

**From:** MAASS Matthew D [<mailto:Matthew.D.MAASS@aviation.state.or.us>]

**Sent:** Friday, October 25, 2019 12:12 PM

**To:** Jackson Lucinda D

**Subject:** RE: Aurora Airport Master Plan, DOJ File No. 109001-GG0528-19

Lucinda,

The master plan is a concept document that shows where future development might go. It is not surveyed or engineered at this point in the planning process. For the runway extension, the first 1000' of the current runway was copied and placed at the end of the current runway to show the concept of what the runway extension would look like. However, we do know for a fact that the 1000' of runway would fit within current airport boundary lines. As far as the proposed taxiway extension and proposed runup area, without surveying the property, I couldn't give you an exact answer as to whether it would be in EFU land or land zoned public. If you take the ALP as a survey document, the depicted existing fence (the red long dashed, two red short dashed line) at one point shows the fence on the east side of Keil Road and I can confirm that is not the case as it would prevent vehicles from driving on it. Additionally, the overrun area represents what is currently at the end of the existing runway and was just copied as concept. This does not need to be pavement in order to be in compliance with FAA design standards.

My understanding is, that it is the intent of this agency to not construct any pavement on current EFU land as part of the runway extension. If after survey work has been completed, it is determined that the proposed runup or taxiway is on EFU land, there are ways to construct the extension without building a new runup area or even extending the taxiway. While not ideal, it is possible. Also keep in mind that Keil Road was constructed by way of easement (in the early 90's I think) and it is my understanding that the property line extends to the center of Keil Road. I have heard that if Keil Road is abandoned, the easement goes away and that airport property extends to the center line of the abandoned road. I would assume then that the zoning for airport property would extend to this limit as well or currently does because easements don't change boundary lines.

Keil Road reroute was put on the Airport Layout Plan to show what that may look like should the county require Aviation to reroute it as part of the extension. Unofficial and off the record discussions with County Roads Department was that it is a very real possibility to just abandon Keil Road and rerouting it would not be required.

Hopefully this makes sense. If you need me to clarify anything further, just let me know. Of course, I know you will. 😊

Matt

**MATTHEW MAASS**  
OREGON DEPARTMENT OF AVIATION  
DEPUTY DIRECTOR / STATE AIRPORTS MANAGER



OFFICE 503-378-2523 CELL 971-599-9070

EMAIL [matthew.d.maass@aviation.state.or.us](mailto:matthew.d.maass@aviation.state.or.us)

WEBSITE [www.oregon.gov/aviation](http://www.oregon.gov/aviation)

3040 25th Street SE, Salem, OR 97302

\*\*\*\*\*CONFIDENTIALITY NOTICE\*\*\*\*\*

This e-mail may contain information that is privileged, confidential, or otherwise exempt from disclosure under applicable law. If you are not the addressee or it appears from the context or otherwise that you have received this e-mail in error, please advise me immediately by reply e-mail, keep the contents confidential, and immediately delete the message and any attachments from your system.