



# Oregon Aviation Industries



February 8, 2018

To Chairman Rep. Susan McLain and the Oregon House Transportation Policy Committee

RE: Please support HB 4092

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 priority with roads in planning for 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 specifies that it is important to extend the runway length to 6,000 feet.

The businesses and citizens of north Marion and south Clackamas County are counting on this planned development at the Aurora State Airport, a plan that has been awaited since 1976. 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 cite 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 practiced in the area and from larger planes that created supersonic propeller blade noise. Modern business jets, however, were of little concern. They are very quiet compared to early day jets and most propeller planes, 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. HB 4092!

Sincerely,

Gale "Jake" Jacobs  
Executive Director  
Oregon Aviation Industries