

Appendix K: PREFERRED ALTERNATIVE INPUT

Airport Master Plan Update

Aurora State Airport

Aurora State Airport Master Plan

Planning Advisory Committee (PAC) Meeting #4

March 10, 2011
North Marion Intermediate School, Aurora, OR

MEETING SUMMARY

Attendees

Oregon Department of Aviation (ODA) – Chris Cummings, Sandra Larsen and Mitch Swecker (also a PAC member)

WHPacific – Rainse Anderson, Sara Funk, Sarah Lucas and Casey Storey

JLA Public Involvement – Vaughn Brown, Adrienne Dedona and Sylvia Ciborowski

Public Advisory Committee (PAC) – Bruce Bennett, Jim Bernard, Jim Hansen, Tony Holt, Steve Hurst, Nick Kaiser, Rick Kosta, James Meirow, Ted Millar, Fred Netter, Dan Riches, Ray Phelps, Charlotte Lehan (for Jim Bernard), Craig Wilmes and Dave Waggoner.

Public Attendees – see attached sign in sheets

Welcome and Introductions

Chris Cummings, ODA, introduced himself and welcomed everyone to the meeting. He noted this meeting had the best public turnout so far.

Chris reviewed the meeting agenda, explaining there would be a presentation from WHPacific prior to breaking out into a public workshop. After the workshop, the PAC will reconvene for a discussion of the alternatives. Chris instructed participants to ask as many questions as possible during the workshop and indicated that there is also the opportunity to provide written comments.

Rainse Anderson, WHPacific, introduced himself and provided an overview of the study to date. He noted that at previous meetings he had told members several times to hold their comments until we review Chapter 5. Rainse explained that Chapter 5 and the draft alternatives is what we've been building up to. He said reviewing and discussing the draft alternatives in order to develop a preferred alternative is the most exciting and important part of the study. Rainse asked the remainder of the consultant team to introduce themselves and reminded everyone to sign in. He drew attention to the comment form and let people know this would be a helpful guide when reviewing the draft alternatives.

Rainse reviewed the agenda further and explained there would be a review of the forecast updates, traffic analysis and the draft alternatives prior to the public workshop. He also said there would be a discussion of the alternatives with the PAC, and at the end of the meeting, there will be time for public comments.

Presentation

Project Overview: Rainse reviewed the project purpose and explained that there are seven (7) chapters total in the Master Plan Update. The first four draft chapters have been completed and draft chapter 5 will be reviewed tonight. Following completion of the document, the draft will be submitted to FAA for review. This process typically takes 90 days prior to final publication. After this meeting, the project team will take the feedback received and begin developing the preferred alternative. The draft preferred alternative will include a public review and comment period. Once that is completed, the Airport Layout Plan (ALP) and the Capital Improvement Plan (CIP) will be developed. The ALP and CIP will be the topics for review and discussion at the next PAC meeting; tentatively scheduled for the end of June.

Traffic Analysis: Rainse said that at the first PAC meeting there was a discussion about vehicular traffic and since that time, the project team has done some analysis to look at traffic coming from and around the airport. He explained that this data was gathered from various available sources. ODOT traffic specialists were enlisted to conduct counts around the airport. Data was gathered at 11 of the gates in during a 1 week period to determine the average annual daily traffic (AADT) and peak hour traffic volumes. The result was 2,400 AADT. Located at the NE corner, Columbia Helicopters generates 47% of the total traffic (1,130 AADT). Rainse explained that this is not a typical Fixed Base Operator (FBO) tenant since they don't use the runway. The traffic analysis included HTS (Helicopter Transport Services), under construction on the corner of Keil and Airport Road, and projected 211 AADT once developed. On Airport Road itself, 2007 data shows that approximately 2,600 vehicles travel along the road between Ehlen and Arndt Road. Rainse mentioned that this data is somewhat low; when it is updated in 2011, it's expected to increase. The data will be updated by studies completed by Marion County later this year. Rainse went on to explain that there is a lot of pass-through traffic going to and from I-5. He added that the impact from the airport on the Boone Bridge was also analyzed and it was determined that the airport generates about 1.5% of the total traffic on the bridge. Currently the employment numbers at the airport are approximately 750 employees, which equates to 3.2 trips per employee. Once a 1.19% annual employment growth rate is applied, the total employment for 2030 is 950 employees, equating to an airport generated AADT of 3,040. Rainse added that additional data and background information on the traffic analysis can be found in the report and could be discussed further during the workshop session.

Traffic Analysis Recommendations: Rainse said that ODA will continue to work with Marion County and the City of Aurora as improvements to Airport Road are considered and the appropriate considerations will have to be made with regard to airport businesses and entrances along Airport Road. He added that it is likely that there will be sharing of the costs in the system development, similar to what HTS did with their system development, but this will need to be worked out between the entities.

Forecast Updates: Chris explained that the previous meeting scheduled for February was postponed because of incorrect forecast information that needed to be corrected. There was an error with previous information related to the number of aircraft based at the airport. To remedy the problem, ODA checked with tenants, sent someone out to physically count aircraft in hangars (if able), and thoroughly reviewed their database of registered aircraft. Chris said there are now new numbers and those numbers have gone down from the original count. He said this information was used to go back and correct other information previously developed in the report. Chris said that he is very confident with the count and the new forecast.

Sara Funk said that while they were doing revisions based on the aircraft count, they completed other revisions, such as:

- Information from the FAA's Terminal Area Forecast (published in December 2010).
- Comments received from the PAC previously were addressed
- Additional research was done related to the Airport Reference Code (ARC). The project team looked up what kind of airplanes there were that were previously reported as unknown.

Sara reviewed the past and current numbers of aircraft based at Aurora, including the new projections for 2030 (based upon a 1.58% annual average growth rate).

Year	Aircraft Type	Revised Forecast	Previous Forecast
2010 Historical	Single Engine	261	312
	Jets	23	21
	Multi-engine	40	59
	Helicopter	25	35
	Other	5	5
	<i>Total</i>	354	432
2030 Projection	<i>Total</i>	464	566
	Jets	47	51

Operations: Sara explained the takeoffs and landings changed with the based number of aircraft. This number is now estimated at 90,909 for 2010. The number was previously somewhere around 100,000. Based upon the estimated annual growth rate, the revised forecast for 2030 operations is 124,386 as compared to the previous figure of 131,312.

Sara asked the PAC if there were any questions about the traffic or forecast analysis before moving on to Chapter 5. There were no questions from the PAC.

Draft Chapter 5

Sara said that the runway length surveys have been updated to reflect at least 500 constrained annual operations, which justifies a longer runway based on the FAA criteria. Besides the additional completed surveys sent to the PAC prior to the meeting, additional surveys have been received.

Tony Holt asked about the updated survey and requested to talk about it further later.

Bruce Bennett noted that Management West is still at Aurora, although the constrained jet aircraft owned by Management West is not.

Sara explained that three build alternatives have been proposed in order to meet the facility requirements.

Sarah Lucas explained that the preferred alternative would be developed based upon the elements included in the three build alternatives and the no-build alternative and the preferred alternative would be the basis for the ALP. She explained that the various elements outlined in the comment form could be mixed and matched to develop the preferred alternative.

Sarah explained the various comparative elements within the alternatives:

- Airport Reference Code (ARC)
- Runway length and strength
- Instrument approach capability
- Hangar/tiedown locations
- Cargo apron location
- Fuel tank location
- Air traffic control tower (ATCT)
- Aurora Rural Fire Protection District Facility

Approximately 40 developable acres are needed to meet the forecasted demand for the activity at Aurora. Currently ODA has about 9 acres of developable land. Development necessary for precision approach path indicators, a cargo apron, helicopter parking, vehicle parking and some additional hangars would be built on state-owned property. In all of the build alternatives, the adjacent church camp property (16 acres) is shown to be suitable for hangars and related development.

- *No-build Alternative:* The no-build alternative is ARC B-II. An air traffic control tower (ATCT) will still be constructed in this option, but a location has not yet been identified. The runway length would remain at its current length of (5,004 feet). Instrument approach capability does not change. The approach criteria minimums remain not lower than 1 statute mile. (The Runway Protection Zone (RPZ) at the end of each runway correlates to the approach minima). The pavement strength would remain the same (45,000 pounds dual-wheel gear). While the no-build alternative is essentially a do nothing option, it does not mean that there would be no financial impact to the airport. Most prominently, there would still be a cost associated with maintaining the current pavement and facilities.
- *Build Alternative 1:* – Alternative 1 is also ARC B-II and includes a 600 foot runway extension. The southern RPZ would extend south of Keil Road and an aviation easement would be sought. The northern RPZ would encroach into Columbia helicopters. The majority of state-owned property would be developed as hangars in this option. The state has identified three various alternatives for the location of the air traffic control tower. This alternative includes a fire station facility near the control tower. The air traffic control tower would be located midfield on the east side. Two helipads would also be built on public property. No cargo apron is included in this build alternative. Instrument approach capability does not change although the visual glide slope indicators would be upgraded to precision approach path indicators. The pavement would be strengthened to 60,000 pounds (dual-wheel gear). The fuelling tank would be relocated to the south of Aurora Aviation.

- *Build Alternative 2* – Alternative 2 increases design standards to ARC C-II. The approach minima are greater and extend RPZs further off of airport property; requiring additional easements or land acquisition. There are further impacts to Columbia Helicopters. This alternative has a fairly equal split between development of tiedown facilities and cargo aprons. The helicopter parking pads are same as in build alternative 1. The fuel facility is located near the cargo apron, northeast of Aurora Aviation. The fire station would be located near the current water suppression system, and the air traffic control tower is located near the center of the airport. The pavement would be strengthened to 60,000 pounds (dual-wheel gear). The runway and parallel taxiway would be extended to the south by 1,000 feet, which would require the closure of Keil Road (total runway length of 6,004 feet).
- *Build Alternative 3* – Alternative 3 also increases design standards to ARC C-II and shows a precision approach. The precision approach was something a lot of pilots requested during the goals and issues identification phase. There is no runway extension included in this alternative and RPZs increase significantly. The high voltage power lines would have to be relocated or put underground. The pavement strength remains the same. The helicopter operations areas are located north of the current cargo apron. The air traffic control tower is located closer to the north end and farther from the runway than in the other two build alternatives. The Fire District's building is located east of the fire suppression system. The fuel tanks would be located at the south end of state-owned property and the cargo aprons would be centrally located on state-owned property.

Steve Hurst asked if the no build option would include an air traffic control tower. Sarah clarified that the control tower is a committed project and would be built regardless, since it's already funded.

Noise: Casey Storey explained the type of noise model used and that it looked at saturated noise vs. point in time noise. He said the model accounts for more disturbances by night time noise vs. daytime noise. Casey went on to explain that they looked at the flight paths from this year and the aircraft type and mapped where those types of aircraft will fly. The flight tracks reflect the current noise abatement flight patterns and departure procedures. Casey noted that based upon the FAA criteria, residential land use is not considered compatible within the 65 dBA (average decibel) contour. Casey reviewed the noise projections for each of the proposed alternatives:

- All 2020 alternatives have the same type of and quantity of aircraft and show an increase in noise over time.
- Build Alternative 1 shows a slight bulge/increase in noise to the north due to the expanded runway.
- Build Alternative 2 contours shift south, due to the proposed southern extension to Runway 35.
- Build Alternative 3 contours remain the same as the 2020 No Build Alternative contours, since the runway configuration would not change.

Steve Hurst asked about the maps for the noise and confirmed whether or not alternative 2 was supposed show 2010 or 2020. Casey confirmed that it should have reflected 2020 and that this was a typo.

Tony Holt asked if this assumes the traffic control tower is built. Casey replied that it did not.

Mitch Swecker added that an instrument departure would be recommended for departures as well as certain flight patterns designed to keep the aircraft away from the Charbonneau area.

Tony said that he just wanted to understand what is currently in place.

Sarah explained that there are currently noise abatement procedures in place at the airport. Instrument procedures for northward departures are expected to be approved by the FAA in the fall. These procedures are in line with the current recommended noise abatement procedures for northward departures.

Tony said that he was aware of that but many operators don't pay attention to the noise abatement procedures and he asked if other flight paths were factored into the model. Casey responded that yes, they were taken into account.

Nick Kaiser said that the decibels don't change much between the alternatives and he asked if there were things that affected that. Casey explained that there is some shift based on the type of aircraft since there will be more jets in the future.

A member of the public asked what is happening to noise abatement around Aurora. Mitch replied that they've tried to change the flight pattern to avoid flights over Aurora and planes should depart to the south around Aurora.

Bruce Bennett said that he was involved with the FAA during the time they designed the airport departures/flight pattern and that they were designed to avoid Aurora.

Rainse explained that the preferred alternative would be presented to the Oregon Aviation Board later this month and then again in April for their concurrence. Chris said that he will send information out to the public about the meetings with the State.

Nick asked about the comment period for the draft alternatives. Chris said that there will be a two week comment period prior to the presentation to the Oregon Aviation Board.

Public Workshop

Vaughn reviewed the format for the public workshop and explained there would be 45 minutes for the public and the PAC to interact with staff to ask questions and review information about the draft alternatives. He recommended that participants take a comment form in order to review information and formulate their questions and comments. Vaughn suggested that participants think about the issues that need to be identified or considered when developing the preferred alternative. He said that the group will come back together after the workshop and the feedback heard will be discussed with the PAC for 30 minutes, then there will be time for public comment. If necessary, the public comment time would be extended and each person will be given a couple of minutes to provide testimony.

After the 45 minute public workshop, Vaughn reconvened the PAC session. He said he hoped that everyone had an opportunity to ask questions and obtain information from staff and PAC members. Vaughn explained that the PAC would now have the opportunity to discuss the draft alternatives and give input on the direction for the preferred alternative.

To start off the discussion on the preferred alternatives Sylvia Ciborowski and Adrienne DeDona reported out on the group discussion during the work session related to noise impacts and the draft alternatives. The following is a summary of the comments collected on flip charts at each of the information stations:

- If the runway object free area (ROFA) extends, what will happen to the highway?
- Have you considered what this project will do to the town of Aurora? Who needs this extension?
- I'm concerned about the impact of the RPZ on off-airport properties (alternatives 2 and 3)
- There needs to be consideration for the economic feasibility. There is no way this will pencil out economically. It will result in greater revenue from gas sales, but this will never cover the huge expenditure.
- I'm concerned about the impacts/development on the best farmland in the world. This farmland is more important for the future of food production than to pave over it.
- Currently the flight plan/pattern is not followed, especially at night. Planes fly right over houses and shake the windows. Concerned about the future safety and who disciplines pilots who fly in no flight zones.
- I'm concerned about the feasibility of Alternative 3.
- Can we use the additional capacity at Salem Airport rather than expand Aurora?
- The Run-up area is too close to hangars and private property (condo association) in Alternative 2. I'm concerned about the safety of this situation and the dust flying up in the area.
- What does it take to become a C-II Airport?
- I'm concerned about what will happen to the property values of nearby homes with the noise increase.
- I'm an airport user with five planes stationed in two hangars at Aurora. I prefer Alternative 1 with the 600 foot extension and ARC C-II.
- Can alternative 1 become a C-II with all other elements remaining the same?
- I have a concern about fumes from jets on people. The wind blows fumes into residential areas.
- The no-build option is no good because it does not have a fire facility. If we have a tower, we need a fire facility.
- Since we are already a volunteer fire station in Aurora, who will pay for a new fire facility?
- Can you request a modification to standards of the ROFA (on Highway 551) from the FAA?
- Why do you need more clearance for a more precise approach?
- Has ODOT gotten onboard with road improvements, especially Keil Road?
- Use displaced thresholds as a last resort. Sarah L. explained that a displaced threshold could be done to gain runway length for takeoff. The runway could be extended, but a displaced threshold, where aircraft land, would not be placed at the end of the extended runway pavement. The runway pavement behind the threshold could be used for takeoff, but not for landing. . .
- The Tower will enforce flight patterns (to reduce noise impacts to area neighborhoods) by keeping in contact with pilots by radio.
- Three to four days a week there are early morning airplane departures at approximately 3 a.m.

- Planes should not be allowed to take off before 7 a.m.
- If the current noise/flight pattern policy isn't being followed, why would a different policy be followed?
- Where is the money/funding for the project coming from? The Runway is already long enough. Enough money has already been spent on Aurora. Aurora doesn't have a lot of constraints as compared to the Orange County Airport (CA).
- The power lines at the north end of the airport should be removed or undergrounded for community safety reasons. The expense of doing so should be shared.
- An Educational Center for children should be built at the airport as well as a mechanic school in partnership with the local community colleges. A nearby playground is also a good idea so that kids could watch the airplanes take off and land.
- The area west of highway 551 will be severely impacted if the runway is extended. Farm equipment will be forced into the busy highway, creating safety concerns. Deer Creek Mobile Home Park will have limited access due to the closure Keil Road. Highway 551 will be the only point of access.
- Helicopters fly too low and are too noisy.
- The runway extension will increase the noise impacts to Deer Creek Estates. Residents already smell jet fuel. Airplanes take off as early as 4 a.m.
- Will there be any consideration for jet fumes in any of the future alternatives?
- The impervious surfaces drain to area farmlands since adequate drainage systems do not exist.
- Who enforces the noise abatement procedures? Orange County has a good noise abatement system.
- Will future zoning be amended due to the expanded noise footprint?
- The statement in the report that indicates that NW and Charbonneau residents will not be affected (related to Environmental Justice analysis) is inaccurate. There are 141 homes in the Deer Creek neighborhood. There will be quality of life impacts to residents.
- What will be done to mitigate noise from maintenance on jet engines?
- There seems to be a high number of planes flying over the Charbonneau area when there shouldn't be (based upon recommended flight patterns/noise abatement procedures).
- Mitigation efforts done simultaneously with airport improvements will help make things better for area residents.

PAC Discussion on Alternatives:

After the report out of public comments during the work session, the PAC reconvened for further discussion on the draft alternatives. The following is a summary of their comments and recommendations for consideration when developing the preferred alternative:

- Fred Netter said that his number one concern has consistently been regarding safety. He indicated that the no-build includes the tower, but not a fire station. He said that it would be his preference to have a Fire Station facility at the Airport near Airport Road and the water suppression system. He also indicated that closing Keil Road would a safety concern due to

emergency access and farming equipment access. Fred also requested that Airport Road be improved and called for Clackamas County to assist with funding for roadway improvements.

