

Veliz, Kim

From: Leonardo Gomez <capleogomez@gmail.com>
Sent: Sunday, November 25, 2018 12:29 PM
To: City Recorder
Subject: Regarding; Your Public Hearing Nov. 27 on the Aurora Airport
Attachments: Learjet LG.pdf

Best regards

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November 25, 2018

Wilsonville City Recorder
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cityrecorder@ci.wilsonville.or.us

Regarding; Your Public Hearing Nov. 27 on the Aurora Airport

To the City of Wilsonville;

Please include this letter as part of the public testimony. As an operation that has been in business since 1968 and flying charter off the Aurora Airport since 1980, we plan on continuing the long history of specializing in saving lives with emergency Medical Organ transplant flights and putting out fires by supporting operators of heavy-lift helicopters with emergency parts, crew, and maintenance flights.

The primary Aircraft that we intend to use in the future is a Learjet 60, unlike the original very loud, powerful, and inefficient 20 series ("pure-jet") Learjets that were based at Aurora in the 1980's and 90's, our ("fan-jet) Lear 60 is very quiet and efficient but does require a significantly longer runway. To accelerate from a stand-still to the "decision speed" and then slow to safe stop (in case anything goes wrong) requires 5450 feet at maximum weight on a standard (59 degrees Fahrenheit) day. This distance increases with higher temperature or with a wet runway.

We are only one operator but believe we are in the majority of the business jet users and operators today and we bring this up as an example of VERY important reasons the Aurora runway needs to be lengthened.

There is a reason that 30 Airports in Oregon are longer than Aurora. There are also very good reasons that this lengthening was in the official, non-partisan, Airport master plan of 1976 as well as the current one.

Please join us in this "win-win" and very past-due improvement!

Thank you.

A handwritten signature in black ink, appearing to read "Leonardo Gomez".

Leonardo Gomez
Assistant Chief Pilot