

Veliz, Kim

From: Bruce Bennett <bruce@auroraaviation.com>
Sent: Sunday, November 25, 2018 7:23 PM
To: City Recorder
Subject: Public Testimony for Tuesday Hearing
Attachments: Aurora-Wilsonville.pdf; Oregon Airport Runway Lengths.pdf

Thank you for your time researching this very important improvement.
Please see and add to the record the attached documents.
Again thank you and please contact me with any questions.

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November 25, 2018

Wilsonville City Recorder
29799 SW Town Center Loop East,
Wilsonville, OR 97070

cityrecorder@ci.wilsonville.or.us

Dear City of Wilsonville,

Thank you for taking the time to look into the planned lengthening improvement at the Aurora Airport and for your offer (in the letter by Mark C. Ottenad on Nov. the 8th) to collect and relay input to the State on this improvement.

Please register our strong support for this runway lengthening for the substantial/critical increase in **safety** to all the aircraft operating off the Aurora Airport and to the surrounding area that it will provide. It is not obvious to a non-pilot but in the case of an engine failure or other major emergency after take-off on any single engine aircraft (from a small single-seater to a Turbo-Prop 10 seat Pilatus) the universal procedure is to land straight ahead until reaching a safe altitude for turning around (approx. 800 feet high). On a Propeller driven twin before landing gear retraction the same procedure is called for and on a Jet the required runway distance is calculated on every single take-off (considering wind, weight, and temperature) based on the distance to accelerate, then brake to a complete stop. So basically always the least a take-off distance PLUS a landing distance "end to end" is required. Another "non-obvious fact" is that we cannot use the entire runway, the standard procedure (and FAA legal requirement when flying a charter) is to land 1000 feet past the beginning of the runway. Also when we are flying charter an FAA legally required 40% safety margin is added to the landing distance calculation. Just like the big plastic balls on the powerline on the North end of the runway, we need to be pro-active in safety precautions, which is how Aviation works, we do not and did not wait until someone flies into the wires before installing them.

Please see the attached list of the 30 Airports in Oregon that are longer than Aurora, we are not trying become a long runway, just a normal (#11 with 10 longer) and SAFER runway.

We also support this improvement for the additional following reasons;

- The reduction in Airplane sound that will be accomplished by allowing the use of noise-reduction (power-reduced) take-off procedures and by moving the end of the runway 1000 feet south, further from Wilsonville.
- The environmental/agricultural improvement that will be achieved by the purchase of land to keep it in farmland and to protect it from any building.
- The fact that the Oregon Dept. of Aviation has chosen to strictly abide by the land use laws and procedures in the future, as well as holding extra public meetings and aggressively seeking input in the past.
- For its help in protecting and increasing the huge financial benefit to Wilsonville and the surrounding areas. Including the Federal money for the project itself benefiting local construction and support.
- For its help in protecting and increasing the very significant emergency support capability of the Aurora Airport.
- The Aurora Airport is an important piece of the desperately needed State and National infrastructure, we are self-sustaining including a complete fire-suppression district but need more length for viability.

Thank you and please contact us with any questions.

Bruce Erik Bennett

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Oregon Airport Runway lengths

<u>Town/ City</u>	<u>Airport Name</u>	<u>Identifier</u>	<u>Length</u>
1. Portland	Portland International	KPDX	11000ft
2. Klamath Falls	Klamath Falls International	KLMT	10301ft
3. Medford	Rogue Valley Int-Medford	KMFR	8800ft
4. Eugene	Mahlon Sweet Field	KEUG	8009ft
5. Redmond	Roberts	KRDM	7038ft
6. Hillsboro	Portland-Hillsboro	KHIO	6600ft
7. Pendleton	Eastern Oregon Regional	KPDT	6301ft
8. La Grande	La Grande/ Union County	KLGD	6260ft
9. Alkali Lake	Alkali Lake State	RO3	6100ft
10. Rome	Rome State	KREO	6000ft
11. North Bend	North Bend Municipal	KOTH	5980ft
12. Corvallis	Corvallis Municipal	KCVO	5900ft
13. McDermitt	McDermitt State	26U	5900ft
14. Salem	Mc Nary	KSLE	5811ft
15. Astoria	Astoria Regional	KAST	5794ft
16. Prineville	Prineville	S39	5751ft
17. Sunriver	Sunriver	S21	5461ft
18. McMinnville	McMinnville Municipal	KMMV	5420ft
19. Troutdale	Portland-Troutdale	KTTD	5399ft
20. Newport	Newport Municipal	KONP	5398ft
21. Clearwater	Toketee State	3S6	5350ft
22. Lakeview	Lake County	KLKV	5318ft
23. Bend	Bend Municipal	S07	5200ft
24. Christmas Valley	Christmas Valley	62S	5200ft
25. Joseph	Joseph State	JSY	5200ft
26. Burns	Burns Municipal	KBNO	5100ft
27. Denmark	Cape Blanco State	5S6	5100ft
28. The Dalles	Columbia Gorge Regional	KDLS	5097ft
29. Madras	City-County	S33	5089ft
30. Baker City	Baker City Municipal	KBKE	5085ft
31. Aurora	Aurora State	KUAO	5004ft

