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	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 655 of 862

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	No change	Designation of helicopter operations area in the northwest section of State-owned property.	Designation of helicopter operations area, situated where the fuel tanks are currently located.	Designation of helicopter operations area, north of the current apron.
Fuel Station Location	No change	Fuel tank relocation south of Aurora Aviation.	Fuel tanks relocated northeast of Aurora Aviation.	Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	No change	Fire District's response building located near the air traffic control tower (ATCT).	Fire District's response building located adjacent to the water suppression system.	The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	No change	No change	Designation of a cargo apron facility, north of Aurora Aviation	The cargo apron centrally located on State-owned property.
Additional Com	nents: No add	itional Growth.	Address: 21124 4 Aurora	al): <u>ardman</u> Liberty St NE <u>Or-</u> 97004 76 - 9040
	ne option (n. 1920) 1920 – John Martin, and States 1920 – States Angel, and an an an an 1920 – States Angel, and an an an an an an an		Please drop this form in t Adrien 1110 SE Alder Portland	time to provide your input he comment box, or mail to: ne DeDona Street, Suite 301 I, OR 97214 503) 230-4877

Page 656 of 862

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
No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
No change. Remain at <u>ARC</u> B-II	No change. Remain at ARC B-II,	Upgrade to ARC C-II	Upgrade to ARC C-II
No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.
	 No change. Approach minima to remain at visual and greater than 1 statute mile (sm) No change. Remain at ARC B-II No change (total runway length: 5,004') No change (45,000 pounds DWG) Has not yet been determined. Please select your preferred location 	 No change. Approach minima to remain at visual and greater than 1 statute mile (sm) No change. Remain at ARC B-II No change. Remain at ARC B-III No change (total runway length: 5,004') No change (45,000 pounds DWG) Mo change (45,000 pounds DWG) ATCT located midfield on the east side. 	No change. Approach minima to remain at visual and greater than 1 statute mile (sm) Improved instrument approach capability. Visibility greater than 3 statute mile (sm) No change. No change. Improved instrument approach capability. Visibility greater than 3 statute mile (sm) No change. No change. Improved instrument approach capability. Visibility greater than 3 statute mile (sm) No change. No change. Improved instrument approach capability. Visibility greater than 3 statute mile (sm) No change. No change. Improved instrument approach capability. Visibility greater than 3 statute mile (sm) No change. No change. Improved instrument approach capability. Visibility greater than 3 statute mile (sm) No change. Improved instrument approach capability. Visibility greater than 3 statute mile (sm) Improved instrument approach capability. Visibility greater than 3 statute mile (sm) No change. Improved instrument approach capability. Visibility greater than 3 statute mile (sm) Improved instrument approach capability. Visibility greater than 3 statute mile (sm) No change. Improved instrument approach capability. Improved instrument approach capability. Visibility greater than 3 statute mile (sm) No change Improved instrument approach capability. Improved instrument approach capability. No change GOO' extension to north end of runway closure of Keil R

Exhibit 4 Page 657 of 862

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

Additional Comments:	Contact Information (optional):		
	Name:		
	Address:		
	Phone: Email: DICKSPENCE 720 7MAIL 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		

Exhibit 4

Aurora State Airport Master Plan Update COMMENT FORM

Page 658 of 862

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	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	☐ Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	6 00' extension to north end of runway (total runway length: 5,604')	1 ,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred lacation from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 659 of 862

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

Additional Comments:	Contact Information (optional):
	Name:
	Address:
	Phone:
ana ang tao ang sing pang pang pang pang pang pang pang pa	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
i properante de la contra de la c Nome	You can also email comments to: Adrienne@jla.us.com

Exhibit 4 Page 660 of 862

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	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	D No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side. Shudy needs to determine Tower location.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 661 of 862

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

Additional Comments: it a 600 Ft. Extension to begin with to the North. After a term of 5 years to help repensish fundo Extend an additional 600 Ft on the south end. Swe Koi

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

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	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	☐ Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 662 of 862

Exhibit 4 Page 663 of 862

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

Additional Comments: Roads are already wereapacity

Contact Infor	nation (optional):	
Name:		
Address:		
Phone:		
Email:		
		1

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

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	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	N o change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4

Page 664 of 862

Exhibit 4 Page 665 of 862

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

Additional Comments:	Contact Information (optional):
ALTERNATIVE 2 AS DEPICTED PLACES	Name: LARRY BERGMAN
A RWY IT RUN-UP AREA ON WILEY CONDO ASSOCIATION PROPERTY VERY	Address: 7814 SE 13TH AVE.
CLOSE TO EXISTING HANGARS WITH LARGE	PORTLAND, OR 97202
OPERABLE DOORS. THIS PROPERTY IS NOT	Phone: 503-572-3832
FOR SALE AND IS NOT LIKELY TO BE. CONSIDERATION SHOULD BE GIVEN TO	Email: LARAY @ BERGMAN PHOTOGRAPHIC, COM
AN ALTERNATIVE THAT INCLUDES A 600' EXTENSION WITH RUN-UP AREA AT THE NORTHEND AND A 500' EXTENSION AT THE SOUTH END TO CREATE A 6000'F RUNWAY WITH AN UPGRADE TO ARC C-II.	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