- Charlotte Lehan said that the traffic analysis doesn't recognize Clackamas County's role in surface transportation. She explained that Clackamas County's concerns are related to the surface transportation impacts and the impacts to area agriculture (industrial development pushes agriculture out). Charlotte added that Clackamas County has been excluded from some of the planning steps in this process.
- Dave Waggoner agreed that Clackamas County should be involved in funding the airport due to the positive impact the airport has on area economic development.
- Charlotte commented that the funding for the project hasn't been addressed.
- Steve Hurst asked if increased use of GPS and other technologies could be incorporated in lieu of a need for a runway extension.
- Bruce said that in order to make take off quieter, planes/pilots must use less power. To use less power, more runway is needed. This is a typical procedure for noise abatement elsewhere.
- Tony Holt said that the Aurora Airport is constrained by three major roads and only one runway. He indicated his support for the no-build alternative.
- Bruce agreed that the airport is constrained and should 'fill-in' for development. He added that agriculture and golf courses make good neighbors to airports and that no other building development should be allowed near airports.
- Charlotte requested that the financial impact to the public should be captured somehow and that Airport Road should be part of the financial analysis.
- Nick Kaiser stated that Airport Road gets 2,600 trips a day, but is listed as a collector street. It should be listed as an arterial street and should be designed as such. He added that in Alternative 2, the RPZ goes over the Deer Creek neighborhood and highway 551; this is a safety concern.
- Fred added that development in various communities impacts the airport too.
- Steve said that the Wilsonville City Council will discuss the Airport Alternatives at an upcoming meeting and will determine a formal position within the two week comment period.
- Ted Millar said that Aurora Airport is a category 2 airport and is an important part of the National Aviation System. He added that the Airport benefits Clackamas and Washington Counties (the cities of Wilsonville and Aurora). Ted commented that from a safety and an economic development standpoint, the runway should be expanded. There is an economic opportunity and that need should be filled. He called for an additional 1,000 feet of runway and increasing the pavement thickness of the runway.
- Rick Kosta stated that National retailers can land elsewhere in Oregon (Hillsboro, Portland, and Troutdale). He went on to say that the only alternative that doesn't impact Deer Creek neighborhood is the No-build. The noise impacts to Deer Creek residents in any of the build alternatives will be over 65 dB. What mitigation can be done for Deer Creek residents?
- Mitch Swecker said that before any mitigation were to occur, actual measuring of noise exposure would likely be conducted. If impacts are shown, they may be mitigated.

- Dave said that the current situation at the airport is dangerous for run-ups and that the run-up area in alternative 2 is impractical. It's too close to hangars and one of the hangars provides space for the Emergency Operations Center. There is no run-up space allocated in alternative 3. He called for alternative 2 to be modified to allow for a run-up area that doesn't crowd the hangars.
- Bruce said a greater than $\frac{3}{4}$ statute mile (sm) approach should be required; it's safer, quieter and saves fuel. He requested the minimums be lowered with a small extension to the south.
- Tony Holt asked how many of the user surveys were based at Aurora. He added that there should be a better, more rigorous way to collect/validate this type of data.
- Dan Riches said that Columbia Helicopters has reserved land for future development, so they cannot support any type of expansion to the north. He added that Columbia Helicopters supports safety improvements and improvements to Airport Road. Dan preferred the no-build or a hybrid of the no-build alternative.
- Nick said that the 2002 noise contour showed different planes, but there is not a huge difference. There has been a larger increase in the number of aircraft.
- Fred noted that expansion of the airport may impact other businesses' future plans and suggested that monetary compensation be offered to those businesses. Dan replied stating that Columbia Helicopters monetary compensation wouldn't work in their case because they are looking for a more long-term investment.

To wrap-up the discussion on the draft alternatives and to provide direction to the project team on the development of a preferred alternative, Vaughn directed the PAC to provide their individual recommendations/feedback on the draft alternatives in a round-robin fashion. The following summarizes their feedback:

- Dave Waggoner echoed his concerns about the run-up areas.
- Nick Kaiser said that there are a lot of variables within the four alternatives, especially with regard to noise.
- Dan Riches called for the no-build option or for an extension to the south.
- Steve Hurst said that he is looking forward to hearing the public comments.
- Fred Netter commented that safety is important and a Fire Station should be part of the plan.
- Ted Millar said that the Runway should be extended in addition to the thicker pavement surface. He suggested considering a possible hybrid alternative with a displaced threshold.
- Tony Holt said the no-build is the best option and that there are other airports in the area to operators to use. He feels the expansion of Aurora is not justified.
- Bruce Bennett said lengthening and strengthening the runway are important and that the overall safety of the airport should be increased. He added that the overall noise and environmental impacts should be decreased.
- Charlotte Lehan said that Clackamas County has not yet weighed in on the project and, at this time, she supports the Fire Station and the Airport Control Tower for safety reasons.
- Rick Kosta said he supports the no-build option since there are other airports in the area.

- James Meirow said that he would like to hear from the neighbors to the south of the airport.
- Craig Wilmes said he supports the run-up areas and displaced threshold.

Overall the PAC did not come to consensus on a preference for one single preferred alternative. However, there seemed to be somewhat shared support for safety improvements such as the Fire District's facility and the Air Traffic Control Tower. The consultant team and ODA will evaluate all comments and concerns received and consider them when developing the preferred alternative.

Public Comments:

Members of the public were each given two minutes to provide oral testimony regarding the draft alternatives. Several members provided written testimony in addition to or in lieu of oral testimony. Those statements are attached to this summary as separate documents.

- John Ranken, 26715 Baker Rd: He is an Attorney and consultant representing several property owners to the south. This area comprises 75 acres of properties in the EFU zone—from Airport Road to Hwy 551. Mr. Ranken was formerly the city attorney for the City of Aurora for 13 years and has been asked to help these property owners. He thanked PAC for its manner, and the public, and Chris C. for his efforts to help him get oriented to the project. He distributed information to the PAC showing the properties to the south that would be impacted. He said that at this point, their position is that they are interested in build alternative #1 since it seems to give everyone a little something. He added that this seemed to present a compromise.
- Mike Rite, NW Aircraft: Has been involved in aviation his whole life. He said he has been very involved in airport issues. Mr. Rite added that there have not been meetings in Mulino or McMinnville about expansion because no one wants to go there. He said that people are coming to Aurora because they want to be there. He said there is not as much going to Portland. Mr. Rite added that some complaints about noise will be addressed and that tower will help airplanes not go over neighborhoods as much. He indicated he supports extending the runway because it provides additional safety and will bring in other aircraft that aren't coming in currently.
- Larry Elschen, resident of Charbonneau: Mr. Elschen said he was representing Charbonneau neighbors. He presented a petition with 260 Charbonneau names on it, and indicated it should include more signatures. Mr. Elschen read from the petition (attached).
- Ken Ivey, representing a planning organization in Clackamas County. Mr. Ivey said he has heard a lot about safety and that airplanes are coming into a marginal airport, and they are choosing to create an unsafe condition. Mr. Ivey stated that these pilots have at least four alternatives within 30-40 miles that do have the infrastructure to safely handle those planes. He stated the group he represents would vote for the no-build alternative. He stated if you want to make the airport safer, direct those planes to those airports that have the infrastructure on the ground paid for, rather than asking us to shell out more money. I live near the airport, and I don't see a noisier airport and having to pay for the highway to get there.

- Ailin Ottinger: Mr. Ottinger said the main thing we are doing is making it possible for more commercial flights outside of Aurora. As a taxpayer, I wonder do the corporations have any part in funding all of this?
- Ben Williams, resident of Aurora and President of Friends of French Prairie: (submitted attached written comments). He said he was concerned about preservation of farmland and the impact on surface transportation. He said, we support addressing the safety requirements, but we have a 20-30 year history of the domino effect. With improvements, it will only get bigger and we'll need more improvements. The airport is surrounded by EFU farmland that needs to be preserved.
- Jack Kaley: He said he has a commercial pilot license and has been flying at Aurora 30 years. He is also the director of Positive Aurora Aviation Management Group. He attended the first PAC meeting, and noted that most placed aviation safety as their top concern. He said that is my top concern, especially safety issue for helicopter landing areas. He went on to say that Aurora has stated safety provisions for helicopters. We need to properly separate helicopter and fixed wing areas. Helicopters take off from tie down areas that are designated for fixed wing areas. There are no designated helicopter landing and parking areas on state owned property. Because of ground turbulence, it is essential that helicopters be separated from fixed wing tie down locations. Mr. Kaley distributed some diagrams explaining the problem. He said the FAA has established safety circles and helicopter standards. The safety circles have a range. In his drawing, he superimposed a helicopter pad between a fixed wing. The projected increase of helicopter traffic means we need safe operations. In the interest of overall safety, we must provide for proper separation. The master plan should plan for safe helicopter operation. The vacant state owned land east of the helicopter blade renovation building should be used for locating several helicopter pads.
- Manuel Martinez: chief pilot for JHRD investments: He said that his company moved from PDX to Aurora State due to his recommendations. His company has provided \$2 million in local revenue. He has safety concerns in operating in and out of Aurora Airport. He felt a tower would enhance the safety margins, and runway length is a concern. In his 15 years as pilot, he has had 8 close encounters, mostly near Aurora Airport.
- Larry Brons: professional pilot, flying primarily out of Aurora, doing professional contract flying: He said he supports the Air Traffic Control Tower for safety. The additional 600 feet of runway would make operations safer and more economically viable. He said we are coming out of recession and we should try to stimulate the economy in the local area by making the airport more viable for business.
- Bryan Mobey, representative for Deer Creek Estates: He said they have concerns about their quality of life. He stated now with noise and the smell of fumes from jets, it affects us drastically. They cannot sit on their patios without being disturbed by aircraft. He supports the Air Traffic Control Tower to keep planes out of no fly zones and the Fire Response Facility. He felt an expansion at the airport will negatively affect their property values due to noise and jet fumes. He added that planes take off at 4 or 5 in the morning and that nobody has control of the

planes. Salem tells us to get the number of the aircraft, but we can't get their numbers at night. He said he is concerned about an accident in the future.

- Annie Kirk, Aurora resident: She said she is representing her family. She said regarding undue hardships and compensation, I have not heard anything about outside of the fence compensation for Aurora and Charbonneau residents. For impacts to Airport Road, who will bear the burden for those improvements? The road is grossly unimproved now. It needs to be taken care of, but we have more to come. I am comfortable with the tower and the fire services for safety. But I'm not convinced that any of the alternatives resolve the interest of the communities outside of the fence.
- Lolita Carl, full time farmer in Marion County: She said she is on Marion County Board of Directors for the Farm Bureau. Ms. Carl said that farming is the number one industry in Marion County. She said she is worried about encroachment on farmland and economic development. Agriculture is the second industry in Oregon, and all of us eat. All of the land surrounding Aurora Airport is the most fertile in the world. Once we start a little bit of development, it just encourages more. As a tax payer, she wonders where the money is coming from to support so few.
- Ron Sterba: He shared his concern with the power lines on north end of airport and asked what happens if a plane hits them? Where does the power grid go to? Hospitals or schools? They should be relocated. He said he would like to see an education center on the airport to share with high schools and local community colleges. Would like to see a realignment of runway so the approach is over I-5 on the north and to take the approach corridor off of Charbonneau and move the runway 75 feet to west to allow for an expansion of the taxi way without removing any buildings.

Meeting Adjournment

Rainse wrapped up the meeting and reviewed the next steps for the project. The next meeting will cover the Airport Layout Plan and the Capital Improvement Plan. This meeting is tentatively scheduled for the end of June. Rainse reminded everyone that there will be a public review and comment period for the preferred alternative and that an e-mail notification will be distributed with this information. The meeting was adjourned at approximately 8:30 p.m.

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SEC. 11 T4S R1W WM, MARION COUNTY

LEGEND

LINe TYPES	OLD PROPERTY LINE
TAX LOT BOUNDARY	— — — — —
ROAD RIGHT-OF-WAY	VACATED RIGHT-OF-WAY
RAILROAD	RAILROAD RIGHT-OF-WAY
STREAM, LAKE, ETC.	STREAM, LAKE, ETC.
TAX LOT BOUNDARY	NON-BOUNDARY

SYMBOL TYPES

0.L.C.	PARTITION PLAT REFILED
CONTROL POINTS	○
SURVEY MONUMENTS	*
G.L.O. CORNERS	▲
SECTION	1/4 SEC.

NUMBERS
TAX CODE NO.
000 00 00 0

ADDRESS
ADDRESS – ALL ADDRESS INDICATE
ANY PORTION THAT MAY LIE
WITHIN THE INDICATED PUBLIC
RIGHT OF WAYS.

TICK MARKS – WHEN A TICK MARK IS
INDICATED ON THE EXTENSION OF
A LINE, THEN THE DIMENSION GOES
TO THE TICK MARK. GENERALLY THIS
IS USED WHEN DIMENSIONS GO INTO
PUBLIC RIGHT OF WAYS.

CARRIERS ARE USED WITH DIMENSIONS
IN AREAS OF GREATER COMPLEXITY.

NOTICE: This map was
created for Assessor's
Office use ONLY.



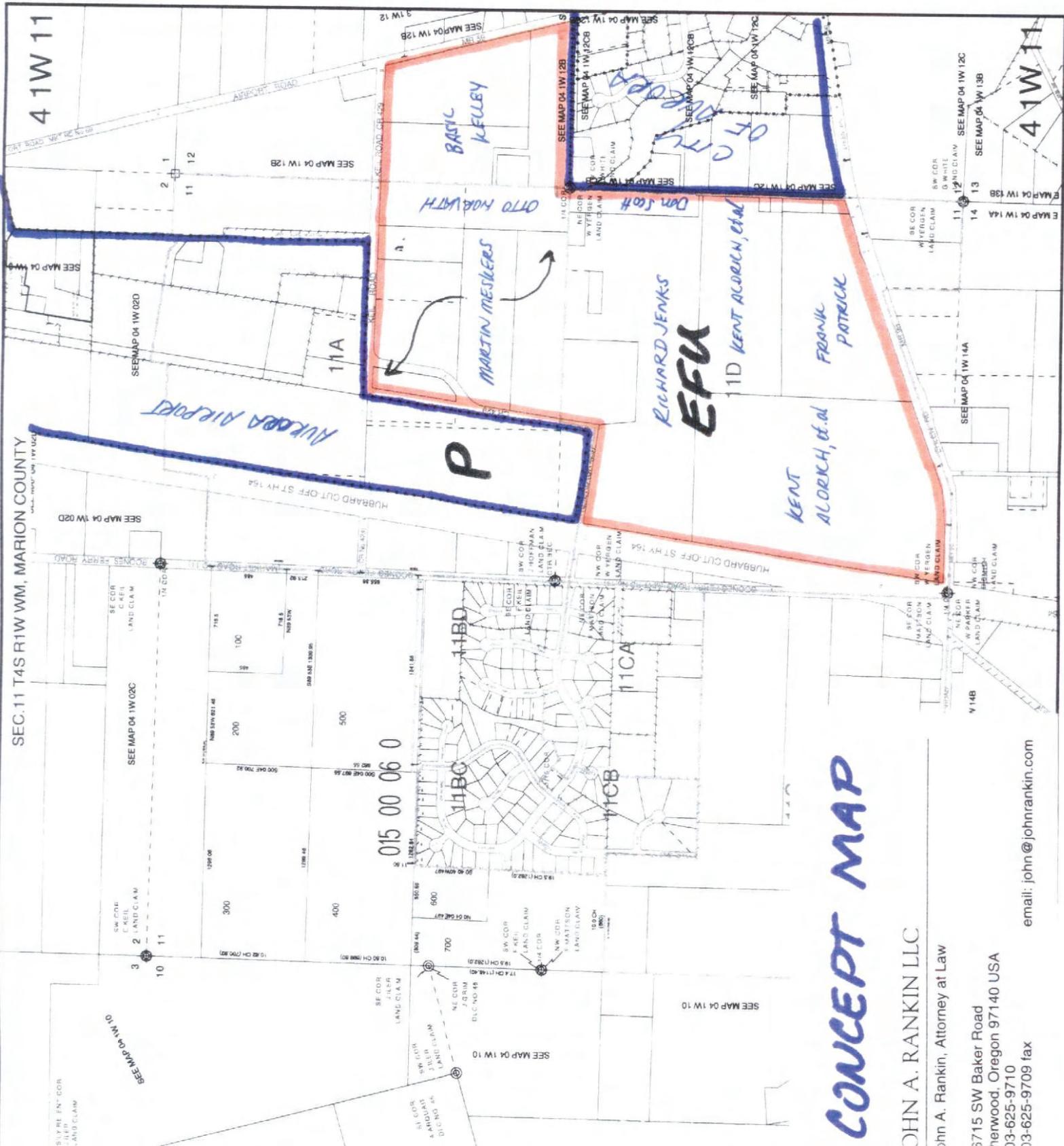
concept MAP

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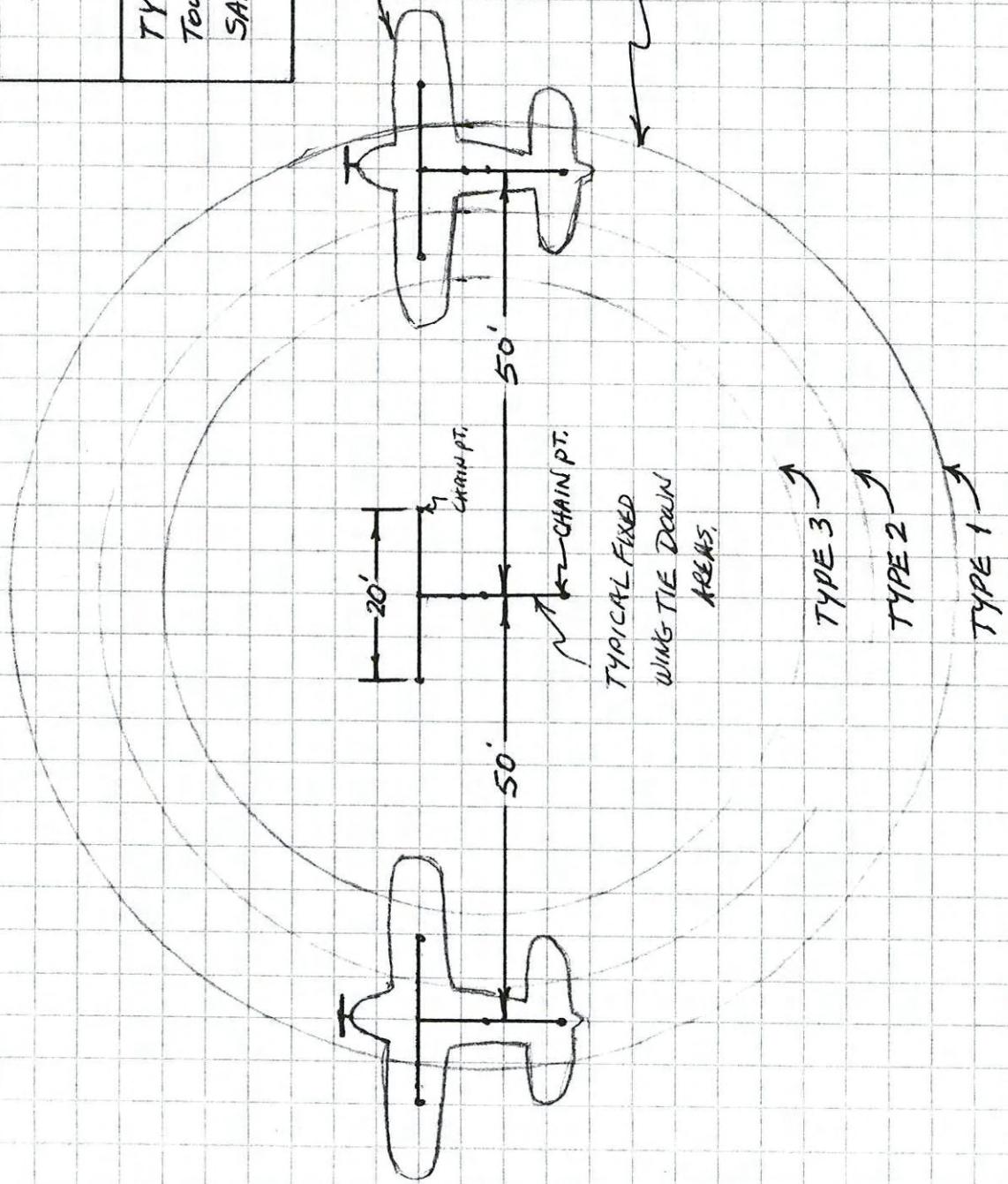
email: john@johnrankin.com



