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| **Public Comment Topic** | Aurora State Airport Master Plan |

**Public Comment**

In my previous position as City Councilor for the City of Wilsonville, I served on the Public Advisory Committee (PAC) during the development of the current Master Plan before you for review and adoption. While recent statements and publicity disseminated by the ODAV paint a picture of copious public involvement during the plan development, I can attest to the dismissal and inattention paid to all PAC member input by the consultants and the staff. Not one of my concerns, which are recorded in the proceedings of the PAC meetings, resulted in any changes to the plan documents which were presented to the PAC at our meetings. In actuality, the consultants were very clear to the PAC members that we should not expect that our input would result in changes reflected in the final plan. That direction was clearly the final result. The concerns of the City have been well articulated in writing to ODAV, our state legislative members and the Governor's office most often without response. I do not believe this Master Plan reflects the concerns of the City or the surrounding airport residents in Wilsonville.

In addition to my City Council position, I have been a resident of Wilsonville since 2011. While I appreciate the value of the Aurora State Airport as it currently exists, I question the need for any further expansion. I believe mismanagement which has allowed larger aircraft not certified for the airport as a B-2 facility has caused the FAA to identify safety hazards that might warrant expansion. Those C and D level aircraft should not be permitted to fly in and out of Aurora as it clearly creates an unsafe environment for both the public and the aircraft. This is simply a situation of unacceptable oversight and management. Expansion is not the answer to a wrong question.

Additionally, I oppose the Airport Master Plan for Aurora State Airport for the following reasons.

• The added runway length will enable larger jets to fly overhead, when the noise is already a nuisance that interferes with our quality of life, and will negatively impact our property value.

• Rezoning farmland to non-farming use is not in the best interest of the region. French Prairie has some of the finest agricultural soil in the nation. I believe in former Governor Tom McCall's vision of preventing urban sprawl and respecting our state's valuable farmland. I fear changing land use around the airport is a slippery slope.

• More large jets overhead means more noise pollution, greater risk of accidents, and more surface traffic on already overcrowded roadways. It also means that the quality of life and property values in Charbonneau will decline.

• It is unreasonable to expand a constrained airport to accommodate larger jets when there are four jet airports within 20 miles (less than 10 minutes by air) that already have full aviation services, passenger facilities, safety equipment, taxiways, and long asphalt runways.

• It is not good use of public funds to spend $185 million dollars, largely coming from fees paid by airline passengers, at a constrained airport to serve a small, affluent, elite market.

• The Aurora Airport is unsuited as a commercial drone hub due to it's vicinity to numerous populated communities that would be greatly disturbed by the noise nuisance and safety risks it causes. Wilsonville and Aurora neighborhoods will be strongly opposed to such activity.

• The Aurora Airport is well located, along with an infrastructure of operators, that make it an ideal disaster & emergency preparedness center for the region. Spending funds on this serves tens of thousands of people, not a handful of jet-setters. It also is a better use of scarce transportation resources.

• The constrained nature of the Aurora Airport is better suited for small-medium aircraft, which is its history and purpose until noncompliant flights caused larger aircraft to use it. Noncompliant usage beyond it's B-II category should not be a reason to expand the airport to accommodate larger aircraft. Where will expansion stop when even larger jets then use it?

• The aircraft usage data does not support expanding the airport to accommodate larger jets when air traffic has not grown, nor met the forecasts in the plan. 90% of that air traffic is category B-II aircraft, not business jets. Keep the airport as it is, committing to being safer, upgrading sanitation, and supporting the local jobs.

• Atlantic Aviation at the south end of the Aurora Airport is owned by one of the largest private equity firms in the world. Those owners state that scale matters in their business of private aviation. Scale means expansion, bigger. They state further that there business model 'is a pure-play infrastructure bet on private aviation expansion with continued deliveries of new business, larger jets, and growth in flight activity, fuel volumes, existing airfield development, and revamped hangars as potential sources of expansion.' None of that benefits the communities surrounding the Aurora Airport. All of these private aviation activities are better placed at existing McMinnville, Hillsboro, Salem, or Troutdale airports. Fixed base operators like Atlantic are links in a

high-end private aircraft ecosystem that has no place in the rural community between Aurora and Wilsonville.

• The reason Aurora Airport was accommodating noncompliant, larger jets is one, they sell fuel for less than other airports; and two, because wealthy, out-of-state owners of multi-million dollar private jets get a sizable tax break using this airport. None of that benefits our communities. The more large jets that land and take-off, the lower our quality of life and property values fall.

With all concern and hope for rational decisions,

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