Page 666 of 862

Exhibit 4

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	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	☐ Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ⅔ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 667 of 862

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

Additional Comments:	Contact Information (optional):
	Name:
	Address:
	Phone:
en en de la seguine de la construction de la construcción de la construcción de la construcción de la construc La construcción de la construcción d La construcción de la construcción d	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

Exhibit 4

Page 668 of 862

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	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Hos not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 669 of 862

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

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	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	□ Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change: Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	1 600' extension to north end of runway (total runway length: 5,604')	1 ,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred lacation from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 671 of 862

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

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	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	☐ Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4

Page 672 of 862

Exhibit 4 Page 673 of 862

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

Exhibit 4

Page 674 of 862

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	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred lacation from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 675 of 862

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

enerenting property south of airport "p" gove sonth of keil Road. bhally approp. 75 acres total, **Additional Comments:**

Contact Info	rmation (optional):
Name:	JOHN RANKIN, NHy Convertant
Address:	26715 SW Baker Rord
	shewood, 02 97140
Phone:	503-625-9710
Email:	john@johnvankin.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

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	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select yaur preferred location from Alternotive 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4

Page 676 of 862

Exhibit 4 Page 677 of 862

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	□ No change	Designation of helicopter operations area in the northwest section of State-owned property.	Designation of helicopter operations area, situated where the fuel tanks are currently located.	Designation of helicopter operations area, north of the current apron.
Fuel Station Location	No change	Fuel tank relocation south of Aurora Aviation.	T Fuel tanks relocated northeast of Aurora Aviation.	T Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	D No change	Fire District's response building located near the air traffic control tower (ATCT).	Fire District's response building located adjacent to the water suppression system.	The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	D No change	No change	Designation of a cargo apron facility, north of Aurora Aviation.	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	
and the second		

Exhibit 4 Page 678 of 862

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	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	☐ Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	b 600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.
į	(1) という だいがく しんしょう しんかい たいとう	4 Alternative Statistics of California Contractions and California Contractions of California Contraction Contr		

Exhibit 4 Page 679 of 862

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	No change	Designation of helicopter operations area in the northwest section of State-owned property.	Designation of helicopter operations area, situated where the fuel tanks are currently plocated.	Designation of helicopter operations area, north of the current apron.
Fuel Station Location	No change	Fuel tank relocation south of Aurora Aviation.	Fuel tanks relocated northeast of Aurora Aviation.	Future fuel tanks located at the south end of State-owned property?
Aurora Rural Fire Protection District Location	No change NPOrtant	Fire District's response building located near the air traffic control tower (ATCT)	Fire District's response building located adjacent to the Water suppression system.	The Fire District's response building located east of the fire
Cargo Apron Location	No change	□ No change	Designation of a cargo apron facility, north of Aurora Aviation.	The cargo apron centrally located on State-owned property.
Additional Comr I an 1 how th decrease M J. Se		red acourt. meg life well of the hegh of the Colace	Contact Information (optional Name: Address: 2201 Accorded Phone: 503-	1): <u>m hulbey</u> <u>3 W & Floal</u> <u>4 OGG 7002</u> <u>6 78-2963</u>
Of my De le Close I Pense Sle h Gree	property v en in Der othe end othe has other has	abiel will deales Creek Estoles The how in 10 years increased increased increased	Thank you for taking the Please drop this form in th Adrienn 1110 SE Alder Portland, Or fax to: (5	time to provide your input! he comment box, or mail to: he DeDona Street, Suite 301 , OR 97214 503) 230-4877 nts to: Adrienne@jla.us.com

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	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	V-No change (total runway length: 5,004')	6 00' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

and the second standing and the second standard standards and

· · · .

Exhibit 4

Page 680 of 862

Exhibit 4 Page 681 of 862

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

Additional Comments: THE REMOVAL OF THE TRESS BY THE WEST OFFICEN UP MORE NOISE I SUPPORT THE NO BOLD PLON. THE TOWER DWD FIRS STATION ..

Contact Information (optional):					
Name:	BRIDN MULRE				
Address:	22013 NE FLORAL AND				
	ALBORA ORS 97002				
Phone:	503 - 702 - 5567				
Email:	MODYTOS YOHODIOOM				

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

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	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Hos not yet been determined. Please select your preferred locotion from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4

Page 682 of 862

Exhibit 4 Page 683 of 862

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

Additional Comments:	Contact Information (optional):
	Name: Macilee Sullivan
home owner Aurora	Address: POBOX 34
ristine curren AUTONA	AUrora OR 97002
	Phone: 503618 2860
	Email: marilees e ipns.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

Exhibit 4

Aurora State Airport Master Plan Update COMMENT FORM

Page 684 of 862

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	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 685 of 862

