


Fw: Extension Request

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

Date Wed 8/28/2024 1:27 PM

To Jen Winslow <Jen.winslow@jla.us.com>

 1 attachment (5 MB)

AIP-Handbook-Order-5100-38D-Chg1.pdf;

FYI

Thanks,
Brandy



BRANDY STEFFEN | JLA PUBLIC INVOLVEMENT

Strategist + Partner

She/Her » [Why pronouns matter](#)

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[Check my availability](#) » [Schedule a 30 minute check-in](#)

Email is the best way to reach me; I try to respond within 2 workdays.

However, urgent requests should be handled through a phone call or scheduling a meeting using the link above.

From: BEACH Anthony <Anthony.BEACH@odav.oregon.gov>

Sent: Monday, August 26, 2024 3:11 AM

To: Samantha Peterson <SPeterson@CenturyWest.com>; W. Matt Rogers <WRogers@CenturyWest.com>

Cc: Brandy Steffen <brandy.steffen@jla.us.com>; THOMAS Alex R <Alex.R.THOMAS@odav.oregon.gov>

Subject: FW: Extension Request

FYI

Tony Beach

OREGON DEPARTMENT OF AVIATION

STATE AIRPORTS MANAGER

OFFICE 503-378-2523 **CELL** 503-302-5455

M-F 7:30am – 4pm

From: House, Timothy A (FAA) <Timothy.A.House@faa.gov>

Sent: Thursday, August 15, 2024 5:46 PM

To: Helbling, Tony <helbling@wilsonconst.com>

Cc: BEACH Anthony <Anthony.BEACH@odav.oregon.gov>; Zulauf, Ryan C (FAA) <ryan.c.zulauf@faa.gov>

Subject: RE: Extension Request

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Thank for the message Tony. I appreciate your call yesterday, conversation today and your time assisting the Master Plan effort by serving on the PAC.

I did pull up the AIP handbook after we talked and found the specific passage that controls our AIP funding in these situations. The following section speaks to the issue. I have included a copy of the full AIP handbook for your use.

3-23. Modification to FAA Standards (or Specifications).

Where the FAA has published specifications for specific items, it is FAA policy that sponsors must use the specifications as written, with no changes from the specifications, except where explicitly allowed in the specification.

The sponsor must obtain an FAA modification to standards approval for any change that is not specifically allowed, no matter how minor it may seem to the sponsor. This is necessary to ensure an acceptable level of safety, capacity, efficiency, utility or access. Additionally, the FAA review will ensure the proposed modification will not unduly limit competition, eliminate FAA approved vendors, compromise statutory or regulatory requirements, or negatively impact the project.

For AIP funding purposes, some modifications to FAA standards (such as those examples in Table 3-16) will not be considered because they violate 2 CFR part 200 or deviate from FAA design standards. The ADO or AAS-100 must not approve such requests for AIP funded projects. However, in the event of a pre-existing nonstandard airfield configuration, AIP funds may only be used to rehabilitate or reconstruct the affected airfield element if FAA has formally approved a modification to standards or the airfield element is brought up to standards.

The current version of FAA Order 5300.1, Modifications to Agency Airport Design, Construction, and Equipment Standards contains the requirements for modification to standards.

After reading your message to Tony below and seeing the “maintenance mode”, I think this requirement related to Modification to FAA Standards is what they were referring to. Because if you can’t do rehab and reconstruction then all that is left is maintenance. This is what we have been talking about with ODAV and the planners.

Tim A. House

Lead Planner, SEA Airports District Office
FAA Northwest Mountain Region
206-231-4248
405-607-9949 (mobile)



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From: Helbling, Tony <helbling@wilsonconst.com>
Sent: Thursday, August 15, 2024 4:15 PM
To: House, Timothy A (FAA) <Timothy.A.House@faa.gov>
Subject: FW: Extension Request

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Tim,

Thanks so much for the call back today. Appreciate the advice on finding the AIP stuff – will search out that info – if you have a fast reference – would appreciate anything you could send.

Start at the bottom and read up....

Tony Helbling
Logistics Manager
Wilson Construction Company
1190 NW 3rd Ave
Canby, OR 97013
Cell: 503-519-6059
Office: 503-263-6882
helbling@wilsonconst.com
www.wilsonconst.com

From: BEACH Anthony <Anthony.BEACH@odav.oregon.gov>
Sent: Thursday, August 15, 2024 4:05 PM
To: Helbling, Tony <helbling@wilsonconst.com>
Cc: SUGAHARA Kenji <Kenji.SUGAHARA@odav.oregon.gov>
Subject: RE: Extension Request

Hi Tony, I have received your email and forwarded it to the master planning team.

A couple clarifications, I don't recall making statements exactly as you described below. I remember explaining that the FAA has been very clear about the need for UAO to meet standards, especially regarding the ROFA. I also didn't ask anyone to "play ball," but I did state that we risk losing NPIAS status if we don't address the airport's issues.

I believe you've been in touch with the appropriate point of contact at the FAA to get answers to your questions. We'll be back in touch regarding your requests as soon as we can.

Tony Beach

OREGON DEPARTMENT OF AVIATION
STATE AIRPORTS MANAGER
OFFICE 503-378-2523 **CELL** 503-302-5455
M-F 7:30am – 4pm

From: Helbling, Tony <helbling@wilsonconst.com>
Sent: Thursday, August 15, 2024 9:54 AM
To: BEACH Anthony <Anthony.BEACH@odav.oregon.gov>
Subject: Extension Request

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Tony,

At my computer this morning – following up on our phone conversation yesterday.

We are asking for a 30 day extension to the August 20, 2024 deadline for comments to the July 30, 2024 presented MP Alternatives.

I fully understand ODAV has spent \$\$ advertising future dates, meetings, etc.

I looked at the JLA website to find contact names you specified at the consultant's office to also send this extension request. Only name on there is Alex in your shop. Please forward this email on to the consultants as I don't have their contact info.

As discussed, the PAC was not allowed to see the proposed alternatives BEFORE the meeting. We were VERY surprised to see the extent of affect on private properties on BOTH sides of highway 551.

We were given three weeks to comment or propose our alternatives to a document call for the taking of private property. This is far too short a time to respond to this important an issue.

Additionally, we've asked for documentation providing background on the two assumptions –

1. there will be no more modifications to standards and
2. if the airport does not come into compliance, KUAO will move into a “maintenance mode”.

In our discussion yesterday, you explained this was not ODAV's decision, it was the decision of the FAA/ADO both in Seattle and nationally to place these restrictions. We want to know who at the FAA/ADO made those statements an/or that ODAV provide source documents. You also explained it would be nearly impossible to provide documentation before the August 20th deadline.

You told me that if KUAO does not come into compliance and if we as owners “play ball” with ODAV on this, the FAA will rescind NPIAS status of KUAO will be taken away by the FAA. We are now asking you to provide source information for the potential cancelation of NPIAS status. Who at the FAA is claiming that KUAO may lose NPIAS status?

We are very concerned with the presented alternatives for obvious reasons and now, an additional reason... even though the proposed alternatives are in “draft” right now, they DIRECTLY AND IN REAL TIME affect the value of the properties. **This is absolutely not acceptable.**

Please acknowledge receipt of this email.

Tony Helbling
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