AURORA STATE OWNED HELIPAD

STATE OWNED PARKING AREA FOR FIXED WING AIRCRAFT

SAFETY CIRCLES FOR HELIPADS FAA HELICOPTER STDS.				
TYPE	1	2	3	
TOUCH DOWN PAD	30'x30'	20'x20'	15'x15'	
SAFETY CIRCLE	110'	90'	75'	



Aurora State Airport Master Plan Update - Planning Advisory Committee (PAC) Meeting #4 & Open House

March 10, 2011

North Marion Intermediate School

5:00 - 7:30 am

卷之三

SIGN IN SHEET

NAME	REPRESENTING	MAILING ADDRESS	PHONE#	E-MAIL
Don Chapple Michael Brassard Marlin Dunler Mike Hubbard Dan Fricke Dorothy Spencer Und Elliot	Clackamas County C+T CSIM CSIM ODOT Oregon Spence -	2081 Kara Rd. A.C. #2000 PO Box 3500 Portland, OR 97201 14332 5th Rock Wy. NE 26101 SW 45th Dr. Wilsonville, OR 97070 455 Airport P.O. Box 97301-53915 8420A Swan Creek Dr. Wilsonville 97010 230-231 N.E. Union NE Aurora, OR 97002 P.O. Box 547	503-742-5794 503-672-1222 503-576-5857 503-475-5700 503-986-2663 503-694-5825 503-678-2703 503-7360-5782	dchapple@clackamas.org mbrassard@csimle.com marlin@csimle.com mhubbard@csimle.com dfricke@dot.state.or.us dospence@yuan.com DEERCRESTINDUSTRIES@HOT.COM
Reginald L. Keddie William Loftfield Richard North Mike Tverson Stanley & Anderson Ben Williams BC, or Morley	Mexico New Creek Neva Fresh Alvista Fresh Sett Fresh Friends of French Prairie Fresh Green	31988 S.W. Country View Lane Wilsonville 97070 95333 Research Rd. NE Aurora 97002 20731 River Rd. NE 97022 1344th Column Rd. Alvista 97002 21995 Lincoln W.E. Alvista 97002 French of French Prairie 35009 Glory Lane Aurora 97002 Fresh Green 55 N. 185 2nd St. 400-405 Alvista, OR 97002	503-674-2345 503-678-5787 503-678-3863 503-849-6662 503-678-7207 503-678-5870 503-678-2933	RKANNSOC@CENTRFIRE.GOV mtverson@centrifire.net Bullock.E.C.Hubbard@MPTV.COM mljewers@centrifire.net benwilliams@frenchprairie.com moran.s@centurytel.net
Carol Dobbs Bob Graham Tom Graham Geraldine Reich Christina W. Dunn Rebecca Jurek	Self - Deer Creek Est. 13711 N.E. Wisteria Dr. Aurora DR Prime Packing Company 21427 Liberty St. Aurora Mike Jenkins & Patchwork Plus. 26735 N.W. Baker, 97009 Geraldine Reich Marion County 5155 Silver Rd. NE Salem 97301 Christina W. Dunn myself Rebecca Jurek	503-348-2917 DEBBIE@CENTURYTEL.NET Robby@value.com 97117 N.E. 26th St. Vancouver, WA 98684 503-457-4841 503-678-6580 RETTABOR@YAHOO.COM	503-678-3383	
Memory Mortions Ulla Pruzek	THIRD INVESTMENTS, LLC 11500 N.E. 151st St. Seattle, WA 98133	503-971-5070 503-971-5070	503-457-4841	

Aurora State Airport Master Plan Update - Planning Advisory Committee (PAC) Meeting #4 & Open House

March 10, 2011

Widzisz! 2012

Ethical Interventions

5:00 - 7:30 pm

SIGN IN SHEET

NAME _____

MAILING ADDRESS

T-MAN

Aurora State Airport Master Plan Update - Planning Advisory Committee (PAC) Meeting #4 & Open House

March 10, 2011

North Marion Intermediate School
5:00 – 7:30 pm

SIGN IN SHEET

NAME	REPRESENTING	MAILING ADDRESS	PHONE#	E-MAIL
Jeffery J. Jank	Self	14198 Wellfield N.E. Aurora, CO 80011 303-678-1021		
Heath Lundstrom		32545 SW Juddelle Dr., W. Danville OR 97028 503-694-1065		
Dan Ricies	Columbia Helicopters	14452 Agent Rd NE Aurora, OR 97002 503-678-1222		daniels@colhel.com
Bruce Bennett	Aurora Av. Attn: DLCD	P.O. Box 1227 635 Capital St NE Salem, OR 97301 503-333-0050 x254 gary.sisk@state.or.us	503-678-1217	Bennet@AuroraAv.org
Gary Fish				
LARRY BERGMAN	WYTHE CANOE ASSOC	7816 SE 13TH AVE Portland, OR 97202 503-572-3832	503-572-3832	LARRY@BECANOEPHOTOS@AOL.COM
Dan Wigginson	Williamstone Associates	2300 NE 14TH AVE NE Portland	503-222-1124	DAN@WILLIAMSTONE.COM
James Constance	Constance	11111 11111		
Viceman Construction				
Don Koldie	Self	3398 Belvoir Blvd NW Wilsonville, OR 97021 503-670-2245		RKAY@CENTURYTEL.NET
Paul Hall	KACIF	2260 NE Franklin St. Portland, OR 97211 503-222-1124	503-222-1124	PAULHALL@KACIF.ORG
Brenda Goddard	Wilsonville City Council	1670 SW Village Pkwy Circle W. 97070		Brendagoddard10@gmail.com
Don Hale				
John Muldoon	Self/MC	3263 SW Glendale Ave, Ste. 117002	503-222-1124	SJWM@MINTURBON
P.T. Meecegan	Self	P.O. Box 879 Canby, OR 97013 503-702-4493	503-702-4493	KENNEDY@MINTURBON
P. Hill Rossel	Self	P.O. Box 2533 Wilsonville, OR 97070 503-780-4916	503-780-4916	PALEOPIGMENTCONTRACTOR.COM
M.T. Cartascarne	Alaly Gary	2081 Koen Rd, OR 97045 503-742-5792	503-742-5792	MCARTASCARNE@COMCAST.NET
Greg Lioy	Chris Greys/Wilshire	9318 Chalford Rd NE Portland, OR 97211 503-247-6341	503-247-6341	GLIOY@LIOYCHALFORD.COM
David Bush	Bucketful property owner	460 NorthThird Ave, #140, Salem, OR 97301 503-585-7774	503-585-7774	dbucke@lktcpa.com
Mike Hodkinson	Self	1124 Library St. NE Aurora, OR 97001 503-526-2463	503-526-2463	
Anne Cusack	Self	8220 SW 5th Ave, Portland, OR 97201 503-222-1124	503-222-1124	ANNE@MINTURBON
Matthew Sullivan	Portland	1120 S. Main St. NE Portland, OR 97214 503-222-1124	503-222-1124	MATTHEWS@MINTURBON
Larry Burns	Self	2024 NE 21st Ave, Portland, OR 97213 503-222-1124	503-222-1124	LARRYBURNS@COMCAST.NET

Aurora State Airport Master Plan Update - Planning Advisory Committee (PAC) Meeting #4 & Open House

March 10, 2011

North Marion Intermediate School

5:00 – 7:30 pm

SIGN IN SHEET

NAME	REPRESENTING	MAILING ADDRESS	PHONE#	E-MAIL
Tom Sullinger	Stevensburg	P.O. Box 341 Aurora, CO 80012	303-678-2860	
Mark Eisen	City Business	5127 SW 72nd Place, Suite 100, Milwaukie, OR 97267	503-694-6322	
Mike Wright	Self/Restaurant Owner	3287 Willow Glen Lane NE, Aurora, CO 80011	503-676-6076	mwright@aurorabiz.com
Leila Carl	Self	P.O. Box 179 Abberdell, WA 98322	(503) 783-0841	
Steve Brad	TSA	700 N. Englewood Way Ste 300, Renton, WA 98036	425-385-1814	steve.brad@tns.net
P. ANNIE KAPP	Aurora Resident	P.O. Box 63, Aurora, CO 80002	—	annie@redbirddesign.net
Maryann Mihalick	Local 1100	3405 Townsend Ct, Aurora, CO 80011	—	ned.white.brown@newcast.net
Judith Hefner	Wife	311292 1st St. Colorado Valley, Vail, CO 80458	—	
Denton Brown	Self	22033 Florida Ave, Aurora	—	
Ronny Brown	Bersheet Estates	22033 Florida Ave, Aurora	—	
Bob Cullen	Self	2605 2nd Street, Suite 100, Lakewood	303-220-2200	
JENNIFER SHUPERS	Williamette Valley Equine	29200 Hubbard Cut Off Rd, Newell	303-678-4605	JENNIFERSHUPERS.YAHOO.COM
Ken Long	Planned Parenthood	14770 NE Dahlberg Dr, Aurora, CO 80012	303-518-9478	ken@jicca.com
Burke, Marlow	Deer Creek	P O Box 356, Deer Creek, CO 80322	6081676-2544	jburke@centurytel.net

Aurora State Airport Alternatives Public Meeting Comment Summary

30 comment forms were submitted at the March 10, 2011 Aurora State Airport meeting. 59 additional comment forms were faxed, mailed or e-mailed in after the meeting. 13 people submitted a comment form via the online survey.

Additionally, several people submitted other comments beyond the comment form at the public meeting and by email after the event. These comments are attached at the end of this summary.

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	64 No change Approach minima to remain at visual and greater than 1 statute mile (sm)	12 No change Approach minima to remain at visual and greater than 1 statute mile (sm)	16 Improved instrument approach capability. Visibility greater than $\frac{3}{4}$ statute mile (sm)	8 Improved instrument approach capability. Visibility minima lower than $\frac{3}{4}$ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	65 No change Remain at ARC B-II	16 No change Remain at ARC B-II	12 Upgrade to ARC C-II	1 Upgrade to ARC C-II
Runway Length	62 No change (total runway length: 5,004')	17 600' extension to north end of runway (total runway length: 5,604')	10 1,000' extension to south end of runway, closure of Keil Rd. (total runway length:	5 No change to length. However, relocation of the parallel taxiway is necessary for
Runway Strength	69 No change - 45,000 pounds DWG	18 Strengthen to 60,000 pounds DWG	9 Strengthen to 60,000 pounds DWG	4 No change - 45,000 pounds DWG
Air Traffic Control Tower (ATCT) Location	<i>Has not yet been determined.</i>	31 ATCT located midfield on the east side.	10 ATCT centrally located within State-owned property, but north of the location in Alternative 1.	5 ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	60 No change	18 Designation of helicopter operations area in the northwest section of State-owned property.	3 Designation of helicopter operations area, situated where the fuel tanks are currently located.	4 Designation of helicopter operations area, north of the current apron.
Fuel Station Location	64 No change	13 Fuel tank relocation south of Aurora Aviation.	6 Fuel tanks relocated northeast of Aurora Aviation.	9 Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	34 No change	23 Fire District's response building located near the air traffic control tower (ATCT).	35 Fire District's response building located adjacent to the water suppression system.	3 The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	66 No change	10 No change	4 Designation of a cargo apron facility, north of Aurora Aviation.	9 The cargo apron centrally located on State-owned property.

Additional comments provided on comment forms:

- 1) The number of air operations does not justify the lengthening of the runway. I support the no build alternative with the exception of the Aurora Rural Fire District facility. I am an elected board member of the Fire District. Aurora was never intended to be a “big jet” airport. It is too constrained both in length and width.
- 2) For the no build alternative, determination of the location for the ATCT is a critical addition.
- 3) Would like C-2, but don’t think closing Keil Rd. is a good idea, increases traffic on Airport Rd. Prefer 600’ extension to the north.
- 4) No additional growth.
- 5) 600’ extension to begin with to the North. After a term of 5 years to help replenish funds extend an additional 600’ on the South end (save Keil Rd.)
- 6) Roads are already over capacity!
- 7) Alternative 2 as depicted places a RWY 17 run-up area on Wiley Condo Association property very close to existing hangars with large operable doors. This property is not for sale and is not likely to be. Consideration should be given to an alternative that includes a 600’ extension with run-up area at the North end and a 500’ extension at the South end to create a 60000’ runway with an upgrade to ARC C-11.

- 8) Representing property south of airport "P" zone south of Keil Rd. Totally approximately 75 acres.
- 9) Since you cut the trees down the noise is louder—trees are important to clean the air. I support the tower and fire station. NO expansion. I am very concerned about how the quality of my life will decrease because of the high noise along with the value of my property which will decrease. I live in Dear Creek Estates close to the end of the now runway and in 10 years the noise has increased greatly. Plus planes flying over our home taking a short cut to the airport.
- 10) The removal of the trees by the west opened up more noise. I support the no build plan, the tower and fire station.
- 11) I am a home owner in Aurora.
- 12) Why don't they do something at the airport to actually get pilots of jets to fly the pattern they are supposed to?
- 13) Property owner
- 14) Remove power lines on north end. If the power lines were hit by a plane how would the loss of power to our community. Hospitals, schools, fire police. Shared costs to relocate lines underground—Power Company, City, County, and Oregon Aviation Dept. Educational building for high school students interested in aviation, shared by community colleges and education districts; 2-story building. I have additional ideas. Email me please. (Ronald Sterba, saintesterba@msn.com)
- 15) Comment on Helicopter Parking Location for no build alternative: already done on whose approval?
- 16) Aurora is one of the most significant pieces of history in Oregon. Who benefits from a larger and busier airport? Could you consider doing something in the line of keeping the integrity of this small historic piece? It doesn't lend itself to this noisy alternative. Take an example from Vermont and keep this historic jewel as the treasure it should be.
- 17) Any/all proposed changes need to consider/mitigate the problems that will come outside "the fence" area. Such as east-west traffic and turn lanes, drainage issues, sewer and water supplies up to code, noise and vectoring of air traffic. If the above concerns are not met there will be many irate and vindictive neighbors to deal with going forward. Not a good situation! Given present and mean time future economic situation, we are better to not overbuild especially your way for the very few – the number of operations is still highly questionable! Use your new tower to get accurate numbers prior to any further changes. Runway lengthening and Build options 2 and 3 are not warranted.
- 18) What is tax payer liability for under improvements of Airport Rd? For the entire expansion?
What are impacts of expansion on adjacent properties? Zoning? Usages?
What is the number of regular operators that live in Clackamas or Marion County?
What will be done prior to expansion mobilization to ensure City of Aurora's annexation of Airport?
What are the wildlife and environmental impacts? When were studies completed?
- 19) We have hundreds of large geese in the Charbonneau area which could pose a serious threat to aircraft and civilians. I am not concerned about the lives of the geese—only the people. We have more than enough aircraft emanating from this airport now!