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

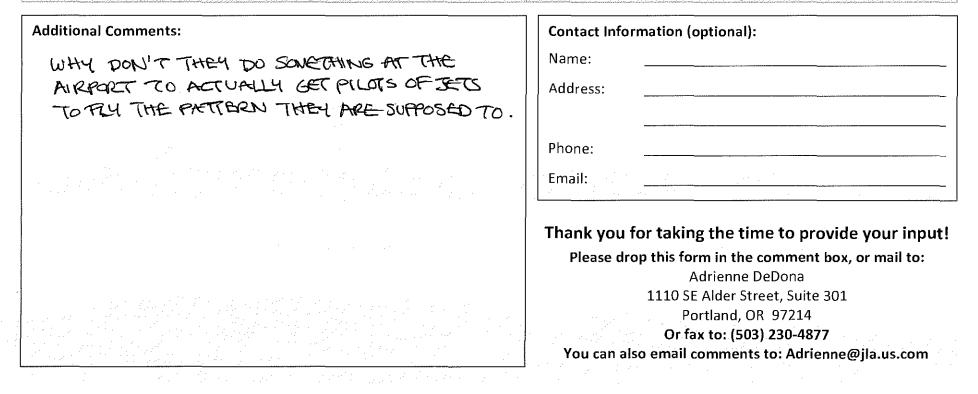


Exhibit 4

Aurora State Airport Master Plan Update COMMENT FORM

Page 686 of 862

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	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	☐ Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 687 of 862

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

Additional Comments:	Contact Information (optional):
	Name: <u>Carol Dobbs</u>
	Address: 13711 NE Woteria Dr
	Aurora OR
	Phone: 503 348 2917
	Email: ddobbse.centurtel.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 You can also email comments to: Adrienne@jla.us.com

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	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 688 of 862

Exhibit 4 Page 689 of 862

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

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	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	☐ Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	(total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	 1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004') 	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4

Page 690 of 862

Exhibit 4 Page 691 of 862

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

Additional Comments:	Contact Information (optional):
Disalities astronom	Name: Dan Sullivay
- frictand orange	Address: P.O. Box 34
	AUDER 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
han sena an an an an an an an an an ann an an	Or fax to: (503) 230-4877 You can also email comments to: Adrienne@jla.us.com

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	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	D No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4

Page 692 of 862

Exhibit 4 Page 693 of 862

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

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	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	☐ Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Hos not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4

Page 694 of 862

Exhibit 4 Page 695 of 862

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

Additional Comments:	Contact Information (optional):
	Name:
	Address:
	Phone:
and a state of the	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

Page 696 of 862

Aurora State Airport Master Plan Update COMMENT FORM

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	☐ Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	1 600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 697 of 862

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

& Remove Power Junes on Northend. ONALD Name: DIER the power lines 20th slane St NE ۵ Address: 00 well nerver and 503 A.A.U.C.C.A. Phone: SAINTESTER Email: 81ASM Thank you for taking the time to provide your input! Please drop this form in the comment box, or mail to: ٨ 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 EMAIL ME PLEASE.

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	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	☐ Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred lacation from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4

Page 698 of 862

Exhibit 4 Exhibit 4 already done on whose gyprovel ? Page 699 of 862

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

Additional Comments: **Contact Information (optional):** Aurora is one of the most significan pieces of history in ORC. Who benefits from a larger ⁷Name: TANA croot Rd. Address: and busier airpor 678.6880 could you consider Phone: something in the line of leepin Wahan . Con Email: integrity of this small historic lend itself to Thank you for taking the time to provide your input! Take an SU alter Please drop this form in the comment box, or mail to: from Vermont and Keep Adrienne DeDona should be. " 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 JUDI -Novmant Da Va

Exhibit 4 Page 700 of 862

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	☐ Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 701 of 862

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

Exhibit 4

Page 702 of 862

Aurora State Airport Master Plan Update COMMENT FORM

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-H
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway/length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004)
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway/than in the other two build alternatives.

Exhibit 4 Page 703 of 862

WREER FRA

PATURY

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

Additional Comments: **Contact Information (optional):** Changes Need proposed Name: Address: ana 62 503-849 Phone: Servery Ø Email: met Ima Thank you for taking the time to provide your input! Please drop this form in the comment box, or mail to: Adrienne DeDona -IM 1110 SE Alder Street, Suite 301 lime Portland, OR 97214 nonwas Or fax to: (503) 230-4877 NAMENO 10 You can also email comments to: Adrienne@jla.us.com all 243 and not when ante

Exhibit 4

Page 704 of 862

Aurora State Airport Master Plan Update

COMMENT FORM

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	☐ Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 705 of 862

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

Additional Comments: Contact Information (optional): WHAT IG TAX PAYER LIABILITY FOR Name: UNDER IMPROVEMENTS OF AIRPOPT FOR THE ENTRE EXPANGION ? Address: E INPACTS OF EXPANSION Phone: ON ADIACEA Email: ONTIAT IG THE NUMBER OF REGULA Thank you for taking the time to provide your input! CREPATORS THAT LIVE INCLACE Please drop this form in the comment box, or mail to: MARION COUNTY? Adrienne DeDona "WHAT WILL BE DONE TO EXPANSION TO EXPANSION MOBILI ZATION TO ENSUPE CITY OF AURORAS 1110 SE Alder Street, Suite 301 Portland, OR 97214 Or fax to: (503) 230-4877 ANKLEXATION OF APPOPT? You can also email comments to: Adrienne@jla.us.com THE WILDLIFE & ENNIPONMENTAL

