

Veliz, Kim

From: reformfaanow@gmail.com
Sent: Monday, December 3, 2018 10:10 AM
To: City Recorder
Subject: OPPOSITIONto Proposed Runway Extension
Attachments: 20181203.. Opposition to Runway Extension at Aurora Airport (2p).pdf

Thank You!

Sent from my LG Phoenix 3, an AT&T 4G LTE smartphone

28242 S. Salo Rd., Mulino, OR 97042

December 3, 2018

City Recorder, City of Wilsonville

RE: Citizen Comment submitted for file, opposing Aurora Airport Expansion

Dear Sir,

Please accept this letter expressing concerns and opposing efforts to extend the Aurora Airport runway and thus expand use of this airport.

I am a retired FAA air traffic controller and whistleblower. During my career, I served on committees related to both PDX and the Aurora Airport. Post-retirement, I created a website to assist citizens to learn and effectively engage in airport-related decisions, aiREFORM.com. I have been studying the Aurora Airport as well as airports around the world, for over a decade.

The easiest way to understand the Aurora Airport expansion efforts is to look at the beneficiaries; i.e., follow the money. Ted Millar and Bruce Bennett collect profits selling fuel at the airport. The state nets its largest airport revenues at the airport, via fuel flowage fees. Bigger planes require lots more fuel, thus have quick and substantial profit and revenue potential. Millar and Bennett also have collected enormous sums in development of land *not ON the airport but just across the property line*. It is no wonder that they are easily able to buy elected officials seeking funds for incumbency campaigns.

Historically, Aurora was an airport for little guys, but this all changed after two key events. First, when the Port of Portland expanded PDX, they evicted the Columbia Aviation Country Club... who then moved to the Aurora Airport. Second, after he retired, Ted Millar (who was a key person building facilities at the Country Club) started developing huge hangars at Aurora, to accommodate large jets. Documentation on these facts, including aerial photos, are viewable online.

Regarding safety: if any of the runway extension proponents actually truly cared about safety, they would NOT fly their jets out of Aurora, but would use PDX. Why? Because PDX has much longer (and wider) runways, and PDX has commercial-service level emergency equipment, on airport.

Again, the only reason they want this extension is because they hope to get a pile of free federal grant money. And, let's be clear, this extension would not even be considered if not for the 'free' grant money FAA holds at the end of a stick. Notably, that money would be better applied at many other airports, across the nation. Just as notably, we'd all be better served if Aurora served only the smallest jets, with all the larger ones using better runways and safety services at both PDX and Hillsboro.

Lastly, I want to say this: I commend your mayor and staff for putting together a hearing and an opportunity for citizen comment on this important proposal. We cannot have functioning Democracy when citizen input processes are skirted and manipulated, as has

happened related to this airport. The 2012 Master Plan process was an absolute scam and disgrace, and the same forces are at play today. Frankly, it is shameful that our state, via ODA, is so deeply servant to industry and elite money, that they routinely fail to ensure real and meaningful citizen engagement. If not for this hearing, we'd have no voice. So, thank you!

Sincerely,

Jeff Lewis