

Fw: Aurora Airport Master Plan

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

Date Fri 2024-11-01 4:49 PM

To Jen Winslow <Jen.winslow@jla.us.com>; Ashley Balsom <ashley.balsom@jla.us.com>

BRANDY STEFFEN | JLA PUBLIC INVOLVEMENT

Partner + Senior Program Manager

brandy.steffen@jla.us.com » [Schedule a 30 minute meeting](#)

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

Sent: Wednesday, October 30, 2024 4:15 PM

To: Brandy Steffen <brandy.steffen@jla.us.com>; Samantha Peterson <SPeterson@CenturyWest.com>

Cc: THOMAS Alex R <Alex.R.THOMAS@odav.oregon.gov>

Subject: FW: Aurora Airport Master Plan

FYI, please include this in the record, and prepare responses for the PAC summary.

Thank you,

Tony Beach

OREGON DEPARTMENT OF AVIATION

STATE AIRPORTS MANAGER

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

M-F 7:30am – 4pm

From: Bruce Bennett <bruce@auroraaviation.com>

Sent: Tuesday, October 29, 2024 4:00 PM

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

Subject: Aurora Airport Master Plan

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Thank you all for the work on this project. I believe you've made significant progress and that there is only one more change required but that this change is extremely significant. My PAC member input follows including some points for reference;

- Since its construction in 1943, the Aurora Airport has been a public airport with most of the adjoining properties being privately owned, this has worked very well with private investment of over \$220 million in aviation businesses currently at the airport.

- Because of this public/private arrangement the local government collects over \$1.8 million per year from these adjoining airport-use properties in property taxes for the local community, the business on these properties also pay ODAV runway usage fees as well as fuel taxes.
- This arrangement known is by the FAA as "though the fence" and is codified/supported in Oregon law by ORS 836.64
- There are a wide range of aviation businesses on this private property at the Aurora airport, many specializing in saving lives and fighting forest fires, as well as disaster relief, flight training for career development, law enforcement, military support, including aircraft manufacturing and many more support business providing approximately 1500 very good jobs.
 - This version of the plan includes adding a vehicle movement lane right next to the aircraft taxiway and adding a second parrell taxiway, because of these additions the plan calls for nine (one of which is in the early stages of construction) of the biggest and newest hangars to be condemned and destroyed. The owners of these hangars and the entire airport community believe this is completely unnecessary and in the case of the vehicle lane, actually significantly decreases safety. I also know that any conedemation efforts would be met with much legal action, which would be very counter-productive and I believe complely unneccesary.
 - As a compromise solution I have offered to sell at a significant discount a one-acre lot that was created specifically for the use of ODAV to assist in much of the needs for which the new vehicle lane and taxiway are envisioned
 - Our main concern past the safety compromise of the misplaced vehicle lane is not just the tens or hundreds of millions of dollars unnecessarily wasted by this plan proposal* but by the very real possibility that this would cause most of the major employers to leave the Airport and the state. And that this could happen even if no physical changes are made but as soon as this plan is made official.
*we believe the value of the nine hangars cited for destruction will drop significantly and immediatly and that the cost of demolition and replacement would be enormous.

Again, thank you for the work done and for your openness to input. I look forward to going over this with the planning group.

Bruce Erik Bennett
 Aurora Aircraft LLC
 Aurora Oregon KUAO Airport Since 1968
 503-709-7383