

## Veliz, Kim

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**From:** Tom Potter <live2ride450@hotmail.com>  
**Sent:** Tuesday, November 27, 2018 1:22 PM  
**To:** City Recorder  
**Subject:** Wilsonville Meeting tonight regarding the Aurora Airport Expansion - testimony  
**Attachments:** BD700GX2.jpg

Hello..

We have been told repeatedly by various expansion proponents through social media, through meetings at City Council, and web posts that this expansion is all about safety. In 40 years there have been no incidents caused by inadequate runway length. We have had a growing corporate jet presence over the last 20+ years, and there are zero reported issues with jets landing or taking off.

Safety is always relative to the risks inherent in any particular activity. When you introduce additional risk factors, the need for safety increases obviously. Risk factors such as larger jets in this instance. We know that there is a Bombardier Global Express that exceeds the weight rating of the runway and is rated as an ARC C III aircraft which would suggest it is too large for UAO. Yet it has been granted a waiver to come and go as it pleases and the responsibility to get in and out safely is up to the crew as we have been told by the ODA. This falls into the 'constrained operation' category. Constrained operations are the measure by which this grant application for the expansion was deemed necessary. Not safety. Please review the final paragraph on page 2 of the Supplemental Appropriation document where it reads "This project is to expand capacity of the airport and to accommodate users that have aircraft that are experiencing constrained operations..." And to continue.. "Capacity projects are not necessarily high ranking projects, such as safety improvements or runway pavement rehabilitation which will affect the ability to receive AIP discretionary funding which is why we are seeking full and fair consideration for this project to move forward under the supplemental discretionary funding."

Constrained operations in this case are a self-perpetuating problem once you have aircraft using the facilities that are too large to begin with, and allowing those counts in decision making seems rather absurd. Add this to the fact that some of these constrained operations numbers were generated by reaching out to flight crews that DO NOT ALREADY OPERATE here and asking if they would use UAO IF the runway had an additional 1000 feet. Please refer to the first two sentences on page 2, paragraph 1 : "By expanding the runway an additional 1,000' the Airport will better accommodate existing corporate/charter operators as well as attract new users that have expressed interest in the Airport facilities, but have had to locate and/or operate elsewhere in the Portland metropolitan area due to the constraints caused by inadequate runway length. There have been multiple discussions with potential jet aircraft operators indicating that an additional 1,000' of runway length would satisfy their specific aircraft requirements and the requirements to satisfy other existing unmet demands at the Aurora State Airport." Speculative scenarios such as this should not qualify as constrained operations for the purposes of this grant application.

For this reason and many others, the grant application to the FAA should be withdrawn.

Thank you.

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