIBILITY

Considering the amount of state owned land that encompasses the Aurora Airport (see the attached map), and the fact that the number of Based Aircraft is claimed to exceed 350, 385 and even a claim of 475 aircraft, it is a virtual physical impossibility that those numbers could be counted on ONLY the state owned portion of the airport. Given the wide disparity in based aircraft numbers cited above, and the further complication of Aurora Airport having been cited as one of the State airports identified as approved for “through the fence” operations, the impossibility that those planes are on state land, the entire credibility of the reported based aircraft at Aurora Airport is highly questionable.

Given that HB 4092 hinges on a specific requirement for based aircraft (a State airport with at least 350 based aircraft), these factors above combined make the case that all action on this bill should be stopped until the numbers being offered can be validated and certified by an outside and independent body.



- Legend**
- Property Line
 - Fictive Protection Line
 - 35' Buffering Protection Line
 - RPA
 - Runway Safety Area
 - Runway Object Free Area
 - Taxiway Object Free Area
 - Taxiway Object Free Area
 - Service Road
 - Existing Buildings
 - Future Buildings
 - Future Road
 - Air Taxi's Control (REVISION)

- Aurora Runway Protection Zone
- Taxiway Area
- Obstacle
- Vehicle Parking
- Helipad Development
- Fuel Station
- Interceptor Parking
- Protection Approach Path (Intercept Point)
- Existing Building Removal
- Existing Buildings
- Spectator Road

Aurora State Airport
Aurora, OK

Exhibit 51
Preferred Alternative

Current Runway Protection Zone

EFU Proposed for Taxiway lengthening

Departure Surface for Instrument Runways (10,200 feet long)

44 acres EFU for new RPZ

Acquiring EFU land for taxiway extension (to match runway extension) widens the airport to the east. Implementing 1,000 foot runway extension requires purchase of EFU land to move the Runway Protection Zone (and DSIR) to south of the new runway terminus.



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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.