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Public Comment Topic	Aurora State Airport Master Plan

Public Comment

To Whom It May Concern:

I am employed by a company based at the Aurora Airport and frequently fly my airplane into Aurora.

I am opposed to the current proposed Master Plan for Aurora State Airport. There are less invasive alternatives and waivers available. The proposed Master Plan would cost the State of Oregon millions of dollars it does not have. It would move a highway that does not need to be moved. It would take private property from business owners under the guise of safety and make it impossible for businesses along the taxiway to operate - under the new proposal, my employer would not be able to pull airplanes out of the hangar without being in a movement area due to their wingspan. This is unacceptable.

Why have Mr. Beach and ODAV not looked into applying for a Modification of Standards (MOS) to solve this problem? It is my understanding that in the 2012 Airport Layout Plan (ALP), approved by both ODAV and FAA, the airport also had the same Runway Design Code (RDC) status of C-II and listed a MOS as the solution to the non-standard ROFA limitation on the west property line. At that time, ODAV and FAA agreed that a MOS was a reasonable solution.

The FAA gives clear guidance on how to develop and submit an MOS under FAA Order 5300-1G and

ACRP 51, which is freely available for anyone to read. Why has ODAV ignored this guidance?

Adoption of the current proposed Master Plan will cripple the Aurora State Airport. The State cannot afford to fund the acquisition of private property on the airport, the movement of the highway, and the acquisition of private property on the other side of the highway. Businesses cannot afford to lose valuable ramp space.

I question the judgement of those at ODAV for choosing to move forward with this iteration of the Master Plan. There are less expensive and less invasive options to solve the Runway Protection Zone issues present at UAO.

Respectfully, this is a waste of taxpayer dollars, and I cannot fathom why ODA would choose to take this course of action. I strongly encourage the ODA to reconsider this Master Plan, to consider the economic impacts on taxpayers, those employed on the airport, the local economy surrounding the airport, and to submit an MOS following the guidance listed above.

Thank you.
Hannah Mclaughlin

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