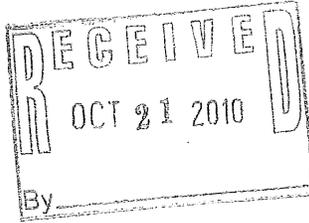




U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

October 15, 2010



**Seattle Airports District Office**  
1601 Lind Avenue, S. W., Ste 250  
Renton, Washington 98057-4056

Mr. Jim Bernard, Commissioner  
Clackamas County  
Public Services Building  
2051 Kaen Road  
Oregon City, OR 97045

Dear Commissioner Bernard:

We received your letter of September 20<sup>th</sup> in which you expressed concern that the Aurora State Airport Master Planning effort has been shortened and that the current process is not allowing meaningful participation by the Planning Advisory Committee (PAC) members. A conversation with the Sponsor along with review of the current Master Plan schedule shows six PAC meetings and five public Open Houses over the course of ten months. This would normally provide adequate time for PAC/public study of the information collected by the consultants.

With respect to the potential impact on surface transportation facilities and their inclusion in the Master Planning process, this would be studied after the Airport's Master Plan is completed. A Master Plan funded with Federal Aviation Administration (FAA) dollars is a document focused solely on the Airport. Impacts of any airport-related project on the surrounding area(s) are studied as part of an environmental analysis.

Prior to the expenditure of Airport Improvement Program (AIP) funds for any improvements at the Airport, the FAA requires written proof that the threshold of operations triggering the need for the improvement has been met. Furthermore, for a major capital improvement such as a runway extension, the Airport must demonstrate that current operators are constrained by the existing runway length and that fuel, cargo, and/or passengers must be forfeited in order to safely use the runway. That is why we say that any extension must first be justified.

As for the appearance of a predetermined outcome to the study of a runway extension as contained in the Scope of Work, I think it's beneficial to review the terms "*to help justify an extension*" in the context of the entire paragraph. The Consultant has stated:

“Since the last Airport Master Plan Update, there has been significant growth at the Airport. At this time, a runway extension may be justified. WHP will assist ODA in identifying potential operators who may be willing to write letters that include: type of aircraft, tail numbers, typical stage length and maximum stage length, and the number of operations on average that need the runway extension. If the individual is not operating at the Airport now, the individual must make a statement that they intend on operating there. WHP will prepare a letter on behalf of ODA to request statements *to help justify an extension* and send the letter to up to 75 aircraft owners that might use the Airport or use it more if the runway were longer.”

It is standard practice to solicit documentation from current and future potential users of an airport supported by documentation as to where they intend to operate, how often, and with what type of aircraft, etc., in an effort to determine their requirements for planning purposes.

The FAA has made AIP funding available to ODA for purposes of studying the optimal location of an air traffic control tower on the Aurora State Airport. The need for an air traffic control tower is based on existing operations, mix of aircraft, and air traffic control movements. This study is scheduled to commence in 2011. It made sense to us to include this location study as part of the overall Master Planning process and the results are necessary for completing an updated Airport Layout Plan.

Thank you for your concern. We hope this addresses the issues you raised and alleviates the need to meet in person. If you have any other questions, please contact Bruce Fisher at 425.227.2649 or me at: 425.227.2657.

Sincerely,



Carol A. Suomi  
Manager, Seattle Airport District Office

Cc: Mr. Mitch Swecker, Oregon Dept of Aviation  
Mr. Rainse Anderson, WH Pacific