
RE: Aurora State Airport Master Plan Website Comments - George Buley

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

Date Wed 2025-01-22 1:11 PM

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

Cc Samantha Peterson <SPeterson@CenturyWest.com>; Jen Winslow <Jen.winslow@jla.us.com>; Ashley Balsom <ashley.balsom@jla.us.com>

Thanks Brandy.

Tony Beach

OREGON DEPARTMENT OF AVIATION

STATE AIRPORTS MANAGER

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

M-F 7:30am – 4pm

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

Sent: Wednesday, January 22, 2025 9:35 AM

To: THOMAS Alex R <Alex.R.THOMAS@odav.oregon.gov>; BEACH Anthony <Anthony.BEACH@odav.oregon.gov>

Cc: Samantha Peterson <SPeterson@CenturyWest.com>; Jen Winslow <Jen.winslow@jla.us.com>; Ashley Balsom <ashley.balsom@jla.us.com>

Subject: Fw: Aurora State Airport Master Plan Website Comments - George Buley

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.

This comment didn't look like it needed a response, but I'm passing it along to you all for an FYI.

Thanks,

BRANDY STEFFEN | JLA PUBLIC INVOLVEMENT

Senior Program Manager + Partner

She/Her » [Why pronouns matter](#)

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

Meeting + email hours 9 a.m.–5 p.m. Monday–Thursday » Administrative-only hours Friday

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

JLA Public Involvement's mission: To create collaborative, meaningful and exceptionally effective public processes that lead to better, more inclusive outcomes.

Please note: I will be on vacation, without access to my email, starting Friday, 01/24/25 and returning Monday, 02/03/25.

From: George Buley <noreply@jotform.com>

Sent: Tuesday, January 21, 2025 9:13 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

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

With Emphasis, ODAV's mission statement is... "to provide infrastructure, financial resources, and expertise to ensure safe and efficient air transportation..." ODAV should consider suspending the Aurora State Airport Master Plan for 3 months to submit to the FAA a Modification of Standards (MOS) for the Runway Object Free Area (ROFA) in accordance with MOS Order 5300-1G. Filing a MOS is "free" and could save the State of Oregon hundreds of millions of taxpayers dollars!

The MOS Order states..."The FAA Modification to Standards is for any deviation from or addition to standards applicable to airport design, material, and construction standards or equipment projects resulting in an acceptable level of safety, useful life, lower costs, greater efficiency, or the need to accommodate an unusual local condition on a specific project through approval on a case-by-case basis."
Past FAA MOS Approvals:

A. Key West International (EYW) Airport's Modification of Standards was recently approved by the FAA for excessive cost associated with relocating a roadway, swimming pool, tennis courts and drainage ponds for a proposed runway extension. EYW is a commercial service, certificated airport and has the same Runway Object Free Area (ROFA) dimensions as Aurora

State Airport (UAO), except UAO does not have B-737's operations. The MOS was determined to provide an acceptable level of safety by constructing an Engineered Material Arresting System (EMAS) at both ends of the runway, thereby reducing the ROFA from 800' to 500' wide and the Runway Safety Area from 500' to 400' wide. The reduction in size of ROFA and the RSA did not remove all of the obstructions such as the ponds, but did provide an acceptable level of safety.

B. Friedman Memorial Airport (SUN) has 8 Modifications of Standards (MOS) approved by the FAA. One of the MOS's is for the ROFA encompassing the entire width of State Highway 75 which is located parallel to the runway. This commercial service, certificated airport has the same size ROFA as UAO. The acceptable level of safety was accomplished by not allowing aircraft with larger than 100' wingspans to operate at SUN.

From ODAV Mission website, "The Oregon Department of Aviation Visions an integrated Aviation System benefiting all Oregonians." The latest preferred development plan does not seem to be consistent with ODAV's Vision, especially, since it will be at an excessive cost to the community. The proposal will force relocation of businesses and residents (property value taking), all what appears to be an unnecessary effort to preserve the ROFA for one aircraft that may excuse 400' east or west of the runway, estimated to occur once every 200+ years. It strongly appears that only a very few will benefit from the proposed plan, but not all Oregonians. The estimated cost for this project is over \$200M. How will ODAV cover this excessive cost? Will private interests help ODAV with the AIP grant matching funds?

Has ODAV conducted a benefit cost analysis to determine how the loss of over a thousand high paying jobs is beneficial to the community to meet one safety standard that could be addressed with a simple MOS? The MOS could provide an acceptable level of safety, such as utilizing

EMAS or limiting the wingspan of aircraft operations.

Has ODAV conducted a benefit cost analysis to determine how a non-commercial service airport community will operate in the future without user fees and local tax revenues? How will emergency services respond during a major earthquake?

Can ODAV show the current Trump Administration that the proposed Airport Master Plan is NOT disruptive and costly to airport businesses when asking for federal grant funding participation for meeting ROFA standards without a MOS?

From ODAV's Mission Statement excerpt (Values):

- Customer service
- Collaboration
- Integrity
- Passion
- Healthy Relationships

When incorporating the aforementioned Values, one can openly analyze in depth community proposals, which in turn promotes teamwork and brainstorming ideas. The product of the Teamwork is to mutually find airport master planned steps forward that enhance aviation safety and preserve a unified quality of life, that benefits the Oregon community. ODAV's Mission Statement, Vision and Values are the key to this success.

Sincerely,

George Buley
Private Citizen, Aviation Trust Fund
Taxpayer
I would like to receive email updates.
georgebuley@yahoo.com

Email

You can [edit this submission](#) and [view all your submissions](#) easily.