

Fw: Safety

From Brandy Steffen <brandy.steffen@jla.us.com>

Date Fri 2/4/2022 10:26 AM

To LUCAS Sarah <Sarah.LUCAS@odav.oregon.gov>

Cc Samantha Peterson <SPeterson@CenturyWest.com>; W. Matt Rogers <WRogers@CenturyWest.com>; Jennifer Winslow <Jen.winslow@jla.us.com>

Sarah - FYI

Jen - for the contact/comment log

Thanks,

BRANDY STEFFEN | JLA PUBLIC INVOLVEMENT

Talent Officer + Senior Program Manager + Partner

She/Her » [Why pronouns matter](#)

brandy.steffen@jla.us.com » Office 503-235-5881 » Cell 503-944-9650 » jla.us.com

Office Hours 9–5 p.m. Monday–Friday; currently not scheduling meetings on Friday » [Check my availability](#)

From: Steve Switzer <steveimg@aol.com>

Sent: Thursday, February 3, 2022 6:31 PM

To: Brandy Steffen <brandy.steffen@jla.us.com>

Subject: Re: Safety

Brandy,

Thanks again.

I will pose this question the next time the PAC members have an opportunity to speak. The reason for bringing it up ahead of time was to give the ODA an opportunity to address it and be prepared. If there is no data, then I think it would be helpful if the ODA made that statement publicly.

In my role on the PAC and representing over 3,000 people who live within 3 miles from the control tower at Aurora, safety is of prime concern. I have spent many hours reviewing the history of the airport, along with the Master plans going back to 1976, as well as the 2018 Assessment document and the court cases.

This is from the ODA's own assessment document (2018), page 15:

"3.2.2. Safety One reason for the proposed extension is to provide an added level of safety for aircraft landing and taking off, particularly in the case of an aircraft emergency.

This has been repeated in several OAB hearings and in documents related to the LUBA, Appellate Court, and Supreme Court cases. There is no reference to any data or sources for the above statement, other than "interviews" and anecdotes.

It is very difficult indeed to argue against "safety." It is harder still to discuss the issue without knowing the source documents from where the proponents of the runway expansion came to their conclusions. A recent aircraft crash in San Diego County involved a Lear Jet 35 that crashed into a neighborhood less than three miles from Gillespie Field. A twin engine Piper Navajo crashed into a car dealership in Medford in December. The impact was less

than 600 yards from a local high school. Neither crash was related to runway length. So, yes, we are certainly stakeholders when it comes to safety at the airport.

I look forward to the ODA presenting to the consultants their relevant data on this point. We all want a safe airport.

Steve Switzer

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

From: Brandy Steffen <brandy.steffen@jla.us.com>
To: Steve Switzer <steveimg@aol.com>
Cc: LUCAS Sarah <Sarah.LUCAS@odav.oregon.gov>
Sent: Thu, Feb 3, 2022 2:14 pm
Subject: Re: Safety

Hi Steve,

Thanks again for clarifying; sometimes it can be hard over email. I appreciate you helping me understand your concerns. We've updated the FAQ and the PAC #1 meeting summary on the website to include the following text. Hopefully, this will make it clear to everyone that PAC comments are personal.

"ODA only endorses/supports data and statements that are released from this study and posted to the project website. All other statements by members of the Planning Advisory Committee and public are personal opinions. Other documents may not be endorsed by the ODA because they are out of date, unless otherwise noted."

Thanks and I look forward to seeing you at our next PAC meeting on 3/1.

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From: Steve Switzer <steveimg@aol.com>

Sent: Friday, January 28, 2022 12:34 PM

To: Brandy Steffen <brandy.steffen@jla.us.com>

Subject: Re: Safety

Again,

Thank you. But we are getting nowhere other than a circle. If the ODA and PAC members are allowed to, on the public record, make statements with no data to support their assertions, then this further harms the credibility of the whole process.

From your email:

*Regarding runway length and the potential for an extension to enhance safety, **the consultant team has not yet developed the information that is needed to address this issue** - so that is why we haven't developed a response yet. But this topic will be considered and addressed in an upcoming phase of the project.*

If that is true (I have no reason to believe it is not) then the ODA and the other advocates need to stop making those comments in public as a reason for the lengthening.