- 20) The noise level now is too high with low flying planes and helicopters who don't seem to care that people would very much appreciate a quiet neighborhood in which to find refuge. It is unfortunate that we in Clackamas County must suffer the consequences of Marion County decisions on this matter. More planes also mean more cars and trucks on our exits and entrances to the I-5 corridor which is awful right now as it is.
- 21) Some Charbonneau residents are curious when we see the map showing the sound pressure level (yellow line) following the exact southern boundary of Charbonneau. Also at the DOA meeting we heard SPL/Ob numbers for aircraft on this boundary to be 65 or 75 Db. Institutions such as MIT and HUD have said that the Db for flushing a toilet is 75 Db and a business office is 85 Db. I have a hard time believing that the planes going over as we dine on our patios are more quiet than a toilet or a business office. We have taken a straw poll of Charbonneau residents, at a recent social function and well over 95% of us are strongly opposed to the airport expansion!
- 22) No more noisy planes over Charbonneau!
- 23) It is hard for me to believe that fuel tax would pay for all the proposed changes. As a tax payer I don't want to have any part of paying for the ability to have more corporate jets landing at the Aurora Airport!
- 24) I have had enough as it is of planes flying over Charbonneau. I came here from Beaverton because of the rural atmosphere and less crowding. Why must it always be ruined?
- 25) To approve any changes is "letting the camel in the tent!" Good, bad, indifferent—the future cannot be controlled. Surely a tower and instrument approach would improve safety but that is the camel.
- 26) RW 17 run-up area on Alternative 2 is not desirable to owners of Wylee property. It would add constant noise and blast to adjacent hangars. Better solution must be found, preferably adjacent to Willamette Aviation facility on runway extension to north.
- 27) It is my feeling that most Charbonneau residents have little sympathy for the needs and wishes of users of the Aurora Airport, because pilots presently flying in and out of the airport just don't give a shit about avoiding the airspace above Charbonneau. Improved facilities can only mean continued disregard for the neighborhood, on a larger scale.
- 28) Locate ATCT at mid-field west of the highway to Hubbard. This will require land acquisition but will reduce tower height with no loss of 2 acres of airport land. Locate the helicopter parking in the fire suppression system area. This will totally separate helicopter traffic from fixed wing, plus make room for helicopter business and hangars.
A reasonable return on investment should always be a paramount consideration where major investment is required. I don't feel that has happened when consideration for runway strengthening or extension is being considered. To spend millions of dollars for the possibility of a very small return on investment makes no sense, especially when both the state and federal government is broke. Lets get realistic.
- 29) A tower and runway extension is not so good in this climate.
- 30) Who wrote this? Our biggest problem is people who don't have a clue about aviation write questionnaires like this. Get someone involved in aviation to help make airport programs! You are wasting our money.
- 31) Justify all projects by cost.

- 32) The noise over our house is BAD enough as it is. I certainly don't want any increase! I wish there were no Aurora Airport at all.
- 33) Any changes will only benefit a small handful of users of the airport, not the general public.
- 34) We hope that the airport is not enlarged! There is enough jet noise now over Charbonneau!
- 35) Larger jets = more noise
- 36) Runway extension – particularly north will result in heavier noisier aircraft taking off closer (& lower over) populated areas. Noise problem. Environmental problem. Safety problem. Please do not extend runways.
- 37) Planes are flying over Charbonneau even though they are required not to. Expansion would only increase the noise level in this area. Think of the noise level at our Portland International Airport. We don't need to push in that direction. Thanks.
- 38) Aircraft coming and going creates a worsening noise problem for those of us who live in Charbonneau. Making the changes sought will only make a bad problem worse!
- 39) I trust you will not move north. It would be too close to a population of a growing city (Wilsonville and Tualatin).
- 40) See submitted letter and petition from Friends of French Prairie.
- 41) We are concerned about the noise level from larger jets. The hundreds of geese that flock to the small lakes in Charbonneau are a hazard to the jet engines. Longer runways bring larger planes. Larger planes bring freight. Freight needs to be hauled away in big trucks. I-5 in the Wilsonville area and beyond is the most deadly in the State. We don't need more truck traffic and congestion.
- 42) We hate to see an increase in the airport. Already the noise and planes flying low is very unpleasant. Quality of living in a somewhat rural area is suffering from all of this. Homes to the south would really feel this with runway extensions.
- 43) In as much as the Charbonneau is a heavily populated area at the southern most edge of the city of Wilsonville, every effort should be taken to not degrade the environmental and living conditions of the residents while improving or, at the very least, mitigating the physical risk to person and property. To that end, I recommend the following: 1) any fuel storage should be located as far to the southern end of the airport as possible. That provides, by physical distance, the maximum protection to the populace in the case of explosion. 2) Approach capability should NOT be lowered below the current one statute mile minimum. North-to-south approaches typically pass over Charbonneau. Lowering the approach minimum directly increases the risk to the populace by reducing the vertical distance between the aircraft and the ground in case of an in-flight emergency such as mechanical failure, bird strikes, and/or wind shear. Further, the potential for increased air traffic coupled with lowering the approach minimum directly and dramatically degrades the quality of life around the airport by increasing the noise pollution associated the lower approaches. 3) Strengthening the runway only serves to allow larger, louder aircraft to access the airport. This change will result in further increasing noise pollution and dramatically increases the risk of damage to property and person in the case of an aircraft crash. 4) Helicopter operations should be located as far away from heavily populated areas as possible. This dislocation not only affords increased protection for the populace but also reduces the noise pollution associated with these aircraft types.

44) My husband and I would like our opinion on the Aurora Airport known. I have attached a copy of the survey for the airport. As you can see we have MARKED every box in the "NO Build Alternative" column. We DO NOT want and improvements done to the Aurora Airport. We would like to see the larger jets go to another airport. The noise from the jets is extremely annoying, especially when they come screaming over the house late at night. We have lived here since 1977. We know there will be change. But we DO NOT want the airport any larger or improved from how it is now. The current JETS are loud and at times too low during landing. The size of aircraft is getting too large for this location.

45) Helicopter parking location should be in south end only.

46) From 1/14/11 to present there have been 127 flights at the intersection of Miley Rd and Airport Rd that are totally out of FAA compliance, according to the flight directory rules. This intersection is 1.6 miles from the airport.

1. Average flight inbound is 337 yards AGL (laser sighted)
2. All aircraft are flying in an illegal pattern
3. Noise abatement—some cases rattle windows
4. Number of aircraft per month is 113 flights
5. Most critical—who at the State Department did the bird counts for possible bird strikes?
6. Four witnesses working on counting birds including AGL and direction of flight have been monitoring morning and night
7. Flocks of over 1,000+ to as few as 25 or 30 generally fly pattern at 020 degrees to 219 degrees. These are the biggest migration pattern for these birds. These birds are directly in the fly pattern of aircraft flying over the intersection of Miley Rd and Airport Rd.
8. The first engine out bird strike outbound is going to land in the middle of Wilsonville Shopping Center. It is a coincidence that average AGL for aircraft is 337 yards and geese are 215 to 480 yards AGL.

With these documentations and witnesses to what may happen in the event of a major accident, who exactly are we going to sue? All flight in and out of this airport should use the FAA directory per its rules and you will find it is pretty safe flying conditions.

Comments from Online Survey

- 1) I have flown into and out of 3S2/ KUAO for 14 years. The demand for greater volume of aircraft is evident, and improved operational conditions would help Aurora, the local economy and the state of Oregon, whilst improving safety.
- 2) I have no opinion or inadequate information on other choices, what about both extensions? Why only 60,000 pounds; many business jets today push 100,000 pounds.
- 3) The city believes that the Airport should be allowed to grow, But it also believes that no growth should happen outside the existing boundaries of the airport until the airport is annexed into the City Of Aurora. In talking to adjacent property owners it seems they also agree with the City. Please consider our comments in your decision.
- 4) Before selecting the preferred alternative, comprehensive traffic and noise impact studies on surrounding communities need to be completed. The work done on these problems to date is cursory and insufficient for the size of the projects contemplated.

Additional Comments Submitted

Bernice -

Here are some of the questions that need to be addressed along with some additonal information that you will need at the meetings that you are going to attend.

1. FLOCKS OF GEESE

Since the meeting on the 12/12/10, my neighbor, Mike Farmer and I, have monitored the geese on the approach pattern from 7:30 am to 5:00 pm. In two days the average elevation was 1100'. The flocks range from 15 to more than 200 geese in the flock. We are going to keep monitoring the geese to prove how unsafe this is for the possibility of aircraft bird stikes.

2. DO THE PILOTS FLYING IN THE AIRSPACE AROUND THE AURORA AIRPORT HAVE TO ABIDE BY REGULATIONS FOR LANDING CONFIGURATIONS AND TAKE OFFS, INCLUDING ANY ABATEMENTS OR RESTRICTIONS WHILE FLYING IN THESE PATTERNS?

3. ARE THERE ANY RESTICTIONS AROUND THE AURORA AIRPORT THAT CONCERNS SOUND ABATEMENT? WE WOULD LIKE YOU TO CLARIFY WHAT DECIBEL READING WOULD BE TOO HIGH FOR THE HOUSING AREA THAT SURROUNDS THE AURORA AIRPORT. IS THIS GOING TO BE A FAA READING OR ONE THAT YOU ARE GOING TO APPROVE ON YOUR OWN?

4. WHAT ARE THE RULES FOR ELEVATIONS FOR AIRCRAFTS AFTER CROSSING THE WILLAMETTE RIVER ON FINAL APPROACH TO AURORA AIRPORT?

5. DON'T JETS HAVE TO FOLLOW THE SAME RULES AND REGULATIONS, INCLUDING LANDING CONFIGURATIONS, AS PER THE FAA LAWS AND RULES THAT ARE IN COMPLETE DETAIL IN THE AIRPORT DIRECTORY THAT IS USED BY ALL PILOTS?

6. WILL THERE BY ANY REGULATIONS THAT CONCERNS "CALM WIND DAYS" WITH WINDS 10 MPH OR LESS? ALL AIR TRAFFIC, IN BOUND AND OUT BOUND, SHOULD BE TAKING OFF FROM THE SOUTH ONLY. THIS WOULD EASE SOME OF THE TENSION FOR THE THOUSANDS OF PEOPLE INVOLVED TO THE NORTH.

All the questions above clearly indicate that no one is monitoring those pilots that are violating the FAA laws. When these laws are broken, will the pilots be fined or lose their license or will a new directory be written by the Aurora Airport to fit their needs?

As of 12/12/10, we have been monitoring incoming and out going aircraft, especially their elevations (AGL). Just as a note, on 12/15/2010, Aurora Airport manager (FBO) was notified that at 11:16 am, 11:21 am, 11:37 am and 11:46 am, the highest elevation for a DC3 was 301 yds and as low as 257 yds above Prairie View Estates. After the call, the DC3 stopped making its practice runs.

HARLAN REETZ

I do not believe citizens or local property owners benefit from the airport improvements that are going to be adopted by this master plan. I also don't believe it makes any difference if citizen's comment with disapproval, Marion County and the ODA will give the airport whatever they decide it needs or wants.

I've watched a film of a town hall meeting, concerning the master plan, from 10 years ago. Local citizens were very disapproving of all the improvements being offered. It made no difference. Marion County commissioners have allowed unrestrained growth. Now, 10 years later, the airport claims they need a tower because of safety issues, that were brought on by that unrestrained growth. In today's financial crisis, I am appalled that our federal and state governments are funding a tower. Millions of dollars could be put to much better use than to build a tower at Aurora.

I would encourage citizens to take a look at what has happened at the Hillsboro airport. The "improvements" being adopted here are designed to promote private aviation business interests such as flight training or aviation hobbyists whose comfortable lifestyle allows them to own or rent private aircraft.

I am against lengthening or strengthening the runway, the taking of farmland for hangers or the building of a tower. Attracting bigger jets or more aircraft only benefits a small minority and diminishes livability for those who live in the area. The no build option is best for the majority of citizens. The roads are already too busy and tax payers should not have to pay the cost of road and utility improvements, that only benefit a few private aviation businesses.

The Marion County Commissioners have demonstrated their support for aviation development over the environment, livable neighborhoods or protecting farmland. Clackamas County residents have not been given equal representation even though the airport expansion and development affects us as well as Marion County citizens.

The impact needs a tree, but not for
making large areas accessible. The
environmental impact of a fusion facility
is a detriment to agriculture and to the
livability of the entire area.

March 7, 2011

To: PAC of Aurora State Airport

I am concerned with increased noise and air pollution to nearby residents and potential disturbance to wildlife in the area if airport traffic is increased and more jets begin to use the airport. The small, local airport is already here, and we accept that once in a while a small jet flies in. But we are distressed that if it is opened to more and larger jets, our quality of life and property values will be diminished.

Perhaps the addition of a tower and/or runway extension would improve safety at the airport, but the increased noise levels of more jets using the airport are problematic. Jets that are really pounding to gain altitude would definitely affect noise levels. Plus, with the smaller planes that are currently using the airport there is almost no night-time traffic—I'm concerned that with more jets, we would have more noise and increased safety risk at night. I am also concerned about the possibility of more around the clock jet cargo traffic in the future.

The FAA performs extensive noise tests on hundreds of models that fly in the United States, making generalizations difficult. However, according to figures taken from FAA records, the median decibel level upon takeoff of all models of two common small jets, Learjet and Gulfstream, at 76 decibels, is somewhat higher than those of two common small propeller plane manufacturers, Piper and Cessna, at 69 decibels. Even a small increase in jet traffic would have an adverse noise impact. (*Longmont Ledger, April 23, 2010*)

Lorna Dove, who lives in Georgetown near Seattle, has devoted extensive hours toward researching and measuring chemicals like benzene and toluene, byproducts of jet fuel and plane exhaust. Dove's strongest ally has been the Agency for Toxic Substances and Disease Registry in Atlanta, which, after conducting a risk assessment of air quality in 1998, found that Georgetown residents had "a higher risk for leukemia and thyroid cancer" than the population at large. I would like to see studies of environmental impact of increased air traffic on our area. (*The Stranger, July 2, 2008*)

Our area is called French Prairie. Let's talk about the historical significance of this area and the importance of preserving it. A larger commercial airport will undermine the agricultural character and general livability of our community.

Look at CAAP (Citizens Against Airport Pollution), a community based organization that seeks to reduce pollution caused by airport operations.

July 20, 2010

Citizens Against Airport Pollution [CAAP] has filed a lawsuit against the City of San Jose because the City recently approved a major amendment to the Airport Master Plan without an Environmental Impact Report describing what adverse affect these amendments will have on the environment.

The suit alleges that the City failed to conduct the proper environmental investigation necessary prior to the approval of a major amendment to the Airport Master Plan, as required by CEQA. Air pollution impacts, noise pollution impacts and impacts on wildlife are unknown. In an effort to avoid litigation, CAAP previously requested the City to defer action approving the major amendment so that these issues could be evaluated and discussed without litigation. The City chose to ignore these concerns and approved the major amendment to the Airport Master Plan without a clear understanding of its impact on the environment.

For over 20 years, Citizens Against Airport Pollution has been the only watchdog organization committed to protecting the environment from pollution caused by Mineta San Jose International Airport. CAAP has always supported a first class airport to serve the needs of the Southbay. Protecting the quality of life for San Jose residents and maintaining a first class airport is doable. However, it requires thoughtful planning and a keen sensitivity to environmental protections. If Silicon Valley is to become the center of "green" technology, the City of San Jose must make every effort to make its airport environmentally sensitive and a good neighbor. CAAP believes that the protection of the quality of life in the neighborhoods should be the highest priority to the City of San Jose. <http://www.caap.org/>

I hope the ones who finally make the decision in this matter will take into consideration the appeals of their neighbors, and not jeopardize their ability to continue living comfortably in their homes. Please slow down the premature rush to expand this airport.

Patti Oleson
7465 SW Bunker Post Ct.
Wilsonville, OR 97070

Statistics that improve safety

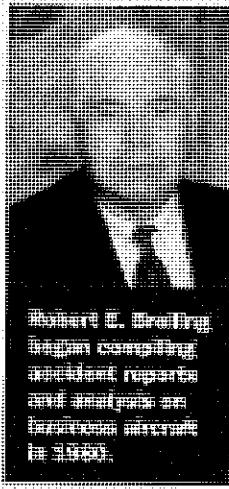
Compiling business jet and turboprop accident statistics has been an objective of mine since the early 1960s. When I was a Navy carrier pilot

and safety officer—and later a Pan Am pilot—I met an insurance executive who was concerned about insuring the new business jets and turboprops being bought by corporations. As I had some 3,000 flight hours, I was retained as a consultant by the underwriter to visit and evaluate its operations. Then Pan Am furloughed junior pilots, I went to work for the insurance underwriter to perform new-aircraft analyses, establish an engineering department, and supervise the company's fleet of 12 piston aircraft. There I began to compile business turbine aircraft statistics.

More than 50 percent of the bizjet accidents and incidents continue to occur in the landing phase year after year (for turboprops, it's 43 percent).

During this period I served on the NBAA board of directors, as head of its safety committee, and made numerous statistical presentations at Flight Safety Foundation's Corporate Aviation Safety Seminar, Bombardier's Safety Standdown, and others. I also worked with Donald Engen to establish the AOPA Safety Institute's light aircraft database.

I was then offered an opportunity to join the start-up team SimuFlite, where one of my objectives was to secure an FAA exemption to use "advanced" simulators for training in lieu of aircraft. I showed the FAA that 52 business-jet accidents occurred during in-aircraft training from 1964 through 1980. I received the exemption, which benefitted both SimuFlite and FlightSafety International, the two training companies at the time. The accident rate began to fall (improve) so much that underwriters offered a reduced hull rate if companies trained in advanced simulators for both jets and turboprops. In 1985 we saw a need for this data by aviation insurance underwriters and corporate operators and began publishing the *Annual Business Turbine Aircraft Accident Review*, where identified by specific aircraft the accident rates, phase of



operation in which the accident occurred, causal factors, and other pertinent information.

In review of this data over the years, we found several dominant trends. For example, more than 50 percent of the bizjet accidents and incidents continue to occur in the landing phase year after year (for turboprops, it's 43 percent). Surprisingly, 76 percent of the jet accidents occur on 5,000-foot or longer runways, 10 percent on 4,000- to 5,000-foot-long runways, and 8 percent on runways shorter than 4,000 feet. Sixty-five percent were in VMC, and 24 percent were on contaminated runways. It is obvious that pilots are not adhering to positive landing techniques. They continue to land long, add a few knots to V_{REF} —which is already 30 percent above stall speed—"grease it on," delay reverse use, and use positive braking.

With respect to turboprops, accidents in the approach phase are higher with 17.6 percent occurring here, versus 7 percent in bizjets. My opinion is that many approach accidents involve single pilots, where it is apparent that the pilot gets to minimums and, being unfamiliar with the missed approach procedure, goes lower or performs an improper missed approach. I might add that single pilots have a 50-percent greater accident rate than aircraft flown by two pilots.

Single-engine turboprops, mostly flown by single pilots, are involved in a higher number of high-altitude upsets than other turboprops. It seems apparent that pilots are over-relying on the autopilot and when a malfunction occurs, loss of control follows. More instrument flight proficiency and upset training may be necessary.

Also noted over the years is that the number of reported incidents is increasing, and many result in serious damage. It is interesting to note that a turboprop can land gear up, and cause serious damage, yet this is classified as an incident—whereas a light jet can experience a gear collapse while taxiing, causing relatively light damage, and it is classified as an accident.