Exhibit 4

Page 706 of 862

Aurora State Airport Master Plan Update

COMMENT FORM

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 707 of 862

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

Additional Comments:	Contact Information (optional):		
	Name: Stort Her		
	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		
	 A provide the second statement of the second s		

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¼ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than % statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-If
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred locotion from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 709 of 862

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

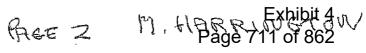
Additional Comments:	Contact Information (optional):
	Name: KAI SAVARA
	Address: 17930 Royce Why
	Like awego or
	Phone: 503 701 4328
	Email: RAICOMIPALLET- COM
	Thank you for taking the time to provide your input!
	Please mail this form to:
	Adrienne DeDona
	1110 SE Alder Street, Suite 301
	Portland, OR 97214
	Or fax to: (503) 230-4877
	You can also email comments to: Adrienne@jla.us.com

THOSE Y

۲. ۲. ۲. Exhibit 4 Page 710 of 862

Aurora State Airport Master Plan Update

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than % statute mile (sm)	Improved instrument approach capability. Visibility minima lower than % statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	Remain at ARC B-II	No change. Remain at ARC B-11	Upgrade to ARC C-11	Upgrade to ARC C-II
Runway Length	(total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.



	No Build Alternative	Alternative 1		Alter	native 2	Alternative 3
Helicopter Parking Location	No change	Designation of helicopter operations area in the northwest section of State-owned property.	oper	ations area fuel tanks a	on of helicopter a, situated where re currently	Designation of helicopter operations area, north of the current apron.
Fuel Station Location	No change	Fuel tank relocation south of Aurora Aviation.		i dai tarma	relocated Irora Aviation.	Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	D No change	Fire District's response building located near the air traffic control tower (ATCT).	build	ding locate	ct's response d adjacent to the ion system.	The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	No change	No change	apro	_	on of a cargo borth of Aurora	The cargo apron centrally located on State-owned property.
Additional Com	ments:	99		ontact inf	ormation (optiona	al):
WE HAVE	HUNDREDS	OF LARGE GEESE	N	lame:		T HARRINGTON
IN THE	CHARBONNERU	AREA WHICH	A	ddress:		V FOUNTAIN LAKE DR
1 -		US THREAT TO				162E, OR 97070
6		ILIANS, IAM	P	'hone:		14, \$196
Nor C	ONCERNED	ABOUT THE	E	mail:	mehtassie	@gmail.com
1.100.0	DE L'HE GI	ZESE - ONLY	Т	hank yo	ı for taking the	time to provide your input!
LUE F	EARLE. WE	HAVE MORE THAN				<mark>l this form to:</mark> 1e DeDona
THE	AIRCREEK ET	ninating from				ie Debona Street, Suite 301
	REORT NOW			You can	Or fax to: (, OR 97214 503) 230-4877 ents to: Adrienne@ila.us.com

...

~

1

Exhibit 4 Page 712 of 862

Aurora State Airport Master Plan Update

COMMENT FORM

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	5 600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 713 of 862

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

Additional Comments:	Contact Information (optional): Name:
	Address: 660 8W VIIIage Veens
	Phone:
	Email: <u>a that 36@ aol. Ce</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

Exhibit 4 Page 714 of 862

Aurora State Airport Master Plan Update COMMENT FORM

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 50,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 715 of 862

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

Additional Comments:

Contact Info	ormation (optional):
Name:	·
Address:	
Phone:	
Email:	
hank 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

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	D No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 717 of 862

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

Additional Comments:	Contact Information (optional):
	Name:Chul
	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
	Or fax to: (503) 230-4877
·	You can also email comments to: Adrienne@jla.us.com

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	D No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 719 of 862

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

Additional Comments:

	(n)
Name: <u>Augenne</u>	Rhudy-
Address:	
Phone: 503-694.53	534
Email:	

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

Exhibit 4 Page 720 of 862

Aurora State Airport Master Plan Update

COMMENT FORM

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	D No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 721 of 862

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

Additional Comments:	Contact Inf	ormation (optional):
	Name:	Jerry a Dearine Springer
	Address:	7400 S-W. Fairway Drive
		Welsonvelle, OR 97070
	Phone:	1
	Email:	
	-	I 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

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 50,000 pounds DWG	Strengthen to 69,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 723 of 862

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

Additional Comments:	Contact Information (optional):
	Name:
	Address:
	Phone:
	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

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary fo precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pound DWG)
Air Traffic Control Tower ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 725 of 862

