



April 14, 2025

TO: Senate Committee on Rules

RE: Testimony in Opposition to Senate Resolution 2;

Support of the Proposed Amendment -1, known previously as SCR 2-1

Members of the Committee:

The Charbonneau District of Wilsonville appreciates the history of Aurora State Airport as a flight strip contributing to the United States Air Force efforts during WWII. Its use as a base for air patrols and flight training is not unlike its current roles, where civil air patrol and flight training are regular activities.

Today, the airport serves the public interest as a general aviation airport, with its landing strip, and by virtue of its through-the-fence operations, aircraft-related businesses and services. There is no question that the airport can fulfill a greater role for emergency and disaster management, should there be a focus on providing resources and expanding capacity for this. This is not the case past or present.

The two heavy-life helicopter operators, as well as an air medical service located at the airport are critical assets on which to build a more robust infrastructure and capacity that can better support emergency management for a populous, multi-county region of the state.

Additionally, there are also two firms whose business of installing and repairing components of the electrical grid for the entire nation, makes adding resiliency to Aurora State Airport a important priority for the state, instead of leveraging its scare funds using the FAA to subsidize a questionable business model focused on executive jets at a constrained site.

An airport built on a foundation of having robust emergency and disaster management better serves the general public, and has positive regional importance in safety and emergency responsiveness. Currently, the airport is underprepared, without the infrastructure and facilities to handle this safety responsibility. The Aurora Airport Improvement Association is not promoting this use. Instead they are working land deals for personal financial gain. Three full service, under capacity executive airports are minutes away.

The current infrastructure of Aurora State Airport is 85 years old, with three small drain fields, limited fresh water supply, no fire suppression, limited fire fighting capacity, no security, minimum advanced communications equipment, and inadequate property for staging an emergency management response. This is where the state can apply its limited resources for improving this airport. A critical emergence response and management center has greater benefits than developing property for executive jet owners.

The Aurora Airport Improvement Association is a group of affluent property owners who have a specific self-interest in developing property for personal gain, not public benefit.

The vital role to be fulfilled by this airport is returning it to its foundational roots in general aviation, flight training and emergency response management. Thank you for the consideration you will give to this testimony.

Respectfully,

David E. Mauk,

Director and Civic Affairs Chair, Charbonneau Country Club

Charbonneau District of Wilsonville, #1 voting precinct in Oregon