We believe that our annual reviews are invaluable to any bizjet or turboprop operator to aid in identifying specific aircraft problems, support the fact that short runways should not be used, and illustrate how business aviation safety compares to charter air taxi, fractionals, airline operations, single-pilot involvement, et cetera.

We publish the review annually and offer the complete study, including turbine helicopters, for \$375; the jet section or turboprop section can be purchased separately for \$175 each. For more see our website (www.breilinginc.com) or call us at 561-338-6900.

AOPA

From: RobrtC@aol.com [mailto:RobrtC@aol.com]
Sent: Monday, March 21, 2011 3:03 PM
To: christopher.cummings@state.or.us
Cc: Anderson, Rainse
Subject: Comment: Aurora State Airport Master Plan

I attended the meeting earlier this month but unfortunately could not stay for the public comment portion that was begun at the end of the meeting.

One of the questions I have and I posed it to several people at the breakout session: Why is the Aurora Airport the subject of expansion when McNary Field is 20 miles away and has an existing longer runway than Aurora? Most of the responses to my questions were "convenience and closer to downtown Portland". I think that the overall public may be better served by exploring the options of McNary Field in Salem instead of embarking on this costly expansion.

If this expansion at Aurora proceeds the State of Oregon needs to impose stringent and enforced noise abatement procedures for the surrounding neighborhoods. This would mean monitoring by the control tower of violators and the imposition of fines and or license suspensions for pilots of aircraft that do not comply. To help with noise abatement the arrival/departure flight path from/to the north should be directed over the I-5 corridor and not Wilsonville.

Lastly, has an environmental impact study been conducted as to the affects of wildlife on airport operations. This area of the Willamette valley is a

large flyway for Canada geese. Wouldn't this be a safety issue?

I would appreciate your thoughts on my comments.

Rob Callan

7260 SW Fountain Lake Drive.

Wilsonville Oregon. 97070

Adrienne DeDona

From: Joel Joslin [joelandlynell@mac.com]
Sent: Monday, March 21, 2011 10:23 PM
To: Adrienne DeDona
Subject: Aurora Airport

Dear Adrienne,

Thank you for taking the time to listen to the residents concern about the proposed expansions to the Aurora airport.

I live nearby in an area that is supposed to be a "no fly" zone. It is anything but. We have planes flying over frequently and sometimes very low. Low enough on occasion that I am concerned they are in distress and are about to crash.

An expansion would only increase these problems with the addition of increased jets and larger planes in the area and the subsequent noise issues.

It seems there are enough larger airports in the vicinity already with PDX and Hillsboro, both with greater activity and facilities than here.

Please do not turn this area into another large airport and all the noise and safety issues that would go with it.

Keep us safe and quiet!

Thank you for taking our welfare into your consideration.

A local resident and neighbor of the Aurora Airport.

Lynell Cooper-Joslin
Charbonneau

I, Kenneth W. Hawken agree with the proposal noted below. Please add my name to the petition.
my address :
24751 NE Prairie View Dr.
AURORA, OR 97002-9545
Phone 503-678-2280

Aurora Airport Master Planning Process
Petition to the Oregon Department of Aviation
from
Aurora Airport Neighbors in the Prairie View Community

Whereas, the Aurora State Airport lies less 1 1/2 miles south of the Prairie View residential community and over-flights of Prairie View are already frequent and noisy and

Whereas, the Oregon Department of Aviation is considering the possible inclusion of an extension of the existing runway and/or strengthening the runway to accommodate heavier aircraft in the current master planning process,

We, the undersigned residents of Prairie View support the petition from Charbonneau residents and express our grave concern about the number of larger jets that such an extension would bring, with the resultant increase in noise pollution for neighboring communities. We oppose such action for the following reasons:

1. At this airport, landings to the south require jets and others to fly low over dense residential areas of Wilsonville and surrounding communities. The proposed control tower, operating only during daylight hours, will not be able to fully mitigate this problem.
2. The environmental impact of a runway extension or strengthening, bringing additional and larger jet traffic, will be to reduce property values for many Wilsonville residents including those living in Charbonneau and Prairie View.
3. The extension proposed is sought by a very small number of operators, most of whom regularly use its current runway. At a time of extreme State and Federal budget difficulties it is unacceptable to consider spending large sums of taxpayer money on development to benefit so few special interests.
4. This Airport is constrained on all sides by roads and residences, by one runway, and by private infrastructure close to the taxiway and runway, all hampering long term expansion. For example, it is not practically possible, nor financially feasible, to reduce the approach minimums, something that would make the Airport a more reliable destination in bad weather. If a longer runway is required in the region this should be done at a rural area airport with many fewer constraints, such as Mulino.

For all the above reasons we request that consideration of a runway extension and/or strengthening the weight-bearing load of the runway at Aurora Airport be postponed to allow study of the most appropriate location and timing for such developments and any extension or strengthening be excluded from the current Master Plan update.

To who it may concern, we agree with the proposal below.

Stanley P. Kaveckis
25031 NE Prairie View Drive
Aurora, OR 97002

Suzanne M. Kaveckis
25031 NE Prairie View Drive
Aurora, OR 97002

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Louisa Farmer
25089 N.E. Prairie View Drive
Aurora, Oregon 97002

Michael Farmer
25089 N.E. Prairie View Drive
Aurora, Oregon 97002

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I, Karen J. Hawken agree with the proposal noted below. Please add my name to the petition.

My address:
24751 NE Prairie View Drive
Aurora, OR 97002
Phone 503-678-2280

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I agree with this proposal:
Dana Stephens
14550 NE Mulligan Ct.
Aurora, OR 97002

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I agree with the proposal noted below and would like to add the following:

As a tax paying citizen, it is appalling to me that millions are going to be spent to build a tower at the Aurora Airport. It is obvious the ODA at the State of Oregon and the FAA will promote private aviation business interests over those of neighboring property owners. Marion County should not legally be allowed to expand the airport when it affects the residents of Clackamas County without equal representation. Sitting on an advisory committee outnumbered by airport business interests is not representation.

IT IS THE SPECIAL INTERESTS OF A SMALL MINORITY THAT BENEFITS BY DIMINISHING THE RIGHTS AND LIVIBILITY OF PROPERTY OWNERS.

Christine Warren
15777 NE Becke Rd
Aurora, Or 97002

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Petition to the Oregon Department of Aviation
from

BERNICE IVEY
24780 NE PRAIRIE VIEW
AURORA, OR 97002

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I agree with the proposal noted below.

Victoria Arck

24035 Butteville Rd, Aurora, OR 97002

>if you want to send me the petition, I will sign it. The points
>addressed are significant and will affect all tax payers. Even tho
>I live quite a distance from the A/P I am concerned!

>Vik

>> Aurora Airport Master Planning Process

>> Petition to the Oregon Department of Aviation

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>> from

>> Aurora Airport Neighbors in the Prairie View Community

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>>
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>>

>>=

We agree with the proposal noted below:

Hellen Safronchik
15651 NE Browndale Farm Rd,
Aurora, Oregon 97002

Paul Safronchik
15651 NE Browndale Farm Rd
Aurora, Oregon, 97002

Rebecca Safronchik
15651 NE Browndale Farm Rd
Aurora, Oregon, 97002

Alexander Safronchik
15651 NE Browndale Farm Rd
Aurora, Oregon 97002

In a message dated 3/5/2011 5:04:08 P.M. Pacific Standard Time,
bernicecreativeyacres@hotmail.com writes:

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Bernice,

First a thank you for all the time and effort you put in for all of our sakes. We both appreciate it.

We agree with the attached proposal, namely the Petition to the Oregon Department of Aviation from the Aurora Airport Neighbors in the Prairie View Community.

Robert C. Brooks 14510 NE Mulligan Court, Aurora, OR 97002
Susan G. Brooks 14510 NE Mulligan Court, Aurora, OR 97002

Thank you.

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Whereas, the Oregon Department of Aviation is considering the possible inclusion of an extension of the existing runway and/or strengthening the runway to accommodate heavier aircraft in the current master planning process,

We, the undersigned residents of Prairie View support the petition from Charbonneau residents and express our grave concern about the number of larger jets that such an extension would bring, with the resultant increase in noise pollution for neighboring communities. We oppose such action for the following reasons:

1. At this airport, landings to the south require jets and others to fly low over dense residential areas of Wilsonville and surrounding communities. The proposed control tower, operating only during daylight hours, will not be able to fully mitigate this problem.
2. The environmental impact of a runway extension or strengthening, bringing additional and larger jet traffic, will be to reduce property values for many Wilsonville residents including those living in Charbonneau and Prairie View.
3. The extension proposed is sought by a very small number of operators, most of whom regularly use its current runway. At a time of extreme State and Federal budget difficulties it is unacceptable to consider spending large sums of taxpayer money on development to benefit so few special interests.
4. This Airport is constrained on all sides by roads and residences, by one runway, and by private infrastructure close to the taxiway and runway, all hampering long term expansion. For example, it is not practically possible, nor financially feasible, to reduce the approach minimums, something

that would make the Airport a more reliable destination in bad weather. If a longer runway is required in the region this should be done at a rural area airport with many fewer constraints, such as Mulino.

For all the above reasons we request that consideration of a runway extension and/or strengthening the weight-bearing load of the runway at Aurora Airport be postponed to allow study of the most appropriate location and timing for such developments and any extension or strengthening be excluded from the current Master Plan update.

Aurora State Airport Master Plan Update

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Additional Comments:

The Number of Air Operations Does not Justify the lengthening of The Runway
 I Support the 'No Build' Alternative
 with the exception of The Runways
 Aurora Fire District Facility - I am an
 Elected Board Member of The Fire District.
 Aurora was never intended to be a
 'Big Jet' Air port. It is Too Constrained
 Both in length & width. Q46 Leo

Contact Information (optional):

Name: Greg Leo
 Address: 9318 Champsg Rand N.E.
Aurora OR 97002
 Phone: (503) 804-6391
 Email: Greg@TheLeoCompany.com

Thank you for taking the time to provide your input!

Please drop this form in the comment box, or mail to:

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 1110 SE Alder Street, Suite 301
 Portland, OR 97214

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critical addition

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Address: _____

Phone: _____

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Portland, OR 97214

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Additional Comments:

Would like C-2, but don't think closing Kiel Rd a good idea, increases traffic on ~~the~~ Airport Rd. Perfer 600' extension to North

Contact Information (optional):

Name: Rob Graham
 Address: 21404 Liberty
Aurora
 Phone: _____
 Email: robbyby@yahoo.com

Thank you for taking the time to provide your input!

Please drop this form in the comment box, or mail to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
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Additional Comments:

No additional growth.

Contact Information (optional):

Name: Rick Hardman
 Address: 21124 Liberty St NE
Aurora Or 97004
 Phone: 503-776-9040
 Email: _____

Thank you for taking the time to provide your input!

Please drop this form in the comment box, or mail to:

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Additional Comments:

Contact Information (optional):

Name: _____

Address: _____

Phone: _____

Email: DICKSPENNER72@YAHOO.COM

Thank you for taking the time to provide your input!

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Additional Comments:

- [Handwritten notes]*
- 600 Ft. Extension to begin with to the North.
 - After a term of 5 years to help replenish funds Extend an additional 600 ft on the south end.

(Save Keil Rd.)

Contact Information (optional):

Name:	<input type="text"/>
Address:	<input type="text"/>
Phone:	<input type="text"/>
Email:	<input type="text"/>

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Additional Comments:

roads are already over capacity

Contact Information (optional):

Name: _____

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Email: _____

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Additional Comments:

ALTERNATIVE 2 AS DEPICTED PLACES A RWY 17 RUN-UP AREA ON WILEY CONDO ASSOCIATION PROPERTY VERY CLOSE TO EXISTING HANGARS WITH LARGE OPERABLE DOORS. THIS PROPERTY IS NOT FOR SALE AND IS NOT LIKELY TO BE. CONSIDERATION SHOULD BE GIVEN TO AN ALTERNATIVE THAT INCLUDES A 600' EXTENSION WITH RUN-UP AREA AT THE NORTH END AND A 500' EXTENSION AT THE SOUTH END TO CREATE A 6000' RUNWAY WITH AN UPGRADE TO ARC C-II.

Contact Information (optional):

Name: LARRY BERGMAN
 Address: 7814 SE 13TH AVE.
PORTLAND, OR 97202
 Phone: 503-572-3832
 Email: LARRY@BERGMANPHOTOGRAPHIC.COM

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Additional Comments:

Representing property south of airport
"P" zone south of Kib Road.
totally approx. 75 acres total,

[Handwritten signature]

Contact Information (optional):

Name: JOHN RANKIN, Mfg/consultant
 Address: 26715 SW Baker Road
Shawnee, OR 97140
 Phone: 503-625-9710
 Email: john@johnrankin.com

Thank you for taking the time to provide your input!

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Aurora Rural Fire Protection District Location	<input type="checkbox"/> No change	<input type="checkbox"/> Fire District's response building located near the air traffic control tower (ATCT).	<input type="checkbox"/> Fire District's response building located adjacent to the water suppression system.	<input type="checkbox"/> The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	<input type="checkbox"/> No change	<input type="checkbox"/> No change	<input type="checkbox"/> Designation of a cargo apron facility, north of Aurora Aviation.	<input type="checkbox"/> The cargo apron centrally located on State-owned property.

Additional Comments:

Contact Information (optional):

Name: _____

Address: _____

Phone: _____

Email: _____

Thank you for taking the time to provide your input!

Please drop this form in the comment box, or mail to:

Adrienne DeDona
1110 SE Alder Street, Suite 301
Portland, OR 97214

Or fax to: (503) 230-4877

You can also email comments to: Adrienne@jla.us.com

Aurora State Airport Master Plan Update

COMMENT FORM

The chart below includes features of the no build alternative and the three build alternatives. Please indicate what features of the alternatives you prefer by checking the appropriate box.

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	<input type="checkbox"/> No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	<input type="checkbox"/> No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	<input type="checkbox"/> Improved instrument approach capability. Visibility greater than $\frac{3}{4}$ statute mile (sm)	<input type="checkbox"/> Improved instrument approach capability. Visibility minima lower than $\frac{3}{4}$ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	<input type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> Upgrade to ARC C-II	<input type="checkbox"/> Upgrade to ARC C-II
Runway Length	<input type="checkbox"/> No change (total runway length: 5,004')	<input type="checkbox"/> 600' extension to north end of runway (total runway length: 5,604')	<input type="checkbox"/> 1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	<input type="checkbox"/> No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	<input type="checkbox"/> No change (45,000 pounds DWG)	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	<i>Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.</i>	<input type="checkbox"/> ATCT located midfield on the east side.	<input type="checkbox"/> ATCT centrally located within State-owned property, but north of the location in Alternative 1.	<input type="checkbox"/> ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	<input type="checkbox"/> No change <i>Since you left the fire</i>	<input type="checkbox"/> Designation of helicopter operations area in the northwest section of State-owned property. <i>Designation of helicopter operations area, down the hill</i>	<input type="checkbox"/> Designation of helicopter operations area, situated where the fuel tanks are currently located. <i>Fuel tanks relocate</i>	<input type="checkbox"/> Designation of helicopter operations area, north of the current apron. <i>Future fuel tanks located at the south end of State-owned property</i>
Fuel Station Location	<input type="checkbox"/> No change <i>Noise is louder</i>	<input type="checkbox"/> Fuel tank relocation south of Aurora Aviation. <i>fuels</i>	<input type="checkbox"/> Fuel tanks relocated northeast of Aurora Aviation. <i>trees</i>	<input type="checkbox"/> Future fuel tanks located at the south end of State-owned property
Aurora Rural Fire Protection District Location	<input type="checkbox"/> No change <i>Important</i>	<input type="checkbox"/> Fire District's response building located near the air traffic control tower (ATCT). <i>near the tower</i>	<input type="checkbox"/> Fire District's response building located adjacent to the water suppression system. <i>fire station</i>	<input type="checkbox"/> The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	<input type="checkbox"/> No change <i>Is support the tower & fire station</i>	<input type="checkbox"/> Designation of a cargo apron facility, north of Aurora Aviation. <i>no expansion</i>	<input type="checkbox"/> The cargo apron centrally located on State-owned property.	

Additional Comments:

I am very concerned about how the quality of my life will decrease because of the high noise along with the value of my property which will decrease the value in Deer Creek Estates close to the end of the road. Recently and in 10 years the noise has increased greatly. Please take action to shorten the distance to the airport.

Contact Information (optional):

Name: Susan Meeley
 Address: 22013 NE Florida Dr
Aurora OR 97002
 Phone: 503-678-2093
 Email: _____

Thank you for taking the time to provide your input!

Please drop this form in the comment box, or mail to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
 Or fax to: (503) 230-4877

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	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
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Airport Reference Code	<input checked="" type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> Upgrade to ARC C-II	<input type="checkbox"/> Upgrade to ARC C-II
Runway Length	<input checked="" type="checkbox"/> No change (total runway length: 5,004')	<input type="checkbox"/> 600' extension to north end of runway (total runway length: 5,604')	<input type="checkbox"/> 1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	<input type="checkbox"/> No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	<input checked="" type="checkbox"/> No change (45,000 pounds DWG)	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	<i>Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.</i>	<input type="checkbox"/> ATCT located midfield on the east side.	<input type="checkbox"/> ATCT centrally located within State-owned property, but north of the location in Alternative 1.	<input type="checkbox"/> ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Designation of helicopter operations area in the northwest section of State-owned property.	<input type="checkbox"/> Designation of helicopter operations area, situated where the fuel tanks are currently located.	<input type="checkbox"/> Designation of helicopter operations area, north of the current apron.
Fuel Station Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Fuel tank relocation south of Aurora Aviation.	<input type="checkbox"/> Fuel tanks relocated northeast of Aurora Aviation.	<input type="checkbox"/> Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	<input type="checkbox"/> No change	<input checked="" type="checkbox"/> Fire District's response building located near the air traffic control tower (ATCT).	<input type="checkbox"/> Fire District's response building located adjacent to the water suppression system.	<input type="checkbox"/> The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> No change	<input type="checkbox"/> Designation of a cargo apron facility, north of Aurora Aviation.	<input type="checkbox"/> The cargo apron centrally located on State-owned property.

