

January 20, 2025

I'm opposed to any Aurora State Airport expansion. I have personally been monitoring (over 8 years) the ODA Oregon Department of Aviation overseeing government agencies and many special interest groups as they take steps to expand the Airport for personal and financial gain. The real crux of why this deceptive process is happening with any means possible is so they can bring in large aircraft and create a jet corporate centric airport. As well outside the fence interests to construct space for vertical takeoff aircraft including considered drone delivery services

Why? Business and corporate interests want to increase traffic for jet fuel sales, flight base of operations services (land grabs) on and on, all while pushing out what this airport really is based on, a rural small operation for smaller aircraft. All of this comes at a huge decrease in our citizens' rights to a good quality of life that should not be impacted by very noisy constant jet and jet helicopter operations, pollution, and increased ground traffic.

The airport should get the runway resurfaced/repared to correct the crown and for improved drainage some additional extension to the North maybe 300 feet. Keep this airport a class D. Do not grant special "waivers" for larger fleets and heavier aircraft that again brings more harm and impact to all surrounding residents. The ODA is a special interest operation catering to the wishes of deep pockets. It has been and continues to not work for the tax paying residents this has been proven over many decades. Untruthful and Corrupt as they have proven time and again

With Regards,

Pat Hickman  
Local resident of Wilsonville

Not only was a No Build alternative barely considered, but four of the seven Alternatives which were premised on ARC B-II airfield status (i.e. for small private jets) were removed from consideration the day before this summer's Open House. Apparently ODAV had informed the FAA that it desired to continue inviting larger airplanes including larger/heavier C-II and D-II private jets to use the airport, so the FAA said the airfield must be expanded to the C-II design standards. After the B-II alternatives were summarily dropped without any input from the PAC or the Oregon Aviation Board, then the PAC was informed that the remaining three alternatives were being modified to meet FAA requirements for expanding the airfield to C-II standards. When presented to the Aviation Board, a member described the situation as "a real conundrum."