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Public Comment Topic	Aurora State Airport Master Plan

Public Comment

I am a resident of Wilsonville's Charbonneau District and 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. Where does it stop?

• More large jets overhead mean 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 its 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 serve's tens of thousands of people, not a handful of jetsetters. 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 its B-II category should not be a reason to expand the airport to accommodate larger aircraft. Where will expansion stop? Will 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 their 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 are allowed to land

and take-off, the lower our quality of life and property values fall.

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