Additional Comments:

THE REMOVAL OF THE TREES BY
THE WEST APRON UP MORE
NOISE. I SUPPORT THIS NO
BOLD PLAN. AT TOWER AND
FIRE STATION..

Contact Information (optional):

Name: BRIAN MURPHY
 Address: 22018 NE FEDOR AVN
AURORA OR 97002
 Phone: 503-702-5567
 Email: m0daytot@yahoo.com

Thank you for taking the time to provide your input!

Please drop this form in the comment box, or mail to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
 Or fax to: (503) 230-4877

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	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
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Airport Reference Code	<input type="checkbox"/> No change. Remain at ARC B-II	<input checked="" type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> Upgrade to ARC C-II	<input type="checkbox"/> Upgrade to ARC C-II
Runway Length	<input type="checkbox"/> No change (total runway length: 5,004')	<input checked="" type="checkbox"/> 600' extension to north end of runway (total runway length: 5,604')	<input type="checkbox"/> 1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	<input type="checkbox"/> No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	<input type="checkbox"/> No change (45,000 pounds DWG)	<input checked="" type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	<i>Hos not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.</i>	<input type="checkbox"/> ATCT located midfield on the east side.	<input type="checkbox"/> ATCT centrally located within State-owned property, but north of the location in Alternative 1.	<input checked="" type="checkbox"/> ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Designation of helicopter operations area in the northwest section of State-owned property.	<input type="checkbox"/> Designation of helicopter operations area, situated where the fuel tanks are currently located.	<input type="checkbox"/> Designation of helicopter operations area, north of the current apron.
Fuel Station Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Fuel tank relocation south of Aurora Aviation.	<input type="checkbox"/> Fuel tanks relocated northeast of Aurora Aviation.	<input type="checkbox"/> Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	<input type="checkbox"/> No change	<input type="checkbox"/> Fire District's response building located near the air traffic control tower (ATCT).	<input type="checkbox"/> Fire District's response building located adjacent to the water suppression system.	<input type="checkbox"/> The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	<input type="checkbox"/> No change	<input type="checkbox"/> No change	<input type="checkbox"/> Designation of a cargo apron facility, north of Aurora Aviation.	<input type="checkbox"/> The cargo apron centrally located on State-owned property.

Additional Comments:

home owner Aurora

Contact Information (optional):

Name: Marilee Sullivan
 Address: PO Box 34
Aurora OR 97002
 Phone: 503 678 2860
 Email: marilee.sullivan@ipsns.com

Thank you for taking the time to provide your input!

Please drop this form in the comment box, or mail to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214

Or fax to: (503) 230-4877

You can also email comments to: Adrienne@jla.us.com

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	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	<input checked="" type="checkbox"/> No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	<input type="checkbox"/> No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	<input type="checkbox"/> Improved instrument approach capability. Visibility greater than $\frac{3}{4}$ statute mile (sm)	<input type="checkbox"/> Improved instrument approach capability. Visibility minima lower than $\frac{3}{4}$ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	<input checked="" type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> Upgrade to ARC C-II	<input type="checkbox"/> Upgrade to ARC C-II
Runway Length	<input checked="" type="checkbox"/> No change (total runway length: 5,004')	<input type="checkbox"/> 600' extension to north end of runway (total runway length: 5,604')	<input type="checkbox"/> 1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	<input type="checkbox"/> No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	<input checked="" type="checkbox"/> No change (45,000 pounds DWG)	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	<i>Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.</i>	<input type="checkbox"/> ATCT located midfield on the east side.	<input type="checkbox"/> ATCT centrally located within State-owned property, but north of the location in Alternative 1.	<input type="checkbox"/> ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Designation of helicopter operations area in the northwest section of State-owned property.	<input type="checkbox"/> Designation of helicopter operations area, situated where the fuel tanks are currently located.	<input type="checkbox"/> Designation of helicopter operations area, north of the current apron.
Fuel Station Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Fuel tank relocation south of Aurora Aviation.	<input type="checkbox"/> Fuel tanks relocated northeast of Aurora Aviation.	<input type="checkbox"/> Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	<input type="checkbox"/> No change	<input checked="" type="checkbox"/> Fire District's response building located near the air traffic control tower (ATCT).	<input type="checkbox"/> Fire District's response building located adjacent to the water suppression system.	<input type="checkbox"/> The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> No change	<input type="checkbox"/> Designation of a cargo apron facility, north of Aurora Aviation.	<input type="checkbox"/> The cargo apron centrally located on State-owned property.

Additional Comments:

WHY DON'T THEY DO SOMETHING AT THE AIRPORT TO ACTUALLY GET PILOTS OF JETS TO FLY THE PATTERN THEY ARE SUPPOSED TO.

Contact Information (optional):

Name:	<input type="text"/>
Address:	<input type="text"/>
Phone:	<input type="text"/>
Email:	<input type="text"/>

Thank you for taking the time to provide your input!

Please drop this form in the comment box, or mail to:

Adrienne DeDona
1110 SE Alder Street, Suite 301
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Or fax to: (503) 230-4877

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Airport Reference Code	<input type="checkbox"/> No change. Remain at ARC B-II	<input checked="" type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> Upgrade to ARC C-II	<input type="checkbox"/> Upgrade to ARC C-II
Runway Length	<input type="checkbox"/> No change (total runway length: 5,004')	<input checked="" type="checkbox"/> 600' extension to north end of runway (total runway length: 5,604')	<input type="checkbox"/> 1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	<input type="checkbox"/> No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	<input type="checkbox"/> No change (45,000 pounds DWG)	<input checked="" type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	<i>Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.</i>	<input checked="" type="checkbox"/> ATCT located midfield on the east side.	<input type="checkbox"/> ATCT centrally located within State-owned property, but north of the location in Alternative 1.	<input type="checkbox"/> ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	<input type="checkbox"/> No change	<input checked="" type="checkbox"/> Designation of helicopter operations area in the northwest section of State-owned property.	<input type="checkbox"/> Designation of helicopter operations area, situated where the fuel tanks are currently located.	<input type="checkbox"/> Designation of helicopter operations area, north of the current apron.
Fuel Station Location	<input type="checkbox"/> No change	<input checked="" type="checkbox"/> Fuel tank relocation south of Aurora Aviation.	<input type="checkbox"/> Fuel tanks relocated northeast of Aurora Aviation.	<input type="checkbox"/> Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	<input type="checkbox"/> No change	<input checked="" type="checkbox"/> Fire District's response building located near the air traffic control tower (ATCT).	<input type="checkbox"/> Fire District's response building located adjacent to the water suppression system.	<input type="checkbox"/> The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	<input type="checkbox"/> No change	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Designation of a cargo apron facility, north of Aurora Aviation.	<input type="checkbox"/> The cargo apron centrally located on State-owned property.

Additional Comments:

Contact Information (optional):

Name: Carol Dobbs
 Address: 13711 NE Winteria Dr
Aurora OR
 Phone: 503 348 2917
 Email: cdobbs@centurytel.net

Thank you for taking the time to provide your input!

Please drop this form in the comment box, or mail to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
 Or fax to: (503) 230-4877

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Airport Reference Code	<input checked="" type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> Upgrade to ARC C-II	<input type="checkbox"/> Upgrade to ARC C-II
Runway Length	<input checked="" type="checkbox"/> No change (total runway length: 5,004')	<input type="checkbox"/> 600' extension to north end of runway (total runway length: 5,604')	<input type="checkbox"/> 1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	<input type="checkbox"/> No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	<input checked="" type="checkbox"/> No change (45,000 pounds DWG)	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> No change (45,000 pounds DWG)
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	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Designation of helicopter operations area in the northwest section of State-owned property.	<input type="checkbox"/> Designation of helicopter operations area, situated where the fuel tanks are currently located.	<input type="checkbox"/> Designation of helicopter operations area, north of the current apron.
Fuel Station Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Fuel tank relocation south of Aurora Aviation.	<input type="checkbox"/> Fuel tanks relocated northeast of Aurora Aviation.	<input type="checkbox"/> Future fuel tanks located at the south end of State-owned property.
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Cargo Apron Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> No change	<input type="checkbox"/> Designation of a cargo apron facility, north of Aurora Aviation.	<input type="checkbox"/> The cargo apron centrally located on State-owned property.

Additional Comments:

Contact Information (optional):

Name: _____

Address: _____

Phone: _____

Email: _____

Thank you for taking the time to provide your input!

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Runway Strength	<input type="checkbox"/> No change (45,000 pounds DWG)	<input checked="" type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> No change (45,000 pounds DWG)
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	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Designation of helicopter operations area in the northwest section of State-owned property.	<input type="checkbox"/> Designation of helicopter operations area, situated where the fuel tanks are currently located.	<input type="checkbox"/> Designation of helicopter operations area, north of the current apron.
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Cargo Apron Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> No change	<input type="checkbox"/> Designation of a cargo apron facility, north of Aurora Aviation.	<input type="checkbox"/> The cargo apron centrally located on State-owned property.

Additional Comments:

Property owners

Contact Information (optional):

Name:	Dan Sullivan
Address:	P.O. Box 34 Aurora OR 97002
Phone:	
Email:	

Thank you for taking the time to provide your input!

Please drop this form in the comment box, or mail to:

Adrienne DeDona
1110 SE Alder Street, Suite 301
Portland, OR 97214

Or fax to: (503) 230-4877

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Adrienne DeDona

1110 SE Alder Street, Suite 301

Portland, OR 97214

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Additional Comments:

- Remove Power Lines on Northend.
 - If the power lines were hit by a plane how would the loss of power to our community, hospitals, schools, fire police. Shared costs to re-route lines underground. Power company, City & County, Aurora Aviation Dept.
- Educational Fly for High School students interested in Aviation. Shared by Community Colleges & Education Districts. 2-Story Flyg.

I have ADDITIONAL IDEAS. Email me PLEASE.

PUBLIC COMMENT

Contact Information (optional):

Name: RONALD STERBA
 Address: 500 20th St NE
Salem, OR 97301
 Phone: 503 - 559 - 3191
 Email: SAINTESTERBA@MSN.COM

Thank you for taking the time to provide your input!

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Additional Comments:

Aurora is one of the most significant pieces of history in Ore.
 Who benefits from a larger and busier airport?
 Could you consider doing something in the line of keeping the integrity of this small historic piece? It doesn't lend itself to this noisy alternative. Take an example from Vermont and keep this historic jewel as the treasure it should be.

Retta Braun

*Frederick Neil House
71602 Mountain Dr NE 11*

Contact Information (optional):

Name: *Retta Braun*
 Address: *21883 Airport Rd.*
Aurora OR 97002
 Phone: *678-6886*
 Email: *rettabra@yahoo.com*

Thank you for taking the time to provide your input!

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Additional Comments:

Any/all proposed changes need to consider/mitigate the problems that will come outside the "fence" area. Such as E-W traffic & turn lanes / drainage issues / Sewer & water supplies & up to code, noise & vectors of traffic (air). If the above concerns aren't met, there will be many irate and vindictive neighbors to deal with going forward. Not a good situation! Given present and near term future econ. situation - we are better to not overbuild especially runway for the very few - the numbers of operations is still highly questionable. Use your own tower to get accurate numbers prior to any decision making. Builds 2 & 3 are not warranted.

Contact Information (optional):

Name: R. Michael Iverson - Aurora Farms
 Address: 13490 Cedewood Rd. Aurora, OR 97002
 Phone: 503-849-0662
 Email: mike.iverson@centurytel.net

Thank you for taking the time to provide your input!

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Additional Comments:

- WHAT IS TAX PAYER LIABILITY FOR UNDER IMPROVEMENTS OF AIRPORT ROAD? FOR THE ENTIRE EXPANSION?
- WHAT ARE IMPACTS OF EXPANSION ON ADJACENT PROPERTIES? ZONING? UTILITIES?
- WHAT IS THE NUMBER OF REGULAR OPERATORS THAT LIVE IN CLACKAMAS OR MARION COUNTY?
- WHAT WILL BE DONE # PRIOR TO EXPANSION MOBILIZATION TO ENSURE CITY OF AURORA'S ANEXATION OF AIRPORT?
- WHAT ARE THE WILDLIFE & ENVIRONMENTAL ISSUES? WHEN STUDIES COMPLETED?

Contact Information (optional):

Name: ANNE KIRK
 Address: PO BOX 83
AUROPA, OR 97002
 Phone:
 Email: annie@redbirddesign.net

Thank you for taking the time to provide your input!

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Additional Comments:

Contact Information (optional):

Name: Steve Heer

Address: _____

Phone: _____

Email: _____

Thank you for taking the time to provide your input!

Please drop this form in the comment box, or mail to:

Adrienne DeDona
1110 SE Alder Street, Suite 301
Portland, OR 97214

Or fax to: (503) 230-4877

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Additional Comments:

Contact Information (optional):

Name: Raj Savarkar
 Address: 17970 Joyce Way
1/200 Cowles Cr
SD3 701 4338
 Phone:
 Email: Raj@OMIPALLET.com

Thank you for taking the time to provide your input!

Please mail this form to:
 Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
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Additional Comments:

WE HAVE HUNDREDS OF LARGE GEESE IN THE CHARBONNEAU AREA WHICH COULD POSE A SERIOUS THREAT TO AIRCRAFT AND CIVILIANS. I AM NOT CONCERNED ABOUT THE LIVES OF THE GEESE - ONLY THE PEOPLE. WE HAVE MORE THAN ENOUGH PLANE CRASHES EMINATING FROM THIS AIRPORT NOW.

Contact Information (optional):

Name: MARGARET HARRINGTON
 Address: 7240 SW FOUNTAIN LAKE DR.
 WILSONVILLE, OR 97070
 Phone: 503.694.8196
 Email: mehtassie@gmail.com

Thank you for taking the time to provide your input!

Please mail this form to:
 Adrienne DeDona
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Name:

Address:

Phone:

Email:

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Additional Comments:

Contact Information (optional):

Name: _____

Address: _____

Phone: _____

Email: _____

Thank you for taking the time to provide your input!

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Adrienne DeDona

1110 SE Alder Street, Suite 301

Portland, OR 97214

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Additional Comments:

Contact Information (optional):

Name: C. DeDonna

Address: _____

Phone: _____

Email: _____

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona

1110 SE Alder Street, Suite 301

Portland, OR 97214

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Additional Comments:

Contact Information (optional):

Name:

Adrienne Rhudy

Address:

[Redacted]

Phone:

503-694-5534

Email:

[Redacted]

Thank you for taking the time to provide your input!

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Adrienne DeDona

1110 SE Alder Street, Suite 301

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Additional Comments:

Contact Information (optional):

Name: Jerrya Deanne Springer
 Address: 7400 S.W. Fairway Drive
Wilsonville, OR 97070
 Phone: _____
 Email: _____

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
 Or fax to: (503) 230-4877

You can also email comments to: Adrienne@jla.us.com

Aurora State Airport Master Plan Update

COMMENT FORM

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	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
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Contact Information (optional):

Name: _____

Address: _____

Phone: _____

Email: _____

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Additional Comments:

Contact Information (optional):

Name: Julian Erwin
 Address: (sent by email)

Phone:

Email:

Thank you for taking the time to provide your input!

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Additional Comments:

Contact Information (optional):

Name: WILLIAM MARQUARD

Address: 32225 SW TRAILBLAZER DR

WILSONVILLE

Phone: _____

Email: _____

Thank you for taking the time to provide your input!

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Additional Comments:

To APPROVE ANY CHANGES IS
"LETTING THE CAMEL IN THE TENT!"
 GOOD, BUT INDIFFERENT THE
FUTURE CANNOT BE CONTROLLED.
SURGE A TOWER & INSTRUMENT
APPROACH WORD IMPROVE
SAFETY - BUT THAT'S THE CAMEL -

Contact Information (optional):

Name: FRED PRESTON
 Address: 32100 S WESTHORN Rd
WILSONVILLE 97070
 Phone: 503 694 5335
 Email: _____

Thank you for taking the time to provide your input!

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Additional Comments:

Contact Information (optional):

Name:

Ruth Hair

Address:

7295 East Like Ct
Wilsonville OR

Phone:

503 694-5711

Email:

Thank you for taking the time to provide your input!

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Additional Comments:

I have had enough as it is of planes flying over charcoal head. I came here from Beaverton because of the rural atmosphere and less crowding. Why must it always be ruined?

Contact Information (optional):

Name: Janet Crawford
 Address: 32625 S.W. Lake Point Ct.
Wilsonville, OR
 Phone: 99070
 Email: _____

Thank you for taking the time to provide your input!

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Additional Comments:

Contact Information (optional):

Name: Ricki Nicholson
 Address: 7270 SW EAST LAKE Ct.
Wilsonville OR
 Phone: 503-694-2824
 Email: Ricki 5 @ Comcast.net

Thank you for taking the time to provide your input!

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Additional Comments:

It is hard for me to believe that fuel tax would pay for all the proposed changes. As a tax payer I don't want to have any part of paying for the ability to have more corporate jets landing at the Aurora Airport!

Contact Information (optional):

Name: Hyland Ottlinger
 Address: 310 92 S.W. Country View Ln.
 Wilsonville, Oregon 97070
 Phone: 503-694-2599
 Email: _____

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214

Or fax to: (503) 230-4877

You can also email comments to: Adrienne@jla.us.com

Aurora State Airport Master Plan Update

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Additional Comments:

No MORE NOISY PLANES OVER
CHARBONNEAU !

Contact Information (optional):

Name: JUDY EISCHER
 Address: CHARBONNEAU
 Phone: _____
 Email: _____

Thank you for taking the time to provide your input!

Please mail this form to:
 Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
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Additional Comments: Some Charbonneau residents are curious when we see the map showing the Sound Pressure Level (yellow line) following the exact southern boundary of Charbonneau. Also at the DOA meeting we heard SPL/Db numbers for aircraft on the boundary to be 65 or 75 Db.

Institutions such as MIT and HUD have said that the Db for flushing a toilet is 75 Db and a business office is 85 Db. I have a hard time believing that the planes going over as we dine on our patios are more quiet than a toilet or a business office.

We have taken a straw poll of Charbonneau residents at a recent social function and well over 95% of us are strongly opposed to the airport expansion!