	No Build Alternativ	ve Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	No change	Designation of helicopter operations area in the northwest section of State-owned property.	Designation of helicopter operations area, situated where the fuel tanks are currently located.	Designation of helicopter operations area, north of the current apron.
Fuel Station Location	No change	Fuel tank relocation south of Aurora Aviation.	Fuel tanks relocated northeast of Aurora Aviation.	Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	No change	Fire District's response building located near the air traffic control tower (ATCT).	Fire District's response building located adjacent to the water suppression system.	The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	No change	D No change	Designation of a cargo apron facility, north of Aurora Aviation.	The cargo apron centrally located on State-owned property.
Additional Com	ments:		Contact Information (optional): Name: Julian Erwin	
			Address:	(sent by emai)
			Phone:	
			Thank you for taking the	e time to provide your input
			1110 SE Alde Portland Or fax to:	ne DeDona r Street, Suite 301 d, OR 97214 (503) 230-4877 ents to: Adrienne@jia.us.com

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	b 600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 727 of 862

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

Additional Comments:	Contact Information (optional):
	Name: WAA_MARQUARS
	Address: 32275 SW FRONGS DEN
	WILSONVILLE
	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

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 729 of 862

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	No change	Designation of helicopter operations area in the northwest section of State-owned property.	Designation of helicopter operations area, situated where the fuel tanks are currently located.	Designation of helicopter operations area, north of the current apron.
Fuel Station Location	🕅 No change	Fuel tank relocation south of Aurora Aviation.	Fuel tanks relocated northeast of Aurora Aviation.	Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	KNo change	Fire District's response building located near the air traffic control tower (ATCT).	Fire District's response building located adjacent to the water suppression system.	The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	No change	🗖 No change	Designation of a cargo apron facility, north of Aurora Aviation.	The cargo apron centrally located on State-owned property.
Additional Com		LANGES 15	Contact Information (optionName: $f = 2 e^2 p$ Address: $321/0.02$	ALESTON SURFERING R

"LETTING THE CAMEL 11+ THE TENT! GOOD, BAR INDVERENT THE FUTURE GANNOT BE CONTROLLED. SURENA TOWER & INSTRUMENT APPROACH WOULD INIPROVE SARETY - BUT THATS THERE Noh-

WILCONALIC 502 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

	No Build Alternative,	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 731 of 862

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	🖾 No change	Designation of helicopter operations area in the northwest section of State-owned property.	Designation of helicopter operations area, situated where the fuel tanks are cyrrently located.	Designation of helicopter operations area, north of the current apron.
Fuel Station Location	No change	Fuel tank relocation south of Aurora Aviation.	Fuel tanks relocated northeast of Aurora Aviation.	Future fuel tanks located the south end of State-owned property.
Aurora Rural Fire Protection District Location	D No change	Fire District's response building located near the air traffic control tower (ATCT).	Fire District's response building located adjacent to the water suppression system.	The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	🛛 No change	No change	Designation of a cargo apron facility, north of Aurora Aviation.	The cargo apron centrally located on State-owned property.
Additional Com		an an ann an Ara Targan Charlen an San San San San San San San San San	Contact Information (option Name:	HAIR EASCHARE CH Inville OR
			Please ma	e time to provide your inp ail this form to: ane DeDona

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 733 of 862

	No Build Alternative	Alternative 1	Alternative 2	Alternatīve 3
Helicopter Parking Location	🕅 No change	Designation of helicopter operations area in the northwest section of State-owned property.	Designation of helicopter operations area, situated where the fuel tanks are currently located.	Designation of helicopter operations area, north of the current apron.
Fuel Station Location	No change	Fuel tank relocation south of Aurora Aviation.	Fuel tanks relocated northeast of Aurora Aviation.	Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	No change	Fire District's response building located near the air traffic control tower (ATCT).	Fire District's response building located adjacent to the water suppression system.	The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	No change	🔲 No change	Designation of a cargo apron facility, north of Aurora Aviation.	The cargo apron centrally located on State-owned property.
Additional Com		1	Contact Information foption	
OF PLA.	NES FLYIN	/	Name: $4\sqrt{67}$ Address: 3262 W_1Z40	S.W. LAKE POINTC NV: TLE, OR
ChAR be	ONNEAU. I	CAME DERE	Phone:	97070
FROM L	BEAUERTON	bECAUSE OF	Email:	
LE55 C	crowding.	why muss it	Please ma Adrien	time to provide your input il this form to: ne DeDona r Street, Suite 301
ALWAYS	be Ruipe	-d?		d, OR 97214

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@ila.us.com

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	,X No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 735 of 862

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

Additional Comments:

Address:	7270 SW EASTLAKE
	Wilsonville OR
Phone:	503-694-2824
Email:	Ricki 5 a Comer

