From: Bruce Bennett
To: SUGAHARA Kenji; Oregon Department of Aviation
Subject: Aurora KUAO Master Plan
Date: Friday, October 30, 2026 7:05:21 PM

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Dear Kenji and ODAV,

Thank you for all the work on the Aurora Airport (UAO) Master Plan. I do appreciate the community involvement you've enabled and applaud that you've wisely abandoned some preliminary unworkable options.

Having been very involved with the master plan underway now as well as those before it and having personally worked and flown off KUAO since 1973 including managing a full service FBO open 7 days a week for most of that time, having flown over 14,000 hours exclusively off UAO and with myself and my family having owned property and operating a business on KUAO since 1968 I feel qualified with my understanding of the airport's operations and to make these recommendations.

We have had a very good relationship with ODAV and we look forward to your continued positive management of the airport, improving safety and improving operations.

There remain three items in the latest version that I believe must be corrected,

1. Highway 551 relocation, I am told the majority of this ROFA clearance requirement can be accomplished by simply moving the Airport fence. To consider ever spending hundreds of millions of dollars on something that the mere mention of has already outraged neighboring residents and businesses is absurd. Many of the other Aurora Airport businesses and users and I were very involved in the 2012 master plan and none of us were made aware that the change from BII to CII could cause this ROFA change to the airport (that has operated safely since 1943 with the current separation) to become something not simply solved with a modification of standards/MOS (as the 2012 MP solved by listing a MOS). Either a reversion back to BII or a very warranted and conservative MOS exception considering the fact that this separation requirement considers Airline/737 size aircraft that for countless reasons can and will never use KUAO.
2. Reducing usable ramp space on the south side of the airport. The current ramp size is adequate but very minimal, and every inch is required for daily operation of the businesses located there including mostly the emergency medical specialist

Life-Flight. Using the same safe and FAA approved MOS remedies mentioned in item #1, this should be removed from the plan. As you are aware, there is currently available to ODAV ramp space of approximately 1-acre mid-field, but this is an exception.

3. I understand the two ODAV, DEQ, and Marion Coounty approved sewer treatment systems off both ends of the runway have a possible flaw in the FAA's eyes (only). With the extremely small amount of vacant property at KUAO, an FAA approved correction to both of these systems with geofabric would seem to be a very reasonable and logical solution. Or you could use the Emas option which shortens the runway safety area so the drainfields no longer are of concern (note this shows how little risk the FAA sees in ground that far from the runway end, and it shows there is no RSA concern for landing aircraft at the drainfields).

Please consider that this is an ODAV plan, not an FAA plan, and that the obscure, misplaced ROFA limits are not worth threatening good neighbor's homes and businesses nor threatening airport businesses over.

With ODAVs many years of positive management and the associated huge investments by the aviation industry, the Aurora airport is home some of the world leaders in aviation firefighting, air-ambulance lifesaving, powerline restoration, avionics distribution, kit aircraft manufacturing, and flight training operations that have helped many thousands of young local individuals find a great career in aviation. Please strongly consider making these 3 plan corrections to help continue this success and to show our neighbors the airport's respect.

Again, thank you and please contact with any questions.

Bruce Erik Bennett
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Aurora Oregon KUAO Airport Since 1968
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