Contact Information (optional):

Name: LARRY EISCHEN
 Address: 31127 SW FRENCH PRAIRIE ROAD
WILSONVILLE, OR 97070
 Phone: 503 694-6322
 Email: _____

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
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Additional Comments:

Contact Information (optional):

Name: Verna / Henry Jansen

Address: 32185 SW East Lake Point
Wilsonville, Oregon 97070

Phone: 503-694-2690

Email: _____

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
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Additional Comments:

The noise level now is too high with low flying planes and helicopters who don't seem to care that people would very much appreciate a quiet neighborhood in which to find refuge. It's unfortunate that we in Clackamas County must suffer the consequences of Marion County decisions on this matter. More planes also mean more cars & trucks on our exits and entrances to the I-5 corridor which is awful right now as it is.

Contact Information (optional):

Name: NANCY McELWAIN
 Address: 7235 SW FOUNTAIN LAKE DR
WILSONVILLE, OR 97070
 Phone: _____
 Email: _____

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
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Additional Comments:

Contact Information (optional):

Name: Mr. Jerry J Vasquez
 Address: 7555 SE FAIRWAY DR
Wilsonville, OR 97070
 Phone: 503-931-2088
 Email: _____

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona

1110 SE Alder Street, Suite 301

Portland, OR 97214

Or fax to: (503) 230-4877

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Additional Comments:

Rw 17 runup area on Alternative 2 not desirable to owners of Wytec property. It would add constant noise & blast to adjacent hangars. Better solution must be found -- preferably adjacent to Willamette Aviation facility or runway extension to north.

Contact Information (optional):

Name: Bruce Bergman
 Address: 14758 SE GARLAND LN
MILWAUKEE, OR 97267
 Phone: 503-572-3831
 Email: bruce@bergmanphotographic.com

Thank you for taking the time to provide your input!

Please drop this form in the comment box, or mail to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
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Additional Comments:

Contact Information (optional):

Name: WILLIAMS, Brad
 Address: 31441 SW VILLAGE GREEN CT
WILSONVILLE, OR 97070
 Phone: 503-694-2425
 Email: NA

Thank you for taking the time to provide your input!

Please mail this form to:

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Airport Reference Code	<input checked="" type="checkbox"/> No change. Remain at ARC B-II	<input checked="" type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> Upgrade to ARC C-II	<input type="checkbox"/> Upgrade to ARC C-II
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Additional Comments:

Contact Information (optional):

Name: Kay Williamson
 Address: 31441 SW Village Green Ct
Wilsonville, OR
 Phone: 503-694-2425
 Email: kwill@comcast.net

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
 Or fax to: (503) 230-4877

You can also email comments to: Adrienne@jla.us.com

Aurora State Airport Master Plan Update

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Additional Comments:

Contact Information (optional):

Name: Margaret Jessica Taft
 Address: 32625 S.W. Lake Pt. Ct.
Wilsonville, Or. 97070
 Phone: _____
 Email: _____

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301

Portland, OR 97214

Or fax to: (503) 230-4877

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Additional Comments: It is my feeling that most Charbonneau residents have little sympathy for the needs and wishes of users of the Aurora Airport, because pilots presently flying in and out of the airport just don't give a shit about avoiding the airspace above Charbonneau. Improved facilities can only mean continued disregard for the neighborhood, on a larger scale.

Contact Information (optional):

Name: J. A. BRICKNER
 Address: 32145 SW EAST LAKE PT
WILSONVILLE, OR 97070
 Phone: 303 694 1363
 Email: JBANDCLARY@CENTURYTEL.NE

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
 Or fax to: (503) 230-4877

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Additional Comments:

Contact Information (optional):

Name: _____

Address: _____

Phone: _____

Email: _____

Thank you for taking the time to provide your input!

Please mail this form to:

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Additional Comments:

Contact Information (optional):

Name: EDWARD MINER
 Address: 1555 SW MIDDLE GROUND
MISCELLANEOUS OR VARIOUS
 Phone: _____
 Email: _____

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
 Or fax to: (503) 230-4877

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Additional Comments:

Contact Information (optional):

Name: Kathleen Miller
 Address: 7555 SW Middle Greens
Wilsonville, OR Rd.
 Phone: 503
 Email: _____

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214

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*LOCATE AT MID-FIELD
WEST OF THE HI-WAY
TO HUBBARD, WILL REQUIRE
AN ADDITIONAL RPT. TO REMOVE TAXIWAY. THERE WILL BE NO LOSS OF 2 ACRES OF AIRPORT LAND*

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
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Additional Comments:

A REASONABLE RETURN ON INVESTMENT SHOULD ALWAYS BE A PARAMOUNT CONSIDERATION WHERE MAJOR INVESTMENT IS REQUIRED. I DONT FEEL THAT HAS HAPPENED WHEN CONSIDERATION FOR RUNWAY STRENGTHENING OR EXTENSION IS BEING CONSIDERED. TO SPEND MILLIONS OF DOLLARS FOR THE POSSIBILITY OF VERY SMALL RETURN ON INVESTMENT MAKES NO SENSE, ESPECIALLY WHEN BOTH THE STATE AND FEDERAL GOVERNMENT IS BROKE. LETS GET REALISTIC.

Contact Information (optional):

Name: JACK E. KAHL
 Address: 7545 Downs Post Rd
WILSONVILLE, OR, 97070
 Phone: 503-694-8022
 Email: JACK.E.KAHL@YAHOO.COM

AURORA PILOT & OWNER, OC HANGARS & AIRCRAFT AT UAC,
 Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
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Additional Comments:

Contact Information (optional):

Name: Chris Brant

Address: PACIFIC COAST AVIONICS
22783 AIRPORT RD. N.E.
AURORA, OR 97002

Phone: _____

Email: chris@PCA.aero

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
1110 SE Alder Street, Suite 301
Portland, OR 97214

Or fax to: (503) 230-4877

You can also email comments to: Adrienne@jla.us.com

Aurora State Airport Master Plan Update

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Additional Comments:

Contact Information (optional):

Name: DEWEY CONROY

Address: PACIFIC COAST AVIONICS
22783 AIRPORT RD. N.E.
AURORA, OR 97002

Phone: 503 678 6242

Email: DEWEY@PCA.AERO

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214

Or fax to: (503) 230-4877

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Additional Comments:

Contact Information (optional):

Name: Tim Conroy
 Address: 508 NE 139th St
Vancouver, WA 98684
 Phone: 360-910-6698
 Email: tim.conroy@comcast.net

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
 Or fax to: (503) 230-4877

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Additional Comments:

Contact Information (optional):

Name: Jim Matsies
 Address: 14375 S. Donovan Rd
Oregon City, OR 97045
 Phone: _____
 Email: premierair@comcast.net

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
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Additional Comments:

A Tower & Runway Ext.
is not so — good
In This Climate.

Contact Information (optional):

Name: PETER HOFF
 Address: 7450 SW BUNKER POSITION
WILSONVILLE OR 97070
 Phone: 503 694 5392
 Email: PJ HOFF 43 @ COMCAST.NET

I OWN PROP. AT AURORA AIRPORT
 Thank you for taking the time to provide your input!

PILOT

Please mail this form to:
 Adrienne DeDona
 1110 SE Alder Street, Suite 301
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 Or fax to: (503) 230-4877

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Additional Comments:

WHO WROTE THIS?
 OUR BIGGEST PROBLEM IS
 PEOPLE WHO DON'T HAVE A
 CLUE ABOUT AVIATION WRITE
 QUESTIONNAIRES LIKE THIS. GET
 SOMEONE INVOLVED IN AVIATION
 TO HELP MAKE AIRPORT
 PROGRAMS!! You ARE
 WASTING OUR MONEY.

Contact Information (optional):

Name: Rich Wadden
 Address: 24329 SKYLINE
CANBY OR 97013
 Phone: 503-263-8510
 Email: _____

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
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Additional Comments:

Contact Information (optional):

Name: TERRY B LYONS

Address: 201 Samsillie, OR 97040

Phone: 503-701-0640

Email: TERRY@oregonsmokedfoods.com

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
1110 SE Alder Street, Suite 301
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Additional Comments:

Justify All Projects
by cost.

Contact Information (optional):

Name: Mervyn L. Henkes
 Address: 32200 SW French Prairie
Property Owner D-110
 Phone: 503 3102607
 Email: Mervy98a@Msn.com

Thank you for taking the time to provide your input!

Please mail this form to:

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Instrument Approach Capability	<input checked="" type="checkbox"/> No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	<input type="checkbox"/> No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	<input type="checkbox"/> Improved instrument approach capability. Visibility greater than $\frac{1}{2}$ statute mile (sm)	<input type="checkbox"/> Improved instrument approach capability. Visibility minima lower than $\frac{1}{2}$ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	<input checked="" type="checkbox"/> No change. Remain at ARC-B-II	<input type="checkbox"/> No change. Remain at ARC-B-II	<input type="checkbox"/> Upgrade to ARC-C-II	<input type="checkbox"/> Upgrade to ARC-C-II
Runway Length	<input checked="" type="checkbox"/> No change (total runway length: 5,004')	<input type="checkbox"/> 600' extension to north end of runway (total runway length: 5,604')	<input type="checkbox"/> 1,000' extension to south end of runway, closure of Kell Rd. (total runway length: 6,004')	<input type="checkbox"/> No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
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Air Traffic Control Tower (ATCT) Location	<i>Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.</i>	<input type="checkbox"/> ATCT located midfield on the east side.	<input type="checkbox"/> ATCT centrally located within State-owned property, but north of the location in Alternative 1.	<input type="checkbox"/> ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

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	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Designation of helicopter operations area in the northwest section of State-owned property.	<input type="checkbox"/> Designation of helicopter operations area, situated where the fuel tanks are currently located.	<input type="checkbox"/> Designation of helicopter operations area, north of the current apron.
Fuel Station Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Fuel tank relocation south of Aurora Aviation	<input type="checkbox"/> Fuel tanks relocated northeast of Aurora Aviation	<input type="checkbox"/> Future fuel tanks located at the south end of State-owned property
Aurora Rural Fire Protection District Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Fire District's response building located near the air traffic control tower (ATCT).	<input type="checkbox"/> Fire District's response building located adjacent to the water suppression system.	<input type="checkbox"/> The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> No change	<input type="checkbox"/> Designation of a cargo apron facility, north of Aurora Aviation	<input type="checkbox"/> The cargo apron centrally located on State-owned property

Additional Comments:

The noise over our house is BAD enough as it is. I certainly don't want any increase!

I wish there were no Aurora Airport at all.

Contact Information (optional):

Name:	<u>Marilyn Baughman</u>
Address:	<u>27107 SW Aden Ave.</u>
	<u>Wilsonville, OR 97070</u>
Phone:	<u>503-562-8328</u>
Email:	<u>Julieray@yahoo.com</u>

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
1110 SE Alder Street, Suite 301
Portland, OR 97214

Or fax to: (503) 230-4877

You can also email comments to: Adrienne@jla.us.com

Aurora State Airport Master Plan Update COMMENT FORM

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b9

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Additional Comments:

Any changes will only benefit a small number of users of the airport, not the general public.

Contact Information (optional):

Name: Ray Cooper
 Address: 2210 SE 5th Ave
Wilsonville
 Phone:
 Email: 22cooper@qwest.net

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214

Or fax to: (503) 230-4877

You can also email comments to: Adrienne@jla.us.com

Aurora State Airport Master Plan Update

COMMENT FORM

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Additional Comments:

Contact Information (optional):

Name: MARK Deatherage
 Address: 101 A-Zlea Drive
Grants Pass OR 97526
 Phone: 541 8774 6909
 Email: drmark@budgetonline

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
 Or fax to: (503) 230-4877

You can also email comments to: Adrienne@jla.us.com

Aurora State Airport Master Plan Update

COMMENT FORM

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Additional Comments:

Contact Information (optional):

Name: Ed & Carol Dey
 Address: 32150 SW East Lake Pt.
Wilsonville OR 97070
 Phone: 503-694-6663
 Email: deyew@comcast.net

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
 Or fax to: (503) 230-4877

You can also email comments to: Adrienne@jla.us.com

Aurora State Airport Master Plan Update

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Additional Comments:

Contact Information (optional):

Name:



Mr. Frank M. Burger
14995 NE Lawview Cir
Aurora, OR 97002-8526

Address:

Phone:

503-679-4393

Email:

FBurger44@yahoo.com

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
1110 SE Alder Street, Suite 301
Portland, OR 97214
Or fax to: (503) 230-4877

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Additional Comments:

We hope that the airport
is not enlarged! There
enough jet noise
over Cheshire! now

Contact Information (optional):

Name:	Jean Grunin
Address:	7280 SW Lakeside Ln Wilsonville 97070
Phone:	
Email:	

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona

1110 SE Alder Street, Suite 301

Portland, OR 97214

Or fax to: (503) 230-4877

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No Option

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Additional Comments:

Larger Jets = More Noise

Contact Information (optional):

Name: Edw S Grima

Address: 7280 S.W. Lakeside Ln.

Phone: DIVISONVILLE, DE

Email: 97070

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona

1110 SE Alder Street, Suite 301

Portland, OR 97214

Or fax to: (503) 230-4277

You can also email comments to: Adrienne@jla.us.com

Aurora State Airport Master Plan Update

COMMENT FORM

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Additional Comments:

Contact Information (optional):

Name: JENNIFER ROSS
 Address: 31874
Country View Ln
 Phone: 503-674-5576
 Email: _____

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214

Or fax to: (503) 230-4877

You can also email comments to: Adrienne@jla.us.com

Aurora State Airport Master Plan Update

COMMENT FORM

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Additional Comments:

RUNWAY EXTENSION - PARTICULARLY TO NORTH-
WILL RESULT IN HEAVIER NOISIER AIRCRAFT
TAKING OFF CLOSER (& LOWER OVER)
POPULATED AREAS . NOISE PROBLEM.
ENVIRONMENTAL PROBLEM . SAFETY PROBLEM.
PLEASE DO NOT EXTEND RUNWAYS

Contact Information (optional):

Name: FRED & JEAN CATERINA
 Address: 31153 SW COUNTRY VIEW LN
WILSONVILLE
 Phone: 503-694-8145
 Email: fj.caterina@aol.com

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
 Or fax to: (503) 230-4877

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Additional Comments:

Planes are flying over Charbonneau even though they are required not to. Expansion would only increase the noise level in this area. Think of the noise level at our Portland International airport. We don't need to push in that direction.

Thanks

Contact Information (optional):

Name: Joel Joslin

Address: _____

Phone: 503-694-2403

Email: JoelJoslin@earthlink.net

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
1110 SE Alder Street, Suite 301
Portland, OR 97214
Or fax to: (503) 230-4877

You can also email comments to: Adrienne@jia.us.com

Aurora State Airport Master Plan Update

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Additional Comments:

Contact Information (optional):

Name: Philip Russel
 Address: P.O. Box 2533
Wilsonville, OR 97070
 Phone: (503) 780-4916
 Email: phil@flying + construction.com

Thank you for taking the time to provide your input!

Please drop this form in the comment box, or mail to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
 Or fax to: (503) 230-4877

You can also email comments to: Adrienne@jla.us.com

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Additional Comments:

Contact Information (optional):

Name: Adrienne DeDona

Address: 3156 S.W. County Line Rd.
Wilsonville, OR 97070

Phone: (503) 694-2550

Email: _____

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
1110 SE Alder Street, Suite 301
Portland, OR 97214

Or fax to: (503) 230-4877

You can also email comments to: Adrienne@jla.us.com

80

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80 cont.

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Additional Comments:

AIRCRAFT coming and going creates
a worsening noise problem for those of
us who live in Chabotneau
making the changes sought will only
make a BAD Problem worse!

Contact Information (optional):

Name: Bill Benedetto
 Address: 7140 SW Arbor Lane
Wilsonville, OR 97020
 Phone: 503-694-2856
 Email: A714B66@AOL.COM

Thank you for taking the time to provide your input!

Please mail this form to:
 Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
 Or fax to: (503) 230-4877
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Additional Comments:

I trust you will not move North. It would be too close to a population of a growing city (Wilsonville) and fuel tank.

Contact Information (optional):

Name: Sally A. Kingston
 Address: 7140 SW Arbor Lake Dr.
Wilsonville, OR 97070
 Phone: 503-694-6410
 Email: ribbit38@aol.com

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
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Additional Comments:

See submitted letter + petition
from Friends of French Prairie,

Contact Information (optional):

Name: BEN WILLIAMS
 Address: 2303 Geesey Lane NE
Aurora OR 97002
 Phone: 503.588.5670
 Email: ben.williams@liforgia.com

Thank you for taking the time to provide your input!

Please drop this form in the comment box, or mail to:

Adrienne DeDona
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Airport Reference Code	<input checked="" type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> Upgrade to ARC C-II	<input type="checkbox"/> Upgrade to ARC C-II
Runway Length	<input checked="" type="checkbox"/> No change (total runway length: 5,004')	<input type="checkbox"/> 600' extension to north end of runway (total runway length: 5,604')	<input type="checkbox"/> 1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	<input type="checkbox"/> No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	<input checked="" type="checkbox"/> No change (45,000 pounds DWG)	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	<i>Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.</i>	<input checked="" type="checkbox"/> ATCT located midfield on the east side.	<input type="checkbox"/> ATCT centrally located within State-owned property, but north of the location in Alternative 1.	<input type="checkbox"/> ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Designation of helicopter operations area in the northwest section of State-owned property.	<input type="checkbox"/> Designation of helicopter operations area, situated where the fuel tanks are currently located.	<input type="checkbox"/> Designation of helicopter operations area, north of the current apron.
Fuel Station Location	<input type="checkbox"/> No change	<input checked="" type="checkbox"/> Fuel tank relocation south of Aurora Aviation.	<input type="checkbox"/> Fuel tanks relocated northeast of Aurora Aviation.	<input type="checkbox"/> Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Fire District's response building located near the air traffic control tower (ATCT).	<input type="checkbox"/> Fire District's response building located adjacent to the water suppression system.	<input type="checkbox"/> The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> No change	<input type="checkbox"/> Designation of a cargo apron facility, north of Aurora Aviation.	<input type="checkbox"/> The cargo apron centrally located on State-owned property.

Additional Comments:

Contact Information (optional):

Name: SHARIF MACMILLAN

Address: 7315 SE ARBOR LAKE DR.