I know that time is valuable during the meetings and that is why I wanted to pose the question ahead of time. If the data is not available, then the ODA needs to make that statement at the next PAC meeting also at the next OAB meeting.

Thanks again for your efforts.

Steve Switzer
CCC

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

From: Brandy Steffen <brandy.steffen@jla.us.com>
To: Steve Switzer <steveimg@aol.com>
Cc: LUCAS Sarah <Sarah.LUCAS@odav.oregon.gov>; Jennifer Winslow <Jen.winslow@jla.us.com>
Sent: Thu, Jan 27, 2022 3:59 pm
Subject: Re: Safety

Hi Steve,

Thanks for clarifying your question.

We are trying to set up PAC meetings to allow all PAC members to freely share their views about the airport. We may not respond to every comment during the meeting but will try to provide the correct context and information in the written summaries (which will be shared with the PAC members and posted to the website). Eventually, ODA and the consultant will address PAC comments at the appropriate phase of the project; if they pertain to the scope of the project.

Regarding runway length and the potential for an extension to enhance safety, the consultant team has not yet developed the information that is needed to address this issue - so that is why we haven't developed a response yet. But this topic will be considered and addressed in an upcoming phase of the project.

Thanks,

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From: Steve Switzer <steveimg@aol.com>
Sent: Wednesday, January 26, 2022 5:22 PM
To: Brandy Steffen <brandy.steffen@jla.us.com>
Subject: Re: Safety

Brandy,

Thank you for your quick response. However, I am not talking about future design criteria. If you go back to the statement from one of the PAC members (Mr. Bennett) he specifically said that this was a safety issue. There was no disagreement from the ODA at that time. That statement was also made by one of the attorneys representing the business interests at a recent Oregon Aviation Board meeting. Again, no disagreement or pushback from the ODA as there is below. If, in fact, there is no current safety issue with the runway length, then those statements should be refuted by the ODA at the next PAC meeting. If there is an issue, then the data should be presented. I am not arguing the point either way. Simply asking for the data to support the public statements already on the record.

Thanks for your help.

Steve

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

From: Brandy Steffen <brandy.steffen@jla.us.com>

To: Steve Switzer <steveimg@aol.com>

Cc: LUCAS Sarah <Sarah.LUCAS@odav.oregon.gov>; Jennifer Winslow <Jen.winslow@jla.us.com>

Sent: Wed, Jan 26, 2022 11:41 am

Subject: Re: Safety

Hi Steve,

Thank you for your inquiry; however, we are not to the point in the process where we have identified a design aircraft and associated runway length requirements to fully answer the question. That work is ongoing and part of future tasks that will be completed in the forecasts and facility requirements chapters. The safety component of how potential changes to the runway may be needed to meet FAA design standards to accommodate existing and forecasted traffic will be evaluated and discussed at that time in the process.

We will present the recommended existing and future design aircraft (from the preliminary forecasts) at the next PAC meeting and when the FAA has approved the forecast, we will conduct the related facility requirements evaluations.

Thank you,

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From: Brandy Steffen <brandy.steffen@jla.us.com>

Sent: Wednesday, January 26, 2022 10:55 AM

To: Steve Switzer <steveimg@aol.com>

Cc: LUCAS Sarah <Sarah.LUCAS@odav.oregon.gov>; Jennifer Winslow <Jen.winslow@jla.us.com>

Subject: Re: Safety

Hi Steve,

Thanks for reaching out. I am copying Sarah on this email and I will reach out to the rest of the technical team as well. I hope to have an answer back to you by Monday.

Thanks,

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From: Steve Switzer <steveimg@aol.com>

Sent: Wednesday, January 26, 2022 9:13 AM

To: Brandy Steffen <brandy.steffen@jla.us.com>

Subject: Safety

Jan 26, 2022

Brandy,

Good morning.

In preparation for our next PAC meeting for the Aurora State Airport Master Plan, I was reviewing documents from the past Aviation Board meetings, as well as our last meeting. In several instances, on the public record, including the LUBA and subsequent court cases, the issue of safety was brought up.

In my limited research, I can find no supporting documents that have been presented either in the last Master Planning process or the current one that links the runway extension with increase in safety (for the current ARC). I would like that information prior to the next meeting (March 1) so I can review it. Is that something you can ask the ODA to provide in the next two weeks?

Thank you.

Steve Switzer
Charbonneau Country Club