

**Fw: Aurora State Airport Master Expansion Plan**

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**From** Brandy Steffen <brandy.steffen@jla.us.com>

**Date** Fri 6/14/2024 2:26 PM

**To** Jen Winslow <Jen.winslow@jla.us.com>

FYI - another comment



**BRANDY STEFFEN | JLA PUBLIC INVOLVEMENT**

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**From:** BEACH Anthony <Anthony.BEACH@odav.oregon.gov>

**Sent:** Friday, June 14, 2024 8:08 AM

**To:** dell.web@frontier.com <dell.web@frontier.com>

**Cc:** THOMAS Alex R <Alex.R.THOMAS@odav.oregon.gov>; PIKE Brandon <Brandon.PIKE@odav.oregon.gov>; Brandy Steffen <brandy.steffen@jla.us.com>

**Subject:** RE: Aurora State Airport Master Expansion Plan

Hi Mr. Johnson, thank you for your comments.

ODAV does not have any airspace authority or regulate how pilots operate their aircraft. Those are the responsibility of the FAA. However, our published noise abatement procedures do encourage traffic to turn over I-5 and avoid flying over neighboring communities such as Wilsonville. Helicopter Transport Services is not part of the Aurora State Airport, but we will pass on your message to them as well.

I appreciate you sending these comments and we will continue to work with our operators to fly neighborly and avoid noise sensitive areas in our community.

Thanks again,

**Tony Beach**

**OREGON DEPARTMENT OF AVIATION**

STATE AIRPORTS MANAGER

**OFFICE** 503-378-2523 **CELL** 503-302-5455

M-F 7:30am – 4pm

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**From:** [dell.web@frontier.com](mailto:dell.web@frontier.com) <[dell.web@frontier.com](mailto:dell.web@frontier.com)>

**Sent:** Friday, June 14, 2024 6:45 AM

**To:** Oregon Department of Aviation <[mail.aviation@ODAV.oregon.gov](mailto:mail.aviation@ODAV.oregon.gov)>

**Subject:** Aurora State Airport Master Expansion Plan

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## **Aurora Airport Expansion Noise Mitigation**

Request that if the airport is allowed to lengthen the runway for larger aircraft, that those flights be limited to the I-5 freeway corridor. That steeper take-off angles be mandated. And that Wilsonville OR be designated a Noise Abatement Zone. Today, Helicopter Transport fly directly over our home in Wilsonville. Sometimes at low altitude but always in the late and early morning hours. Our windows shake and dogs bark in the neighborhood.

To be fair, you have already addressed this issue by requiring pilots of business jets to gain altitude quickly but still present noise pollution upon take-off and landing over town.. along with helicopter "red-eye" service.

The I-5 corridor won't eliminate noise but will help.

Mark Johnson  
Wilsonville, OR