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

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 737 of 862

	No Build Alternative	Alternative 1	Altern	ative 2	Alternative 3
Helicopter Parking Location	🗷 No change	Designation of helicopter operations area in the northwest section of State-owned property.	Designation operations area, s the fuel tanks are located.		Designation of helicopter operations area, north of the current apron.
Fuel Station Location	🔀 No change	Fuel tank relocation south of Aurora Aviation.	Fuel tanks rennertheast of Auro		Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	🔲 No change	Fire District's response building located near the air traffic control tower (ATCT).	Fire District' building located a water suppressio	adjacent to the	The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	No change	🔲 No change	Designation apron facility, no Aviation.	음악 이 가슴 눈감 물건을 맞다가 있는 것이 없다.	The cargo apron centrally located on State-owned property.
Additional Com			Contact Infor	mation (option:	al):
		e to believe	Name:	Fy lance	1 Uttinger
that t	-uel tax wol	es. As a tax	Address:	Vilson	ville, Oregon 970
Payer	T don't u	es. As a tax vant to have any	Phone:	503-60	14-2599
part e	of paying fo	or the ability	Email:	· · · · · · · · · · · · · · · · · · ·	
to ha	ive move ce	pperate jets	Thank you		time to provide your input!
landing at the Aurova Air porti					il this form to: ne DeDona
✓					r Street, Suite 301
					d, OR 97214 (503) 230-4877

Or fax to: (503) 230-4877 You can also email comments to: Adrienne@jla.us.com

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	☐ Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 739 of 862

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

Additional Comments: No MORE NOISY PLANES OVER CHARBONNEAU

Name:	JUDY ELSCHEN
Address:	CHARBONNEAU
Phone:	
Email:	

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

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 741 of 862

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

Additional Comments: fore Charbonneau residents are autions when we see the map showing the found Pressure Level (yellow line) following the exact southern boundry of Charbonnese. also of the DOA meeting we heard SPL/Db mumbers 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 toalet is 75 Db and a business office is \$5 Db, I have a hard time believing that the planes going over as we dive on our pations are more quiet than a trilet or a business office. We have taken a straw pill of Charborness A recent speed func 95% of us are strongly to the well andort expansion

Contact Information (optional):				
Name:	LARAY EISCHEN			
Address:	31127 SAV FRIENCH PRAIRIE ROAD			
	MILSONVILLE, OR 9500			
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 Or fax to: (503) 230-4877 You can also email comments to: Adrienne@jla.us.com

Aurora State Airport Master Plan Update

COMMENT FORM

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airp o rt Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	D Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 743 of 862

	No Build Alternativ	e Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	No change	Designation of helicopter operations area in the northwest section of State-owned property.	Designation of helicopter operations area, situated where the fuel tanks are currently located.	Designation of helicopter operations area, north of the current apron.
Fuel Station Location	No change	Fuel tank relocation south of Aurora Aviation.	Fuel tanks relocated northeast of Aurora Aviation.	Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	No change	Fire District's response building located near the air traffic control tower (ATCT).	Fire District's response building located adjacent to the water suppression system.	The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	No change	□ No change	Designation of a cargo apron facility, north of Aurora Aviation.	The cargo apron centrally located on State-owned property.
Additional Com	ments:		Address: <u>32185</u>	na/Henry Janson SW Easthe Ko Paint
				694-2696
			Please n Adri 1110 SE Al Portla Or fax to	he time to provide your input mail this form to: enne DeDona der Street, Suite 301 and, OR 97214 o: (503) 230-4877 ments to: Adrienne@jla.us.com

Exhibit 4 Page 744 of 862

Aurora State Airport Master Plan Update

COMMENT FORM

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 745 of 862

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

Additional Comments: The moise level mous is too high with low flying planes and helicipters who don't seem to care that people pluou New , much appreciate a quiet Nero Horns and refuge atto untin in Clackamas County much consequences Isca. 04 ore planes also mean more mar matter cars + trucks on own exits and to the I 5 consider which Inhances is any high high and is

Contact Information (optional):					
Name:	NAMEY MCELWALLY				
Address:	7235 SW FOUNTAIN LAKE DR				
	WILSOMVILLE 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

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	☐ Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 747 of 862

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

Additional Comments:	Contact Information (optional):	
	Name:	Mr. JERRY 5 Vasquez
	Address:	7533 SW FAIRWAY DR
		Wilsow Ville OK- 97070
	Phone:	503-931-2088
	Email:	
	Thank you	I 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

Exhibit 4

Page 748 of 862

Aurora State Airport Master Plan Update

COMMENT FORM

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 749 of 862

	No Build Alternative Alternative 1 Alternative 2		Alternative 3 Designation of helicopter operations area, north of the current apron.	
Helicopter Parking Location	No change			
Fuel Station Location	No change	G Fuel tank relocation south of Aurora Aviation.	Fuel tanks relocated northeast of Aurora Aviation.	Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	No change	Fire District's response building located near the air traffic control tower (ATCT).	Fire District's response building located adjacent to the water suppression system.	The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	No change	□ No change	Designation of a cargo apron facility, north of Aurora Aviation.	The cargo apron centrally located on State-owned property.

Additional Comments:
RW 17 RUNUP AREA ON Alternative 2 Not desinable
to owners of Wyles property. It would add
constant noise & blast to Adjacent Langaer.
Better solution must be found preformally
adjacent to Willametle Aviation Facility on
Runway extension to worth.

