

RE: Aurora Airport Master Plan Proceedings - email #8 of 9

Wendie Kellington <wk@klgpc.com>

Tue 9/3/2024 11:57 AM

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 1 attachments (2 MB)

EXHIBIT N - AAM-I28-Implementation-Plan.pdf;

Tony, Brandy, and Alex,

Please see the attached letter and forthcoming exhibits reflecting the comments of PAC Member Millar, TLM and AABC (collectively Millar) concerning the July 30, 2024, draft Aurora Airport Alternatives. Please include this letter and its exhibits in the record of the Aurora Airport Master Plan proceedings. Please confirm receipt. Please also note that due to the size of this transmission it will be coming in nine (9) parts. To summarize the attached and forthcoming transmittals with Millar's comments:

- **None** of ODAV's three "alternatives" for the airport are tenable, although Millar notes that Alternative 1B is the least bad and that Alternative 2 is completely devastating to aviation at the airport. Alternative 2 effectively condemns the airport with ODAV acquiring all or most of it so ODAV can essentially start over – costing taxpayers hundreds of millions of dollars to implement (dollars that do not exist and ODAV does not show otherwise), significant loss of tax revenue, loss of good jobs, loss area tourist revenue, loss of an extremely important state and regional natural disaster asset, all to gain some 27' of separation between the runway and Highway 551, when federal standards allow imperfect compliance with that standard, if ODAV merely asks. To aid ODAV in that regard, a fully supported "Modification to Standards" prepared by an airport professional is Exhibit B to Millar's submitted materials. There is little doubt that FAA will approve it. We note FAA approved such minimal imperfection when it approved the 2012 ALP. If "incremental progress" toward perfection is desired, Millar's Exhibit A alternative suggests merely working with ODOT to move the perimeter fence closer to the ODOT ROW.
- All ODAV alternatives spring from unsupported and, respectfully, unlawful assumptions – those incorrect assumptions unsurprisingly led to incorrect alternatives.
- Using assumptions that are supported by law and the only evidence, an alternative is possible that extends the runway, does not hold the runway extension hostage to finding the hundreds of millions of dollars that does not exist to move Highway 551 and in the process condemn numerous homes and businesses, does not require ODAV to "remove" all or mostly all of the 200 million dollar plus in aeronautical investment at the airport including business jet hangar space, Atlantic's FBO and Life Flight, Wilson Construction, Vans Aircraft, HTS (largest helicopter transport company in the world), Columbia Helicopters, etc.; does not "remove" the septic drainfields that the airport relies upon to function at all, does not feature an internal circulation road parallel and next to the active taxiway and runway, and does not require anyone to "move" the air traffic control tower. *See* Millar's Exhibit A, supported by the Exhibit B technical analysis.

- The airport boundary should be adjusted to include the only remaining undeveloped through the fence property (owned by TLM) so that property can reasonably be put to aeronautical use as it has been planned to be used by all planning documents prepared by ODAV and adopted by the county since the adoption of the Aurora Airport 1976 master plan. As you know, TLM has arranged to provide electrical capacity on its property to support electric aircraft, which are the aircraft of the future. In the absence of including the TLM property in the airport boundary, ODAV's alternatives make no provision and there is no room for, the aeronautical innovation that all experts agree will land during the life of the forthcoming airport master plan.

We look forward to working with ODAV concerning a reset with reasonable alternatives like Exhibit A, for the airport. Regards, Wendie Kellington



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