From: Heidi Lawler
To: Oregon Department of Aviation
Subject: Opposition to Aurora Airport Master Plan
Date: Tuesday, November 3, 2026 4:43:17 PM

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Dear Oregon Department of Aviation Board Members:

I am a resident of Wilsonville's Charbonneau District and oppose the Airport Master Plan for Aurora State Airport for numerous reasons, specifically the substantial change to the initial intent and design; the significant negative impact on the surrounding communities; and future disruption within the transportation infrastructure, including the Interstate 5 corridor. The following statements specify my concerns.

· 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 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 sets a poor precedent.

• 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.

• 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, which makes it an ideal disaster and emergency preparedness center for the region. Spending funds on this serves tens of thousands of people, not merely a handful of individuals with financial resources to access numerous travel options throughout Oregon. 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.

• 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. Ninety percent 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.

Again, I am opposed to the Airport Master Plan for Aurora State Airport for the reasons stated above. Additionally, the lack of communication to members of the Aurora and Wilsonville communities vehas been disappointing. When such a significant change is proposed in a region, directly impacting specific communities, one would expect direct mail communication, community informational meetings, and opportunities for input from residents, farmers, and local business owners.

Sincerely,

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