

Veliz, Kim

From: Ron Heberlein <ronheberlein@gmail.com>
Sent: Monday, November 26, 2018 11:25 PM
To: City Recorder; Ottenad, Mark
Subject: Aurora Airport Public Hearing

Please include this e-mail in the public hearing for the proposed airport expansion, as I am unsure I will be able to attend the meeting in person.

Wilsonville City Counselors:

I support the proposed airport expansion based on the increased level of safety it provides for aircraft of all sizes. Even as a private pilot of small single engine airplanes, an increase in runway length improves the ability to respond to emergency situations during the takeoff and landing phases. If the engine goes out on takeoff or landing, an increase in runway length provides for additional opportunity to get safely back on the ground.

My primary request is that the city develop a position regarding the proposed Aurora Airport Runway Extension that is based on data. From my opinion, there a few key areas to focus on:

1. Surface transportation impacts due to forecasted increases in traffic due to the runway extension. Unfortunately I did not see anything in Appendix J (Traffic analysis) that clearly indicated the increases in traffic counts on I-5 due to the runway extension. Has a better (and more recent) analysis been performed but not included on the city website? If not, I think that is something that should be requested before the city takes a position. I personally do not believe that there will be a significant increase in AM or PM peak hour trips on I-5 due to the airport expansion, but I would like to have data to back that up.
2. Noise impacts due to forecasted increases in traffic due to the runway extension. This is another area in the master plan that was not clear to me. With a runway extension, what is the expected increase in traffic for various aircraft types and sizes? Based on the proposed runway length, the largest aircraft that would even be possible to land would be a Boeing 737 or Airbus A319 series (the smallest of the major commercial aircraft), and it would be more likely that the increases would be limited to larger business jet aircraft from Gulfstream, Dassult, and Cessna. Fortunately there is not a significant increase in noise levels within the business jet aircraft range, and can be seen in the following Aircraft noise information from the FAA (Approach noise levels start on page 271 and the business jets start around page 301): https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_36-1H.pdf
3. Impacts to current land uses due to the runway extension, specifically to the French Prairie 'ag cluster' of farms and food processors. Looking at the proposed expansion to the south, it looks like there is one major farm that would be impacted. The impact to this property owner(s) should be considered along with the current use of the land.

From what I have read in previous news reports (see below), there have been four major concerns:

1. Lack of community/intergovernmental input into the planning process.
2. Impacts to surface transportation
3. Quality of life due to increased noise
4. Negative impacts to French Prairie 'ag cluster' of farms and food processors.

<https://pamplinmedia.com/wsp/134-news/408019-306536-aurora-airport-dispute-to-be-mediated>

One of my biggest concerns regarding impacts to surface transportation is that the city is putting itself in a position where it is encouraging growth with its boundary (and actively expanding its boundary to encourage growth), but discouraging growth in areas outside its boundary. From my vantage point, how can the city be concerned with traffic from an airport expansion if we are willing to add thousands of new residents (and cars) in the Villebois and Frog Pond Developments, and large increases in commercial/industrial employment in the basalt creek area? Which one is realistically going to contribute more to I-5 traffic congestion? My bet is on the addition of homes and jobs in Wilsonville being a 10 to 100X increase in traffic as compared to the airport expansion. If the city continues down this path, PLEASE have data to back up why development within our city is okay, but outside is bad.

While I support of the airport expansion due to improved safety, I am willing to support the City's position (either for or against), IF the decisions are based on data, specifically in the three key areas identified above. I'd also encourage the council to review the safety and emergency service benefits of having a longer runway. When the next major earthquake hits, the regional airports like Aurora will be critical for providing disaster relief supplies to the region. The longer the runway, the more that can be brought into the community in those critical times. I'd recommend that you reach out and/or read some information on the latest fires, hurricanes, etc and how the airports serve as key conduits for supplies. That's a good resource to have near us , and will be even better when we get the Boone Bridge seismic improvements completed.

Regards,
Ron Heberlein
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Planning Commissioner