Name	Pete Nickerson
Group/Organization	Self- Owner and Pilot
Address	Aurora, OR 97002
Email	[redacted]
Phone	[redacted]
Public Comment Topic	ODAV Draft Master Plan
Public Comment	Please find the attached document from Pete Nickerson relative to ODAV's draft final Master Plan. I request that it be brought to the Board's attention and .included in the December 3, 2026 ODAV Board hearing minutes/record
Please attach public comment and any supporting materials here:	https://www.formstack.com/admin/download/file/20263432895
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November 3, 2026

Kenji Sugahara, Director
Members of the Oregon State Aviation Board
Oregon Department of Aviation
3040 25th Street SE
Salem, OR 97302

SUBJECT: Public Comment on the Aurora State Airport (UAO) Draft Final Airport Master Plan and Airport Layout Plan for inclusion in the Board Review

Dear Director Sugahara and Members of the Board:

We very much appreciate ODAV's efforts to improve the Aurora Airport for all constituents. However, your draft plan, if approved and implemented would eliminate my and other constituents' livelihood – the very jobs Oregon so badly needs for its people.

My family owns and operates multiple businesses at the airport, directly employing 40 people. Our businesses are related to service and support of both antique and modern aircraft. Most of our jobs are technically oriented, requiring skilled, trained professionals.

Three of the family are current, active pilots using the Aurora airport for both business and personal flight activity. I mention these above points to illustrate that we have intimate knowledge of the daily life of the Aurora Airport, and your draft Master Plan has a direct, negative consequence to us.

The primary feature of the draft Master Plan that we object to is the attempt to satisfy the FAA's ROFA set-backs. Specifically, if the State takes the proposed 35' set-back on the east ramp, it renders that space useless to us and other hangar owners/users on the ramp. These businesses depend on the 35' for staging aircraft (moving in/out of the hangar for aircraft stacking & storage; fueling; test-running of engines; and pre and post-flight operations). The FAA has shown in many other cases that a MOS (Modification of Standards) application is feasible. This saves Oregon from the cost of acquiring both the 35' and the moving of Highway 551 – a savings to the people of Oregon of more than $50 million, and it also saves our livelihoods.

Please do not approve the draft Final Master Plan for the Aurora Airport until ODAV has perfected a Modification of Standards (MOS) application with the FAA.

Thank you for your efforts on our behalf, and thanks for your consideration of our concerns.

Pete Nickerson

Pete Nickerson
Owner- Pacific Skies Aviation, Pacific Flight FBO, Blue Skies Aviation

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