

Veliz, Kim

From: Breckenridge Cartwright <breckenridge.cartwright@gmail.com>
Sent: Tuesday, November 27, 2018 3:59 PM
To: City Recorder; Ottenad, Mark
Subject: Public Statement on the proposed Aurora Airport Expansion

First, I would like to thank the City of Wilsonville for taking public comment. Despite the fact that my farm and home is closer to the Airport than Wilsonville City Hall is, I have had no opportunity for public comment as a citizen of unincorporated Marion County.

I object to the proposed expansion for the following reasons.

This proposed expansion is being described as necessary for safety reasons. These safety reasons include the increased number of "Constrained Operations" which are taking place at the airport. For the lay person, a "constrained operation" is essentially a plane landing or taking off at the airport even though said aircraft is larger than would otherwise be considered fully safe at the airport, or is loaded with more weight than would be considered fully safe (see the Master Plan, Chapter 4, page 10). In other words, owners of large jets choose to fly into Aurora, even though they are in jets that would be better suited to land at another airport, and then are turning around and using this voluntary choice as justification for the need to expand the airport. The Master Plan itself states quite clearly "The current runway length of 5,004 feet accommodates 100% of the small aircraft fleet with fewer than 10 passenger seats" (Chapter 4, page 9). So, if it is clear that all of the small aircraft are fine with the current runway, the proposed expansion is essentially ONLY for larger corporate jets. Clearly, these jets have other options. Looking again at the Master Plan, it states that Aurora "is one of five GA airports in the region with facilities and services appropriate for business jets. The five airports are Aurora State, Hillsboro, McMinnville, McNary Field in Salem, and Troutdale." If we look at those 5, Aurora is the shortest - every other one is longer, and that doesn't include PDX. So it isn't as if these Corporate Jets don't have other options. Ultimately, if Safety is the primary goal, Corporate Jets can fly into any of these other airports, and stop forcing themselves into "constrained operations" by using Aurora.

I have other serious concerns, such as:

- The viability of relying on the 1976 master plan, when people who were born the year it was written are now in their 40s, and had zero ability to give input,
- Boone Bridge's ability to handle increased vehicle traffic that would come with increased airport traffic. Boone Bridge will be taking more vehicle traffic simply from our population increase, there is no need to strain it additionally with more deliveries or corporate traffic in Aurora,
- The obvious decision to circumvent public input which was made apparent by the introduction of House Bill 4092 earlier this year, which would have slipped the expansion in the backdoor by changing the definition of EFU land.
- The fact that this expansion seems to be driven by those flying corporate jets, which, according to Forbes Magazine, cost an average of about \$5,000 per hour of flight time. So an eleven hour flight costs MORE than the entire average annual income of a family of 4 in Marion County.

For these reasons, I oppose the expansion of the Aurora Airport.

Regards,

Breckenridge Cartwright