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**Re: Aurora State Airport Master Plan Website Comments - George Buley**

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**From** Jen Winslow <Jen.winslow@jla.us.com>  
**Date** Thu 1/2/2025 4:54 PM  
**To** georgebuley@yahoo.com <georgebuley@yahoo.com>  
**Cc** Brandy Steffen <brandy.steffen@jla.us.com>; Ashley Balsom <ashley.balsom@jla.us.com>

Hi George,

Thank you for your comment and for attending the PAC meeting last month. I have forwarded this to the master plan team.

Thanks,

**JEN WINSLOW | JLA PUBLIC INVOLVEMENT**

Program Manager

She/Her » [Why pronouns matter](#)

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Work hours 9 a.m.–5 p.m. Monday–Friday

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**From:** George Buley <noreply@jotform.com>  
**Sent:** Monday, December 23, 2024 1:36 PM  
**To:** JLA Tech Support <tech@jla.us.com>; Jen Winslow <Jen.winslow@jla.us.com>; Ashley Balsom <ashley.balsom@jla.us.com>; Brandy Steffen <brandy.steffen@jla.us.com>  
**Subject:** Re: Aurora State Airport Master Plan Website Comments - George Buley

 **Aurora State Airport Master Plan Website Comments**

Name George Buley

Organization Private Citizen

Comments or questions? I am George Buley, a private citizen, and an Airport & Airway Trust Fund Taxpayer, and am recommending the following proposals be considered for evaluation in the Aurora State Airport Master Plan Update:

Airport Master Plan Advisory Circular 150/5070-6B, effective date 7/29/2005 and Change 2 on 7/27/2015, states:

I. Purpose:...“The intent of this AC is to foster a flexible approach to master planning that directs attention and resources to critical

issues to meet future aviation demand.”

The FAA has previously demonstrated master planning “flexibility” at the following facilities:

- 1) Tacoma Narrows Airport. Allowing obstructions to remain in the Runway Safety Area after the Runway Safety Area was expanded.
- 2) Renton Municipal Airport. Allowing 737s to operate in an Airport Design Group B-II environment via a Letter of Agreement.
- 3) Caldwell Executive Airport. Allowing the Sponsor to determine which mitigation strategy would be most effective for meeting Runway Object Free Area (ROFA) standards for their proposed runway extension as noted in the Airport Master Plan. I.e., relocating or covering the drainage canal located in ROFA.

Based upon the aforementioned examples of flexibility in Airport Master Planning, it is recommended to evaluate either:

- 1) The installation of an Engineered Materials Arresting Systems on the entire west side of ROFA or relocate Hubbard Highway roadway 31’ west within the 200’ Right of Way and install a noise wall for the residents that will be affected on the west side of ROFA.
- 2) Temporarily halt the Master Plan process and submit a Modification of Standards consistent with the previously approved FAA Airport Layout Plan. The last Airport Master Planning process was completed in 2012, per FAA AC 150/5070-6B, Airport Master Planning.

Please analyze each proposal offered and consider how the community can benefit as the aviation businesses grow to improve the local economy while enabling the self-sustainability of the airport, which is also representative of the growth anticipated in the FAA-approved forecast. It is anticipated that the cost of either one of the proposals is considerably less than the \$200M estimated to relocate businesses and jobs away from the local communities they serve, which appears to be an unnecessary, major expense to everyone involved.

Sincerely,

George Buley  
Private Citizen, Aviation Trust Fund Taxpayer

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