

Mitch Swecker
DEPT OF AVIATION

Good Afternoon, My name is Mitch Swecker, Director of the Department of Aviation. I am here with the state airports manager, Matt Maass and the state planning and construction project manager, Heather Peck.

We are here today as invited testimony on the Aurora Airport as it relates to HB 4092.

We are not here to take a position on the bill but to provide factual information for the benefit of the committee.

I won't go into details about the bill but will address the background information to help with your decision making.

First, the Aurora State Airport is one of 28 airports owned by the state. It has a single 5,003 ft runway (35/27). Aurora State Airport is one of 57 National Plan of Integrated Airports (NPIAS) in Oregon. Being in the NPIAS makes the airport eligible for federal funds from the FAA for airside projects and subject to 39 grant assurances to ensure compliance with federal guidelines that must be agreed to for all FAA funded projects.

As part of the Aurora Master Planning process from 2009 -2012, ODA invited airport tenants and local governments to participate in public input called Planning Advisory Committee (PAC). The PAC included Marion County, Clackamas County, Wilsonville, Charboneou and other civic organizations plus a representative number of airport tenants and other civic groups. ODA held 6 public meetings between November 2009 and January 2011. The last 5 meetings were followed by open houses to allow the public to look at all the data and ask questions. Because the data gathered included 500 constrained operations during the master planning process, a runway extension was justified during the process. Constrained operations are defined when an aircraft cannot land or takeoff fully loaded or has to divert to another airport due to aerodynamic considerations, weight and runway length constraints.

We had numerous discussions with the FAA and considered several options including one to increase the strength of the runway without extending it. The FAA rejected the option indicating that it would not solve the problem of

will be responsible for the remaining 10%. In 2012, the cost of the runway extension was estimated up to \$10 million in cost.

Since the master plan was completed, we have had numerous conversations with Marion County on the master plan and specifically the process for requesting an extension to the runway. They have indicated a conditional use permit could be issued. There is concern that a conditional use permit could be challenged in a LUBA appeal.

We have also had several meetings with the city of Aurora that has offered to bring the airport into the UGB and could annex the airport. I know there is concern about that because of tax implications and concerns that expensive sewage treatment plants would be made to comply with city code and brought into the city's water system not in the interest of the companies owning the treatment plants.

Our responsibility is to comply with FAA grant assurances, state law and city and county codes. If an extension is justified, it stays on the master plan and will be eventually be funded by the FAA. We are committed to working with all of the stakeholders in the airport. Thank you for your time today. We are available to answer any questions.

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