

Veliz, Kim

From: Deb Barnes <geemo_deb@hotmail.com>
Sent: Monday, November 26, 2018 9:52 PM
To: City Recorder
Subject: Airport hearing 11-27-18
Attachments: 2018-11-25 final on testimony for 11-27.doc

I would like to submit written testimony for the Public Hearing being held Nov. 27th at 7pm regarding the Aurora airport.

I am Debra Barnes; I live at 14570 NE Mulligan Ct., Aurora, OR 97002

Thank you, Wilsonville for holding the only public hearing on this issue.

I OPPOSE the purposed expansion at the Aurora State Airport.

The Oregon Department of Aviation (ODA) Grant Application for Aurora State Airport Expansion is only for the benefit a few elite aviation associates.

The Oregon Legislature should not approve the ODA request for retroactive approval of the \$37Million FAA Grant Application.

Governor Brown needs to step in and withdraw the ODA - FAA Grant Application NOW.

Expansion at the Aurora State Airport is not necessary. Salem Airport is only 30 nautical miles south and can handle aircraft of all sizes. Salem has the runway length and infrastructure in place and is OPEN for business right now.

I have lived on NE Mulligan Ct almost 42 years. Planes using the Aurora Airport have changed over time. I understand there will be change as years pass. But there are established procedures - rules we are expected to follow for change.

I expect the Oregon Legislature, Marion County and the ODA to abide by these established procedures and rules too.

The Legislature, Marion County and ODA are pushing the Aurora Airport Expansion for a few elite aviation owners. With absolutely NO concern how the expansion will affect surrounding communities or even the smaller prop planes using the airport.

Even though some Legislators and Marion County officials don't feel anything north of the county line is impacted, they are wrong. The impact zone is greater than they acknowledge on the map published. ODA and Marion County's "Tunnel Vision" on their impact map and their actions are telling.

I feel many issues need to be resolved prior to any future expansion at the Aurora State Airport. You will hear about many of these this evening. I want to address Aurora State Airport Safety & Noise.

My home is 1.5 miles north of the airport. I am concerned with airport safety and quality of life for all residents, in the TRUE Impact Zone.

We experience numerous loud, low-flying aircraft over our homes and have for quite some time now. This occurs at all hours of the day and night and is disrupting to our lives. It can be like having a Harley-Davidson roaring right outside your door when you're inside going about your business or trying to sleep.

The purposed Airport Expansion will allow Bigger-Heavier Aircraft, which will greatly magnify the problems we currently experience.

When ODA was pushing for tower construction they stressed, a tower would provide "Safety & Noise Reduction". We had an ODA official come to our home to address flights over the house. He assured us, a tower would alleviate aircraft over our neighborhood, when in fact air traffic has dramatically increased.

What happened to the Aurora State Airport Noise Management Safety Procedure? Many pilots are violating this abatement flight procedure, by approaching and departing the airport using a low flight path directly over our homes. The tower is in operation, ODA's failure to regulate and enforce the Noise Management Safety Procedure is of real concern. ODA seems to have a blind eye when it comes to their aviation associates following the rules.

Plus if ODA was truly concerned with safety & noise, **WHY** have they granted a **Permanent Waiver** for a Bombardier jet to use the Aurora State Airport? I would like to know their rationalization. Especially since this class of aircraft exceeds the weight capacity of the current runway.

Issuing their Bombardier Aviation Buddy a permanent waiver is more than a failure to regulate and enforce. It is a **BLATANT DISREGARD** to regulate safety & noise at the Aurora State Airport. This big jet is loud and often flies in/out low over our homes. It is extremely disruptive and unsettling to say the least.

The ODA approach here is to by-pass established standard procedures. Completing and submitting the FAA application and then requesting Retroactive Approval is **NOT** the correct way.

Rather than follow standard procedures everyone else is expected to follow ODA is trying to sneak in the back door.

I feel it is irresponsible to have the \$37 Million dollar grant go forward just so Oregon can get their share of grant money from the FAA's \$1 Billion on the table.

I would like to see Oregon get their fare share of FAA Grant Money and use where the monies would be spent on beneficial State Airport projects. The ODA - FAA Grant for Expansion in Aurora is only to provide for their elite aviation associates.

As I said in the beginning, the Oregon Legislature should not approve the ODA request for retroactive approval of the \$37Million FAA Grant Application.

Governor Brown needs to step in and withdraw the ODA - FAA Grant Application NOW.

No Expansion at the Airport.
The grant application needs to be canceled now.