

Good evening; Commissioners, Executive Director, Pilots, visiting guests and fellow citizens of the port district .

I reside on Robinson Rd which is about 2 miles from the airport.

Thank you, for giving me the opportunity to share some of my thoughts with you.

I would like to begin my presentation by stating that I like the Airport and would like to see it remain as is, a Local community airport.

It has been an interesting journey for me, as I got involved in investigating the reasons for today's Public Meeting. I took the opportunity to talk to each one the commissioners, and met with the executive director, couple of times; I have stopped and talked with people in this general area, including some pilots. Thank you all for giving me some of your time and sharing your thoughts.

In reviewing the information that is available, including, the port's annual report, the comprehensive plan, the 4 studies documenting the issue of general aviation in this region, I was surprised to find that there is no 20 year master plan for the airport and the surrounding area. What will this area look like in 10 to 20 years from today? There is a lot of talk about needing an airport, but there is not a single Study or hard evidence that addresses the consequences, of making changes to an area such as fern prairie.

In reading some more, and then calling the planning divisions of each city, I found that our neighboring cities such as Vancouver and Portland do not have an active interest in addressing the

growing needs for airports in this region. Neither is Clark County active in addressing this issue. This raised several questions in my mind and hopefully in other's too:

Why is the Port of Camas and Washougal so bound and determined to accommodate the growing needs of the region? When other cities won't come to the table and play ball?

- Why is Fern Prairie Airport being targeted for changes? Especially when it has been documented by the Port as early as 1979, that this airport neither is the best site, nor would it ever reach a level that would serve all the needs of this region.
- Once the planned expansion takes place, how long will the port district with a small tax base, support the interest of a bigger region as a whole? What will it do to my taxes in the future?
- Today there are only 49 pilots from within this district. With a utilization of 59%. Why is the port building 14 additional hangars at a cost of 700 thousand dollars that will generate yearly revenues of 36 thousand dollars that equates to about 5% return? This in reality does not even pay the interest, on the money. Would you invest 700K of your money and expect a 5% return? I know I would not.
- If port is lacking funds and has to ask the state and FAA for help, then why is port spending 2 million dollars in buying properties around the airport? Why is a shield being developed around the airport and being called a buffer? Why neighbors are targeted to move?

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I hope you see why this picture looks so fascinating? At least it does to me.

This discussion can really be divided into 5 sections.

- Why does the Airport have to meet FAA standards?
- Financial
- What do the tax paying citizens want?
- What does the State /Feds want along with the Pilots that use this airport:
- What are the consequences of such change

First - Why does the Airport have to meet the FAA standards... short answer- we don't need to? Airport is working and is safe in its current configuration. There is no requirement

Second - Financial - Short answer, Airport has never made money, neither will it make money. Why throw more money in the pit and increase the tax liability of its citizens. Granted the initial funding is from FAA, however cost adjustments for inflation even at 3% is not included; neither is cost of maintaining a bigger, larger facility. What if the Federal funding dries up in the near future? These projected costs are a rough estimate in today's dollars. And eventually can become the tax payer's burden.

Third - What do paying citizens want?

The Port of Camas Washougal needs to focus on the needs of its citizens. People, have trusted and elected you to Public office to

serve the residence of the port district first. Speaking about the needs of its citizens, I did not find one document that listed the concerns or the resolution charter, which has been adopted to address the concerns raised over the last 26 years by its citizens. But, what I did find is, that although Port intends to make decisions in conformance with 12 policies listed in the comprehensive plan that serve the public's interest along with the Pilot's. Of these, 33% of the policies have been revised against the public interest.

Port commissions in the past put policies in place to earn the trust of the citizens, however over time, good old buddy system has prevailed and, really a sense of bitterness has been planted within the community. The visionaries of the past knew, to sustain the airport in the long run, they needed some solid policies. I hope you agree with that vision and re-instate the Policies and earn back the public's trust, including mine. This is a neighborhood airport, and it should, as it must, have several restrictions especially the 300 Horse power limit, you simply cannot afford to continue to betray the public's trust, and let noise levels get out of tolerance.

You may ask why is this trust and policy so important for the airport?

A few reasons, foremost, the studies already conducted have indicated and documented, to keep the general public's interest insight. Your consultant has documented and notified you, that the biggest threat to a small airport is level of noise and noise pollution to its citizens around it. If you go to the web and research "why airports close" you will find from California to Kansas to Carolinas, one of the reason for closures is due to the continued ignorance by its officials. Folks, I am sharing with you