Veliz, Kim

From: Bruce Bennett <bruce@auroraaviation.com>
Sent: Friday, November 30, 2018 5:35 PM
To: City Recorder
Subject: Aurora Airport

Thank you for the opportunity to listen and to be heard discussing the Aurora Airport's long-planned safety improvement. I do have to say that I was very disappointed by the anti-improvement slant to the invitation, the unequal sequencing of speakers with a majority opposed at the beginning and a majority supporting from 9:30 to 10:00 pm, as well as the post-meeting press release that had multiple blatantly incorrect and inflammatory statements included.

Notes on Wilsonville "hearing" regarding the Aurora Airport 11-27-18

The notice of that was sent out for this meeting was labeled "Proposed Aurora State Airport Expansion" with the issue at hand being only the 1000 feet of on-airport runway lengthening which includes the purchase of land South of the Airport specifically & only to PROHIBIT any building. We believe this misleading title significantly increases the already high level of completely unnecessary objection due to misunderstanding.

That same notice states "The public has had only limited opportunity to provide comment" and this is NOT true, we attended the long series of well-advertised public meetings that the Oregon Dept. of Aviation held as part of the FAA-Approved Airport master plan completed in 2013 and the record shows that the City of Wilsonville was specifically invited and notified. This same "fake news" is repeated and emphasized in the Cities "press release". Publishing this kind of incorrect information is incredibly damaging to the truth and to trust especially by a local government source. This rumor that Wilsonville is helping perpetuate seemed to be one of the biggest concerns of the citizens opposed.

"Noise" was mentioned a number of times in the city meeting and the fact that moving the runway threshold 1000 feet further away from Wilsonville for all Northbound traffic as well as the longer runway enabling noise-abatement power settings that will both only reduce the noise in Wilsonville seemed to be overlooked or not understood.

There was a large amount of discussion of the I-5/Boone Bridge traffic and we agree; this IS a huge problem but that it has NOTHING to do with the Aurora Airport. The most recent traffic count (2017) shows 126,990 vehicle crossing bridge daily, the most recent Aurora Airport employee count (attached) showed 902 in March of 2011 with 57% living North of the Willamette River. Conservatively moving that number up to 1200 to account for growth puts us at 684 (57% of 1200) vehicles crossing the bridge out of at least 130,000 and going the other way! We could double this traffic and be only 1%! One of the Wilsonville City Councilors filmed a U-Tube video blaming the Airport for this traffic problem and we believe that is absurd, outrageous, and very irresponsibly misleading unknowing and (understandably) angry local citizens. A traffic study was done and clearly pointed out in the detailed and professional 2013 master plan.

Safety was **never** mentioned in the Cities notice but was very clearly identified by testimony (ours included) as the most important urgency in the long-overdue (since 1976) project. We believe this is also clearly pointed out in the master plan.

- 1) A number of comments were made about the need for "process" and after spending over a year waiting for the current, very detailed, thorough, and lengthy master-plan it is unbelievable to watch the City of Wilsonville totally IGNORE the current Oregon Solution **process**!

A recent example may help; two weeks ago there were 9 heavy lift helicopters from Aurora assisting in the life or death scenario of massive fires in California, when one of them had a mechanical issue and none of the Aircraft here were able to assist, they called one from Hillsboro which raced over and helped return them to service ASAP, because of the short length of our runway; this would not have been possible if it would have been too hot here or if it would have been raining!

Please stop the expensive and dangerous delays to this critical and long overdue safety improvement!
Thank you.

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Veliz, Kim

From: Bruce Bennett <bruce@auroraaviation.com>
Sent: Monday, December 3, 2018 8:16 AM
To: City Recorder
Subject: Aurora Airport

December 3, 2018

Dear City of Wilsonville,

This message is my personal plea for you to support the request for funding (from Federal Aviation grant money) of the Aurora Airport lengthening as planned in the current Airport Master plan, with the understanding that this funding will cover the complete and normal Marion County building process including any and all required additional studies.

I will be happy to volunteer to work with you to be sure all the various step of this process are well communicated.

With my families 50 year land-ownership and continual "7-day-a-week" business operation at the Aurora Airport as well as my current position there I am completely convinced this project will significantly increase safety while improving economics, reduce sound and other environmental impacts, and permanently protect agricultural land South of the Airport. A true "win-win"!

Thank you and please contact me with any questions.

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