

SCR 2-1
(LC 3757)
2/3/25 (DJ/cfc/ps)

Requested by Senator WOODS

**PROPOSED AMENDMENTS TO
SENATE CONCURRENT RESOLUTION 2**

1 On page 1 of the printed concurrent resolution, delete lines 2 through 30.

2 On page 2, delete lines 1 through 23 and insert:

3 “Whereas Aurora State Airport, which is owned and operated by the
4 Oregon Department of Aviation in a rural area outside the City of Aurora,
5 maintains an airport emergency plan (AEP), a set of procedures for coordi-
6 nating responses to emergencies at the airport and in the surrounding com-
7 munity; and

8 “Whereas the AEP includes sections on communications, command and
9 control, alert notification and warning, emergency public information, pro-
10 tective actions, law enforcement and security, firefighting, search and rescue
11 and medical care; and

12 “Whereas based near Aurora State Airport are two of the nation’s largest
13 heavy-lift helicopter companies (Columbia Helicopters, Inc., and Helicopter
14 Transport Services), including not only each company’s fleet of helicopters
15 but also support services such as logistics, dispatch and maintenance; and

16 “Whereas Life Flight Network, the principal emergency air medical ser-
17 vice for the northwestern United States, has its regional headquarters in
18 Wilsonville and flight operations near Aurora State Airport; and

19 “Whereas the services of these three companies will be critical to the
20 people of the region following a disaster; and

21 “Whereas Aurora State Airport lacks any Transportation Security Ad-

1 ministration (TSA) facilities or other secured areas suitable for staging
2 emergency supplies, and there is also a lack of sufficient public water and
3 sewer facilities to support a sudden increase in activity during an emergency;
4 and

5 “Whereas geologic maps produced by the State Department of Geology
6 and Mineral Industries clearly show that the southern portion of Aurora
7 State Airport is subject to significant earthquake-related effects (liquefaction
8 and amplification), and that a moderate or severe earthquake would likely
9 render the runway and much of the airport unusable; and

10 “Whereas the Oregon Court of Appeals found that the purported 2012
11 Aurora State Airport Master Plan was never lawfully approved and adopted
12 by the State Aviation Board and that the airfield has ARC B-II status, with
13 a design capacity suitable for general aviation aircraft but too small for
14 corporate and commercial passenger or freight jets; and

15 “Whereas the Oregon Department of Aviation’s preferred alternative de-
16 sign in the pending master plan would expand the airfield at Aurora State
17 Airport to ARC C-II design standards, which would accommodate corporate
18 jets but not commercial passenger or freight jets; and

19 “Whereas an expansion of the airfield to ARC C-II status would require
20 moving State Highway 551 (OR-551), the acquisition of private properties,
21 including displacement of low-income housing and farms via condemnation,
22 and expansion of the airport onto exclusive farm use land, with a total es-
23 timated cost of \$184 million; and

24 “Whereas the state Department of Transportation has much more impor-
25 tant projects than moving OR-551 to accommodate a small number of private
26 jets at Aurora State Airport, which can easily instead use the existing run-
27 way and other facilities at the Salem-Willamette Valley Airport; and

28 “Whereas Aurora State Airport is one of only two state airports approved
29 for through-the-fence operations, which allow private aircraft based on pri-
30 vate property to operate as if they are based at the state airport, a re-

1 lationship that creates a natural conflict of interest between private owners
2 and developers next to an airport and the public interest in terms of general
3 aviation operations and emergency management; and

4 “Whereas Aurora State Airport is located within 25 miles of Salem-
5 Willamette Valley Airport, a much larger airport which already has an ARC
6 C-II airfield capable of supporting commercial passenger and freight jets, as
7 well as heavy military transport aircraft such as the C-5 Galaxy and C-130
8 Hercules; and

9 “Whereas Salem-Willamette Valley Airport also has TSA facilities and
10 large secured areas suitable for staging emergency supplies, but it has been
11 given only cursory analysis as an alternative to expanding Aurora State
12 Airport by the Oregon Department of Aviation and its master plan consult-
13 ants, which clearly prefer to support private developers at Aurora State
14 Airport; now, therefore,”

15 Delete lines 25 through 28 and insert:

16 “That we, the members of the Eighty-third Legislative Assembly, recog-
17 nize that Aurora State Airport, and its nearby through-the-fence private
18 properties, should remain primarily a helicopter and drone airport to avoid
19 the extraordinary expense of expansion of the airfield to ARC C-II status,
20 which would still be inadequate for use by passenger or freight jets during
21 an emergency; and be it further

22 “Resolved, That we recognize that it would be significantly less expensive
23 and more in the public interest for the State of Oregon to acquire the private
24 properties near Aurora State Airport at a reasonable market price and con-
25 vert the airport into an emergency management hub that also supports gen-
26 eral aviation and refocuses the mission of the airport away from corporate
27 jets, thus resolving the longstanding conflict between the airport and the
28 immediately adjacent communities over the aspirations of the airport devel-
29 opers and better preparing for future emergency management needs while
30 also better aligning airport operations with the general public interest; and

1 be it further

2 “Resolved, That we strongly recommend that the Oregon Department of
3 Aviation and the State Aviation Board not adopt any plan for expansion of
4 Aurora State Airport until the airport and nearby through-the-fence proper-
5 ties have been annexed by the City of Aurora and connected to city water
6 and sewer services.”.

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