

## Veliz, Kim

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**From:** Jake Jacobs <jake@oravi.org>  
**Sent:** Tuesday, November 27, 2018 11:41 AM  
**To:** City Recorder  
**Subject:** Support for Aurora State airport runway extension  
**Attachments:** UAO Runway Wilsonville.pdf

To: City of Wilsonville Oregon

Oregon Aviation Industries supports the Aurora State Airport master plan that specifies extending the runway by 1,000 feet.

Attached is our letter regarding the benefits of the runway extension.

Please register our support for this project.

Thank you,

Gale 'Jake' Jacobs  
Executive Director  
Oregon Aviation Industries  
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# Oregon Aviation Industries



November 27, 2018

To: City of Wilsonville Oregon

Oregon Aviation Industries (ORAVI) supports lengthening the Aurora State Airport (KUAO) runway.

The Aurora State Airport, owned by the State of Oregon and managed by the Oregon Department of Aviation is one of the most important airports in our state. It serves the surrounding communities of Wilsonville, Canby, Woodburn, Aurora and others in the neighboring south Interstate 5 area. Oregon Aviation Industries, a group of 100+ aviation related businesses, views our state's airports as prime economic development assets that need equal attention as roads do for planning future needs.

Many important companies chose to locate at the Aurora State Airport and in nearby local communities, resulting in growth to 1,200 family wage jobs at the airport. Because the airport contains private land as well as public land, it operates like an industrial park with both freeway access AND airway access.

The Aurora Airport has one significant limitation. Its runway length is only 5,003 feet, versus many other airports in the state that range from 6,000 to 11,000 feet in length. Because many modern business jets with full fuel tanks cannot safely takeoff and land in the 5,003 foot distance, they have to operate at far less than maximum efficiency. For the reasons of efficiency, and most importantly for safety, the Aurora Airport Master Plan of 1976 (updated in 2013) specifies a runway length of 6,000 feet.

Do not put the brakes on serving our businesses and citizens of north Marion and south Clackamas County by preventing planned development at the Aurora State Airport. As with road and waterway development to accommodate growing needs, aviation runway and airport development must keep pace to serve our state's transportation needs. This often requires zoning changes that affect a very small amount of land. Those who protest progress often site farm use and noise.

I lived in downtown Aurora from 1995 to 2005 and served on two airport noise mitigation committees. I learned that the majority of noise was from small training aircraft that remained in the area and from medium sized propeller planes that created supersonic blade noise. Modern business jets, however, were of little concern. They are very quiet compared to early day jets, they land and depart quickly with very minimum noise impact, and they leave the area immediately after takeoff.

Please consider two points 1- Safety. Provide a runway long enough to accommodate today's aviation needs. 2-The Aurora Airport is a tremendous economic development asset and its progress should continue as planned for the economic, job creation and transportation benefits to our state.

Sincerely,

Gale "Jake" Jacobs  
Executive Director  
Oregon Aviation Industries

**Veliz, Kim**

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**From:** Jake Jacobs <jake@infoviva.com>  
**Sent:** Sunday, December 2, 2018 3:57 PM  
**To:** City Recorder  
**Subject:** Aurora airport runway extension support letter  
**Attachments:** Support of Aurora runway extension.pdf

Attached is a letter supporting lengthening of the the Aurora State Airport runway.

Jake Jacobs  
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541-406-0711

December 3, 2018

To: Wilsonville City Council members

This letter is in support of extending the Aurora State Airport (UAO) runway length by 1000 feet as per the airport's master plan.

The Oregon Department of Aviation owns the Aurora airport and operates and maintains it for the benefit of the local community and the state of Oregon. Like a port, it is a significant transportation and business center, and it currently supports more than 1200 family wage jobs and provides air access to all who use the skies for transportation. Most communities would be delighted to have such a resource.

I previously submitted a letter in my role of representing Oregon Aviation Industries. This letter is submitted from my personal experience as a 2800 hour instrument rated private pilot who has utilized the Aurora airport since 1985, and as a former ten year resident of the city of Aurora. I based my Cessna Cardinal aircraft at UAO for 20 years and currently rent aircraft there. From the Aurora airport I have flown to more than 100 airports in Oregon, across the USA and to Canada and Mexico. As a result I'm very familiar with airport operations and what constitutes safety. Runway length matters.

Over the years I have watched Aurora airport improvements including the taxiway upgrade, runway extension, additional hangars and services, weather reporting, instrument approaches and a control tower. These improvements have significantly increased the safety and utility of the airport. Extension of the runway to 6000 feet is the next logical step for full utilization by existing aircraft.

Much of the opposition to extending the runway comes from citizens who have no direct knowledge of the airport or its operations. Most have never been to the airport or flown in a small plane. Their opposition appears to be fear of the unknown versus rationally considered knowledge. And there are individuals who encourage their opposition.

Concerns are often expressed about noise, road traffic and land use. Modern jets create less noise than most propeller aircraft when landing and departing. Road traffic increased as a result of shopping centers and housing developments in the area, not the airport. The land utilized for the runway extension will have no measurable impact on available farm land, the size is insignificant.

As with improvements in our road and waterway systems, improvements in our aviation systems must also keep pace with the needs of our citizens and visitors. The planned extension of the Aurora State airport runway should move ahead as planned to increase safety, sustain economic development and to ensure emergency preparedness. The Aurora State airport has a positive effect for all communities in the region and is an asset that needs to be managed according to plan.

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