Contact Information (optional):					
Name:	BRUCE BERGMAN				
Address:	14758 SE GARLAND LN				
	MILWAUKIE OR 97267				
Phone:	503-572-3831				
Email:	bruce & bensman photographic. 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

A THE WALL	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)		Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 751 of 862

	No Build Alternative	Alternative 1	Alterr	native 2	Alternative 3
Helicopter Parking Location	🕅 No change	Designation of helicopter operations area in the northwest section of State-owned property.	Designation of helicopter operations area, situated where the fuel tanks are currently located.		Designation of helicopter operations area, north of the current apron.
Fuel Station Location	No change	Fuel tank relocation south of Aurora Aviation.	Fuel tanks relocated northeast of Aurora Aviation.		Future fuel tanks located the south end of State-owned property.
Aurora Rural Fire Protection District Location	🕅 No change	Fire District's response building located near the air traffic control tower (ATCT).	Fire District's response building located adjacent to the water suppression system.		The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	No change	No change	Designatio apron facility, n Aviation.	n of a cargo orth of Aurora	The cargo apron centrally located on State-owned property.
Additional Com	ments:		Contact Information (optional):		
			Name:	WILLIA	MSON, Bug
			Address:	3144151	W VILLAGE GREEN C
				Wilson	VILLE OR 97070
			Phone:	J63-694	- 2425
			Email:	N	A
			Thank you	Please ma Adrien 1110 SE Alde Portland	e time to provide your inp il this form to: ne DeDona r Street, Suite 301 d, OR 97214 (503) 230-4877
			You can a		(503) 230-4877 ents to: Adrienne@jla.us

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	Mo change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 753 of 862

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	No change	Designation of helicopter operations area in the northwest section of State-owned property.	Designation of helicopter operations area, situated where the fuel tanks are currently located.	Designation of helicopter operations area, north of the current apron.
Fuel Station Location	No change	Fuel tank relocation south of Aurora Aviation.	Fuel tanks relocated northeast of Aurora Aviation.	Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	🕅 No change	Fire District's response building located near the air traffic control tower (ATCT).	Fire District's response building located adjacent to the water suppression system.	The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	No change	K No change	Designation of a cargo apron facility, north of Aurora Aviation.	The cargo apron centrally located on State-owned property
Additional Com	nents:		Please ma Adrien 1110 SE Alde Portland Or fax to:	al): iamson J Village freen Ct le, OR 14-2425 le concast net time to provide your input! il this form to: ne DeDona r Street, Suite 301 d, OR 97214 (503) 230-4877 ents to: Adrienne@jla.us.com

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 755 of 862

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	No change	Designation of helicopter operations area in the northwest section of State-owned property.	Designation of helicopter operations area, situated where the fuel tanks are currently located.	Designation of helicopter operations area, north of the current apron.
Fuel Station Location	M No change	Fuel tank relocation south of Aurora Aviation.	Fuel tanks relocated northeast of Aurora Aviation.	Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	No change	Fire District's response building located near the air traffic control tower (ATCT).	Fire District's response building located adjacent to the water suppression system.	The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	00 No change	🔲 No change	Designation of a cargo apron facility, north of Aurora Aviation.	The cargo apron centrally located on State-owned property.
Additional Comments:		Please ma Adrien 1110 SE Alde Portland Or fax to:	al): <u>t</u> <u>georea</u> <u>Jaft</u> <u>5. W. Lake</u> <u>Pt</u> . <u>Ct</u> . <u>5. W. Lake</u> <u>Pt</u>	

Aurora State Airport Master Plan Update

COMMENT FORM

	No Buill Alt native	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¼ statute mile (sm) (precision approaches). Parailel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-0	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No cleange (total runway length: 5,004)	600' extension to north end of runway (to al runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Ruhway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (A7CT) Location	Has not yet been determined. Please select your preferred location from Alter native 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-Gwned property, but worth of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 757 of 862

Alternative 2 No Build Alternative Alternative 3 Helicopter 🗹 No change Designation of helicopter Designation of helicopter Designation of helicopter **Parking Location** operations area in the northwest operations area, situated where operations area, north of the section of State-owned property. the fuel tanks are currently current apron. located. **Fuel Station** 🖽 No change Fuel tank relocation south of Fuel tanks relocated Future fuel tanks located at Location northeast of Aurora Aviation ne south end of State-owned Aurora Aviation. property. Aurora Rural Fire Z No change Fire District's response The Fire District's response Fire District's response Protection building located adjacent to the building located near the air building located east of the fire **District Location** traffic control tower (ATCT). water suppression system. suppression system. **Cargo Apron** No change Esignation of a cargo No change The cargo apron centrally Location apron facility, north of Aurora located on State-owned Aviation. property. **Contact Information (optional):** Additional Comments: It is My FEECING that MOST CHARBONNEAU RESIDENTS HAVE LITTLE Name: BRICKNER SYMPATHY FOR THE NEEDS AND WISHES OF USERS OF THE AURORA AIRPORT, BECAUSE 39145 S.W. EASTLAKE PT PILOTS PRESENTLY FLYING IN AND OUT OF Address: JUST DONT GIVE ASHIT WIZSONVILLE. OR 97070 AIRPORT THE AIRSPACE ABOUS THE ABOUT AVOIDING JUPROUSD FACILITIES 3036941363 Phone: CHARBONNEAU, CONTINUED DISREGARD NE CAN ONLY MEAN JBANDCLARY & CENTURYTEL FOR THE NEIGHBORHOOD, IN A CARGER Email: 50418 Thank you for taking the time to provide your input! Please mail this form to: Adrienne DeDona 老 ? 1110 SE Alder Street, Suite 301 Portland, OR 97214 10 124 Or fax to: (503) 230-4877 You can also email comments to: Adrienne@ila.us.com