Phone: _____

Email: _____

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
1110 SE Alder Street, Suite 301
Portland, OR 97214
Or fax to: (503) 230-4877

You can also email comments to: Adrienne@jla.us.com

Aurora State Airport Master Plan Update

COMMENT FORM

The chart below includes features of the no build alternative and the three build alternatives. Please indicate what features of the alternatives you prefer by checking the appropriate box.

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	<input checked="" type="checkbox"/> No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	<input type="checkbox"/> No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	<input type="checkbox"/> Improved instrument approach capability. Visibility greater than $\frac{3}{4}$ statute mile (sm)	<input type="checkbox"/> Improved instrument approach capability. Visibility minima lower than $\frac{3}{4}$ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	<input checked="" type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> Upgrade to ARC C-II	<input type="checkbox"/> Upgrade to ARCC-II
Runway Length	<input checked="" type="checkbox"/> No change (total runway length: 5,004')	<input type="checkbox"/> 600' extension to north end of runway (total runway length: 5,604')	<input type="checkbox"/> 1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	<input type="checkbox"/> No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	<input checked="" type="checkbox"/> No change (45,000 pounds DWG)	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	<i>Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.</i>	<input checked="" type="checkbox"/> ATCT located midfield on the east side.	<input type="checkbox"/> ATCT centrally located within State-owned property, but north of the location in Alternative 1.	<input type="checkbox"/> ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Designation of helicopter operations area in the northwest section of State-owned property.	<input type="checkbox"/> Designation of helicopter operations area, situated where the fuel tanks are currently located.	<input type="checkbox"/> Designation of helicopter operations area, north of the current apron.
Fuel Station Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Fuel tank relocation south of Aurora Aviation.	<input type="checkbox"/> Fuel tanks relocated northeast of Aurora Aviation.	<input type="checkbox"/> Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Fire District's response building located near the air traffic control tower (ATCT).	<input type="checkbox"/> Fire District's response building located adjacent to the water suppression system.	<input type="checkbox"/> The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> No change	<input type="checkbox"/> Designation of a cargo apron facility, north of Aurora Aviation.	<input type="checkbox"/> The cargo apron centrally located on State-owned property.

Additional Comments:

Contact Information (optional):

Name: IAN C MAC MILLAN
 Address: 7315 ARBOR LAKE PLANE
WILSONVILLE OR 97076
 Phone: _____
 Email: _____

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
 Or fax to: (503) 230-4877

You can also email comments to: Adrienne@jla.us.com

Aurora State Airport Master Plan Update

COMMENT FORM

The chart below includes features of the no build alternative and the three build alternatives. Please indicate what features of the alternatives you prefer by checking the appropriate box.

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	<input checked="" type="checkbox"/> No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	<input type="checkbox"/> No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	<input type="checkbox"/> Improved instrument approach capability. Visibility greater than $\frac{3}{4}$ statute mile (sm)	<input type="checkbox"/> Improved instrument approach capability. Visibility minima lower than $\frac{3}{4}$ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	<input checked="" type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> Upgrade to ARC C-II	<input type="checkbox"/> Upgrade to ARC C-II
Runway Length	<input checked="" type="checkbox"/> No change (total runway length: 5,004')	<input type="checkbox"/> 600' extension to north end of runway (total runway length: 5,604')	<input type="checkbox"/> 1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	<input type="checkbox"/> No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	<input checked="" type="checkbox"/> No change (45,000 pounds DWG)	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	<i>Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.</i>	<input checked="" type="checkbox"/> ATCT located midfield on the east side.	<input type="checkbox"/> ATCT centrally located within State-owned property, but north of the location in Alternative 1.	<input type="checkbox"/> ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Designation of helicopter operations area in the northwest section of State-owned property.	<input type="checkbox"/> Designation of helicopter operations area, situated where the fuel tanks are currently located.	<input type="checkbox"/> Designation of helicopter operations area, north of the current apron.
Fuel Station Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Fuel tank relocation south of Aurora Aviation.	<input type="checkbox"/> Fuel tanks relocated northeast of Aurora Aviation.	<input type="checkbox"/> Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	<input type="checkbox"/> No change	<input type="checkbox"/> Fire District's response building located near the air traffic control tower (ATCT).	<input checked="" type="checkbox"/> Fire District's response building located adjacent to the water suppression system.	<input type="checkbox"/> The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> No change	<input type="checkbox"/> Designation of a cargo apron facility, north of Aurora Aviation.	<input type="checkbox"/> The cargo apron centrally located on State-owned property.

Additional Comments: We are concerned about the noise level from larger jets. The hundreds of Geese that flock to the small lakes in Carbonneau are a hazard to the jet engines. Longer runways bring larger planes. Larger planes bring freight. Freight needs to be hauled away in big trucks - ~~in the Wilsonville area~~ and beyond is the most deadly in the state. We don't need more truck traffic and congestion.

Contact Information (optional):

Name: Susan DeFrancesco
 Address: 32245 SW Arbor Lane Dr
 Wilsonville, OR 97070
 Phone: 503-694-2324
 Email: sld@comcast.net

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
 Or fax to: (503) 230-4877

You can also email comments to: Adrienne@jla.us.com

SK

Aurora State Airport Master Plan Update

COMMENT FORM

The chart below includes features of the no build alternative and the three build alternatives. Please indicate what features of the alternatives you prefer by checking the appropriate box.

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	<input checked="" type="checkbox"/> No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	<input type="checkbox"/> No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	<input type="checkbox"/> Improved instrument approach capability. Visibility greater than $\frac{3}{4}$ statute mile (sm)	<input type="checkbox"/> Improved instrument approach capability. Visibility minima lower than $\frac{3}{4}$ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	<input checked="" type="checkbox"/> No change Remain at ARC B-II	<input type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> Upgrade to ARC C-II	<input type="checkbox"/> Upgrade to ARC C-II
Runway Length	<input type="checkbox"/> No change (total runway length: 5,004')	<input type="checkbox"/> 600' extension to north end of runway (total runway length: 5,604')	<input type="checkbox"/> 1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	<input type="checkbox"/> No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	<input checked="" type="checkbox"/> No change (45,000 pounds DWG)	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	<i>Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.</i>	<input type="checkbox"/> ATCT located midfield on the east side.	<input type="checkbox"/> ATCT centrally located within State-owned property, but north of the location in Alternative 1.	<input type="checkbox"/> ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Designation of helicopter operations area in the northwest section of State-owned property.	<input type="checkbox"/> Designation of helicopter operations area, situated where the fuel tanks are currently located.	<input type="checkbox"/> Designation of helicopter operations area, north of the current apron.
Fuel Station Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Fuel tank relocation south of Aurora Aviation.	<input type="checkbox"/> Fuel tanks relocated northeast of Aurora Aviation	<input type="checkbox"/> Future fuel tanks located at the south end of State-owned property
Aurora Rural Fire Protection District Location	<input type="checkbox"/> No change	<input type="checkbox"/> Fire District's response building located near the air traffic control tower (ATCT).	<input type="checkbox"/> Fire District's response building located adjacent to the water suppression system.	<input checked="" type="checkbox"/> The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> No change	<input type="checkbox"/> Designation of a cargo apron facility, north of Aurora Aviation.	<input type="checkbox"/> The cargo apron centrally located on State-owned property

Additional Comments:

we hate to see an increase in the airport - already the noise & planes flying low is very unpleasant. Quality of living in a somewhat rural area is suffering from all of this - homes to the south would really fix this with runway extensions

Contact Information (optional):

Name: Judy Ottinger
 Address: #31092 Country View Ln
Wilsonville, Oregon
 Phone: _____
 Email: _____

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
 Or fax to: (503) 230-4877
 You can also email comments to: Adrienne@jla.us.com

Aurora State Airport Master Plan Update

COMMENT FORM

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The chart below includes features of the no build alternative and the three build alternatives. Please indicate what features of the alternatives you prefer by checking the appropriate box.

Instrument Approach Capability	<input type="checkbox"/> No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	<input checked="" type="checkbox"/> No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	<input type="checkbox"/> Improved instrument approach capability. Visibility greater than $\frac{1}{2}$ statute mile (sm)	<input type="checkbox"/> Improved instrument approach capability. Visibility minima lower than $\frac{1}{2}$ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	<input type="checkbox"/> No change. Remain at ARC B-II	<input checked="" type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> Upgrade to ARC C-II	<input type="checkbox"/> Upgrade to ARC C-II
Runway Length	<input type="checkbox"/> No change (total runway length: 5,004')	<input type="checkbox"/> 600' extension to north end of runway (total runway length: 5,604')	<input type="checkbox"/> 1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	<input checked="" type="checkbox"/> No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	<input type="checkbox"/> No change (45,000 pounds DWG)	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input checked="" type="checkbox"/> No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	<i>Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.</i>	<input checked="" type="checkbox"/> ATCT located midfield on the east side.	<input type="checkbox"/> ATCT centrally located within State-owned property, but north of the location in Alternative 1.	<input type="checkbox"/> ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Helicopter Parking Location	<input type="checkbox"/> No change	<input type="checkbox"/> Designation of helicopter operations area in the northwest section of State-owned property.	<input type="checkbox"/> Designation of helicopter operations area, situated where the fuel tanks are currently located.	<input type="checkbox"/> Designation of helicopter operations area, north of the current apron.
Fuel Station Location	<input type="checkbox"/> No change	<input type="checkbox"/> Fuel tank relocation south of Aurora Aviation.	<input type="checkbox"/> Fuel tanks relocated northeast of Aurora Aviation.	<input checked="" type="checkbox"/> Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	<input type="checkbox"/> No change	<input checked="" type="checkbox"/> Fire District's response building located near the air traffic control tower (ATCT).	<input type="checkbox"/> Fire District's response building located adjacent to the water suppression system.	<input checked="" type="checkbox"/> The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	<input type="checkbox"/> No change	<input type="checkbox"/> No change	<input type="checkbox"/> Designation of a cargo apron facility, north of Aurora Aviation.	<input checked="" type="checkbox"/> The cargo apron centrally located on State-owned property.

Additional Comments:

SEE ATTACHED.

Contact Information (optional):

Name: JERRY TILLERY
 Address: 7760 SW VILLAGE GREENS CIRCLE
WILSONVILLE, OR, 97070
 Phone: 503 694 1071
 Email: JERRYOTILLERY@AOL.COM

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
 Or fax to: (503) 230-4877

You can also email comments to: Adrienne@jla.us.com

AUORA STATE AIRPORT MASTER PLAN UPDATE COMMENT FORM ADDENDUM

Additional Comments:

In as much as the Charbonneau is a heavily populated area at the southern most edge of the city of Wilsonville, every effort should be taken to not degrade the environmental and living conditions of the residents while improving or, at the very least, mitigating the physical risk to person and property. To that end, I recommend the following:

- Any fuel storage should be located as far to the southern end of the airport as possible. This provides, by physical distance, the maximum protection to the populace in the case of explosion.
- Approach capability should NOT be lowered below the current one statute mile minimum. North-to-south approaches typically pass over Charbonneau. Lowering the approach minimum directly increases the risk to the populace by reducing the vertical distance between the aircraft and the ground in case of an in-flight emergency such as mechanical failure, bird strikes, and/or wind shear. Further, the potential for increased air traffic coupled with lowering the approach minimum directly and dramatically degrades the quality of life around the airport by increasing the noise pollution associated the lower approaches.
- Strengthening the runway only serves to allow larger, louder aircraft to access the airport. This change will result in further increasing noise pollution and dramatically increases the risk of damage to property and person in the case of an aircraft crash.
- Helicopter operations should be located as far away from heavily populated areas as possible. This dislocation not only affords increased protection for the populace but also reduces the noise pollution associated with these aircraft types.

Additional State Approval Information Document

COMMENT FORM

The chart below includes features of the no build alternative and the three build alternatives. Please indicate what features of the alternatives you prefer by checking the appropriate box.

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	<input checked="" type="checkbox"/> No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	<input type="checkbox"/> No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	<input type="checkbox"/> Improved instrument approach capability. Visibility greater than $\frac{1}{2}$ statute mile (sm)	<input type="checkbox"/> Improved instrument approach capability. Visibility minima lower than $\frac{1}{2}$ statute mile (sm) (precision approaches). Parallel taxiway relocated 11 feet to the east and multiple buildings removed or altered
Runway Preference Code	<input checked="" type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> Upgrade to ARC C-II	<input type="checkbox"/> Upgrade to ARC C-II
Runway Length	<input checked="" type="checkbox"/> No change (total runway length: 5,004')	<input type="checkbox"/> 600' extension to north end of runway (total runway length: 5,604')	<input type="checkbox"/> 1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	<input type="checkbox"/> No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Taxiway Strength	<input checked="" type="checkbox"/> No change (45,000 pounds DWG)	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> No change (45,000 pounds DWG)
Traffic Control Tower (CT) Location	<i>Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.</i>	<input type="checkbox"/> ATCT located midfield on the east side.	<input type="checkbox"/> ATCT centrally located within State-owned property, but north of the location in Alternative 1.	<input type="checkbox"/> ATCT located closer to the north end and farther from the runway than in the other two build alternatives

	No Build Alternative	Alternative 1	Alternative 2	88 cont Alternative 3
Helicopter Working Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Designation of helicopter operations area in the northwest section of State-owned property.	<input type="checkbox"/> Designation of helicopter operations area, situated where the fuel tanks are currently located.	<input type="checkbox"/> Designation of helicopter operations area, north of the current apron.
Air Station Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Fuel tank relocation south of Aurora Aviation.	<input type="checkbox"/> Fuel tanks relocated northeast of Aurora Aviation.	<input type="checkbox"/> Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Fire District's response building located near the air traffic control tower (ATCT).	<input type="checkbox"/> Fire District's response building located adjacent to the water suppression system.	<input type="checkbox"/> The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> No change	<input type="checkbox"/> Designation of a cargo apron facility, north of Aurora Aviation.	<input type="checkbox"/> The cargo apron centrally located on State-owned property.

Additional Comments:

We have lived here since 1977.
 We know there will be change.
 But we do NOT want the airport any larger or improved from how it is now.

The current JETS are loud and at times too low during landing.

The size of aircraft is getting too large on this location. Deb Barnes

Contact Information (optional):

Name:

Barnes Family

Address:

14570 NE Multigan Ct
Aurora OR 97002

Phone:

503 678-5880

Email:

geemo_deb@hotmail.com

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
1110 SE Alder Street, Suite 301
Portland, OR 97214
Or fax to: (503) 230-4877

You can also email comments to: Adrienne@jla.us.com

88 Conf

Adrienne DeDona

From: Deb Barnes [geemo_deb@hotmail.com]
Sent: Wednesday, March 23, 2011 3:19 PM
To: Adrienne DeDona
Subject: Aurora Airport
Attachments: scan0002.jpg; scan0003.jpg

My husband and I would like our opinion on the Aurora Airport known.

I have attached a copy of the survey for the airport. As you can see we have MARKED every box in the "NO Build Alternative" column.

We DO NOT want any improvements done to the Aurora Airport. We would like to see the larger jets go to another airport. The noise from the jets is extremely annoying, especially when they come screaming over the house late at night.

Thank you,
Deb and Bob Barnes
14570 NE Mulligan CT.
Aurora, OR 97002
503.678.5880

Aurora State Airport Master Plan Update

COMMENT FORM

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Airport Reference Code	<input type="checkbox"/> No change. Remain at ARC B-II	<input checked="" type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> Upgrade to ARC C-II	<input type="checkbox"/> Upgrade to ARC C-II
Runway Length	<input type="checkbox"/> No change (total runway length: 5,004')	<input type="checkbox"/> 600' extension to north end of runway (total runway length: 5,604')	<input type="checkbox"/> 1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	<input checked="" type="checkbox"/> No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	<input type="checkbox"/> No change (45,000 pounds DWG)	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input checked="" type="checkbox"/> No change (45,000 pounds DWG)
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	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	<input type="checkbox"/> No change <i>South end only</i>	<input type="checkbox"/> Designation of helicopter operations area in the northwest section of State-owned property.	<input type="checkbox"/> Designation of helicopter operations area, situated where the fuel tanks are currently located.	<input type="checkbox"/> Designation of helicopter operations area, north of the current apron.
Fuel Station Location	<input type="checkbox"/> No change	<input type="checkbox"/> Fuel tank relocation south of Aurora Aviation.	<input type="checkbox"/> Fuel tanks relocated northeast of Aurora Aviation.	<input checked="" type="checkbox"/> Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Fire District's response building located near the air traffic control tower (ATCT).	<input type="checkbox"/> Fire District's response building located adjacent to the water suppression system.	<input type="checkbox"/> The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	<input type="checkbox"/> No change	<input checked="" type="checkbox"/> No change	<input type="checkbox"/> Designation of a cargo apron facility, north of Aurora Aviation.	<input type="checkbox"/> The cargo apron centrally located on State-owned property.

Additional Comments:

SEE ATTACHED

Contact Information (optional):

Name: HARLAN KEETZ
 Address: 25109 NE PRAIRIE View Drive
AURORA, OR 97002
 Phone: 503-957-3083
 Email: harlankeetz@give.com

Thank you for taking the time to provide your input!

Please mail this form to:

Adrienne DeDona
 1110 SE Alder Street, Suite 301
 Portland, OR 97214
 Or fax to: (503) 230-4877

You can also email comments to: Adrienne@jla.us.com

From 1/14/11 to present there have been 127 flights at the intersection of Miley Road and Airport Road that are totally out of FAA compliance, according to the flight directory rules. This intersection is 1.6 miles from the airport.

1. Average flight inbound is 337 yards AGL (laser sighted)
2. All aircraft are flying in an illegal pattern
3. Noise abatement – Some cases rattle windows
4. Number of aircraft per month is 113 flights
5. Most critical-who at the state dept did the bird counts for possible bird strikes?
6. Four witnesses working on counting birds including AGL and direction of flight have been monitoring morning and night
7. Flocks of over 1,000+ to as few as 25 or 30 generally fly pattern at 020 degrees to 219 degrees. These are the biggest migration pattern for these birds. These birds are directly in the fly pattern of aircraft flying over the intersection of Miley Road and Airport Road.
8. The first engine out bird strike outbound is going to land in the middle of Wilsonville Shopping Center. It is a coincidence that average AGL for aircraft is 337 yards and geese are 215 to 480 yards AGL.

With these documentations and witnesses to what may happen in the event of a major accident, who exactly are we going to sue? All flight in and out of this airport should use the FAA directory per its rules and you will find it is pretty safe flying conditions.