



Outlook

Fw: KUAO RDC timeline

From Brandy Steffen <brandy.steffen@jla.us.com>**Date** Thu 8/29/2024 1:56 PM**To** Jen Winslow <Jen.winslow@jla.us.com>

Thanks,
Brandy

**BRANDY STEFFEN | JLA PUBLIC INVOLVEMENT**

Strategist + Partner

She/Her » [Why pronouns matter](#)brandy.steffen@jla.us.com » 503-235-5881 » jla.us.com**Woman-led, community-centered, for 35 years and counting**

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From: BEACH Anthony <Anthony.BEACH@odav.oregon.gov>**Sent:** Wednesday, August 28, 2024 3:09 PM**To:** Samantha Peterson <SPeterson@CenturyWest.com>; W. Matt Rogers <WRogers@CenturyWest.com>; Brandy Steffen <brandy.steffen@jla.us.com>**Cc:** THOMAS Alex R <Alex.R.THOMAS@odav.oregon.gov>**Subject:** FW: KUAO RDC timeline

FYI again.

Tony Beach**OREGON DEPARTMENT OF AVIATION**

STATE AIRPORTS MANAGER

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

M-F 7:30am – 4pm

From: BEACH Anthony**Sent:** Wednesday, August 28, 2024 3:08 PM**To:** Jeff Lewis <reformfaanow@gmail.com>**Subject:** RE: KUAO RDC timeline

Hi Jeff, no problem, happy to help.

Yes it does show existing and future conditions as C-II, but that is because the Critical Aircraft was determined to be C-II (existing) earlier in that 2012 master planning process (Chapter 3 – Forecasting).

From the 2012 Chapter 3 – Forecasts:

“According to the 2000 Airport Master Plan, the planned ARC was B-II, exemplified by the King Air turboprop and the Cessna Citation jet. At that time, ODA decided to constrain the forecast by keeping the airfield ARC at B-II. A runway designed for ARC B-II is adequate for about 45% of the business jets manufactured.

The Airport has now passed the 500 operations threshold for Aircraft Approach Category C, so the current ARC should be C-II.

Aircraft Approach Category C accounts for 701 documented operations in FY 2007 and 390 in FY 2009, resulting in an average of 545 operations. The number of Aircraft Approach Category D airplane operations is negligible, as are operations in Airplane Design Group III.

With more than 500 operations in Aircraft Approach Category C and more than 500 operations in Airplane Design Group II, the appropriate ARC for the Airport is C-II.”

It also gives a projected growth rate and that it does not expect the ARC to change in that 20-year planning period, so C-II is kept as the “future” condition on the 2012 ALP.

This section of Chapter 3 above determines that C-II is the Critical Aircraft based on recent actual aircraft operations, and sets the existing condition/design standards for the rest of the plan, including the ALP. The change to C-II did not occur prior to the 2012 master plan.

I hope this helps,

Tony Beach

OREGON DEPARTMENT OF AVIATION

STATE AIRPORTS MANAGER

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

M-F 7:30am – 4pm

From: Jeff Lewis <reformfaanow@gmail.com>
Sent: Wednesday, August 28, 2024 10:03 AM
To: BEACH Anthony <Anthony.BEACH@odav.oregon.gov>
Subject: Re: KUAO RDC timeline

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Thanks, Tony. I appreciate the quick and detailed reply.

What confuses is that the actual ALP includes a Table listing both 'existing' and 'future' C-II, right? So, it seems there is an error... either that 2012 signed ALP mis-stated 'existing' as C-II (should have shown B-II?), or there was in fact an upgrade to C-II preceding Suomi's signature. If such upgrade happened, when was it, and where is the FAA signature copy?

The text you cited appears to come from pg.2 of chapter 4. Contextually, further down, does that page say the 2007 OAP encouraged an upgrade from B-II to C-II? And, if so, am I correct that the upgrade to C-II therefore happened after 2007?

One more question... what do you have as the FAA approval date for the Master Plan preceding Suomi's 2012 signature, and is a PDF copy available online?

Thanks.

On Tue, Aug 27, 2024, 2:46 PM BEACH Anthony <Anthony.BEACH@odav.oregon.gov> wrote:
Hi Jeff,

From Chapter 4 Facility Requirements of the 2012 Master Plan:

"At this time, ODA has not decided to constrain Aurora State Airport's ability to meet the unconstrained forecasts presented in Chapter Three. Such a decision may occur later. Facility requirements were constrained in the 2000 airport master plan update because ODA made a policy decision to do so. In the 2000 Master Plan update, forecasting determined the Airport Reference Code (ARC) as B-II, which meant that airport design should accommodate light jets and turboprop aircraft, as well as less demanding aircraft types. Unconstrained forecasting projected jet traffic at the Airport would grow so that the future ARC would be C-II, which meant that airport design should accommodate more medium sized jets. ODA made a policy decision to constrain the forecasts by constraining the ARC to B-II. Since then, aircraft activity growth has exceeded both the unconstrained and constrained forecasts in the 2000 master plan update. Current activity has passed the FAA's threshold for the ARC to be C-II. This has been possible because the airfield is adequate for many operators of Aircraft Approach Category C airplanes, even though the Airport does not meet all design standards for ARC C-II. In this current master plan update, ODA will examine the impacts of meeting ARC C-II design standards and of accommodating the unconstrained forecasts from Chapter Three."

The FAA's approval of the 2012 Airport Layout Plan with the ARC as C-II is attached. Since the 2012 ALP was signed, we have examined the impacts and different paths to meeting C-II design standards, including requesting Modification to Standards which were denied. The FAA directed us to evaluate paths to compliance in a new master plan, which we are doing now.

Tony Beach

OREGON DEPARTMENT OF AVIATION

STATE AIRPORTS MANAGER

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

M-F 7:30am - 4pm

From: SUGAHARA Kenji <Kenji.SUGAHARA@odav.oregon.gov>

Sent: Tuesday, August 27, 2024 1:12 PM

To: Jeff Lewis <reformfaanow@gmail.com>; THOMAS Alex R <Alex.R.THOMAS@odav.oregon.gov>; BEACH Anthony <Anthony.BEACH@odav.oregon.gov>

Subject: Re: KUAO RDC timeline

Hi Jeff-

Cc'ing Tony and Alex. Ty!

From: Jeff Lewis <reformfaanow@gmail.com>

Sent: Tuesday, August 27, 2024 12:20:36 PM

To: SUGAHARA Kenji <Kenji.SUGAHARA@odav.oregon.gov>

Subject: KUAO RDC timeline

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Hi, Kenji.

I am trying to confirm the history of the RDC at KUAO. Specifically, there has to be a document where FAA signed off growing from B-II to either C-I or C-II.

Would you please have an ODAV person check the records and advise the date and name of signatory FAA official? Even better, can you send a PDF copy of the packet with approval and ALP)or link to a copy online?

Thanks.