

## Veliz, Kim

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**From:** Frank Harlow <frankh298@gmail.com>  
**Sent:** Monday, November 26, 2018 10:17 AM  
**To:** City Recorder  
**Subject:** Lengthening of Aurora Airport

Please note. I am in agreement with Bruce. This needs to be done sooner rather than later.

November 25, 2018  
Wilsonville City Recorder  
29799 SW Town Center Loop East,  
Wilsonville, OR 97070  
[cityrecorder@ci.wilsonville.or.us](mailto: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  
President

Regards  
Frank Harlow

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