Aurora State Airport Master Plan Update

COMMENT FORM

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to romain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC 6-11	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 759 of 862

	te de la prime de la companya de la			
	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location	🔊 No change	Designation of helicopter operations area in the northwest section of State-owned property.	Designation of helicopter operations area, situated where the fuel tanks are currently located.	Designation of helicopter operations area, north of the current apron.
Fuel Station Location	No change	Fuel tank relocation south of Aurora Aviation.	Fuel tanks relocated northeast of Aurora Aviation.	Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	D No change	Fire District's response building located near the air traffic control tower (ATCT).	Fire District's response building located adjacent to the water suppression system.	The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	No change	No change	Designation of a cargo apron facility, north of Aurora Aviation.	The cargo apron centrally located on State-owned property.
Additional Com	ments:		Contact Information (option	al):
			Name:	· · · · · · · · · · · · · · · · · · ·
			Address:	
		an a		
	en e		Phone:	

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

Exhibit 4 Page 760 of 862

Aurora State Airport Master Plan Update

COMMENT FORM

944.	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	D No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 761 of 862

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

Additional Comments:	Contact Information (optional):
	Name: EDWARD MILLER
	Address: 7555 5W2 MIBDLE STREED
	WILSONWIND OR NOTO PD
	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

Exhibit 4 Page 762 of 862

Aurora State Airport Master Plan Update

COMMENT FORM

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 763 of 862

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

Additional Comments:	Contact Information (optional):		
	Name:	Kathleen Miller	
	Address:	Kathleen Miller 7555 swiddle Goreen	S
		Wilsonville, OR Rd.	
	Phone:	503	
	Email:		
	Thank you f	or 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 al	so 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	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-11
Runway Length	No change (total runway length: 5,004')	6 00' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 50,000 pounds DWG	Strengthen to 60,000 pounds DWG	D No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

AND ARMICITIAN ROOT WILL REDIKE TOULED HEIGHT MUNCH NO LOSS OF 2 ACRES OF ANDROT I AND

Exhibit 4 Page 765 of 862

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Helicopter Parking Location Sy WILL TOTAL TRAFFIC I-LO	DICCATE IN No change FIRE SUPPERSION STEM ALLA, THIS LY SEPARATE HELO IN FIXED WING PLUS	Designation of helicopter operations area in the northwest section of State-owned property.	Designation of helicopter operations area, situated where the fuel tanks are currently Located.	Designation of helicopter operations area, north of the current apron.
Fuel Station Location	No change	MAKE Room For HELO BUSINE #HANGAS: Fuel tank relocation south of Aurora Aviation.	Fuel tanks relocated northeast of Aurora Aviation.	Future fuel tanks located at the south end of State-owned property.
Aurora Rural Fire Protection District Location	No change	Fire District's response building located near the air traffic control tower (ATCT).	Fire District's response building located adjacent to the water suppression system.	The Fire District's response building located east of the fire suppression system.
Cargo Apron Location	No change	No change	Designation of a cargo apron facility, north of Aurora Aviation.	The cargo apron centrally located on State-owned property.

Additional Comments: **Contact Information (optional):** A RESONABLE RETURN ON INVESTMENT JACK E. KAHLE Name: SHOULD ALWAYS BE A PARAMOUNT CONSIDERATION WHERE MANOR INVESTMENT Address: 1545 Downs Post RD IS REQUIRED. I DONT FEEL THAT WILSONVILLE, OR, 97070 HAS HAPPENED WHEN CONSIDERATION 503-694-8022 Phone: FOR RUNWAY STREAGHENING OR EXTENSION SACKE KAHLE (OYAHOO, COM Email: IS BEING CONSIDERED. TO SPEND MILLIONS ALRORA PILOT \$ OWNER, OC HANGARS & AIRCRAFT AT UAD, OF DOLLARS FOR THE POSSIBILITY OF Thank you for taking the time to provide your input! VERY SMALL RETURN ON INVESTMENT Please mail this form to: MAKES NO SENSE, ESPECIALLY WAEN BOTH Adrienne DeDona THE STATE THE FEDERAL GOUBRIMENT 1110 SE Alder Street, Suite 301 Portland, OR 97214 15 BROKE, LESS GET REALISTIC, Or fax to: (503) 230-4877 You can also email comments to: Adrienne@jla.us.com

Exhibit 4 Page 766 of 862

Aurora State Airport Master Plan Update

COMMENT FORM

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	D No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 767 of 862

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

Additional Comments: Contact Information (optional):		Contact Information (optional):
		Name: CARAS Brand
		Address: <u>PACIFIC COAST AVIONICS</u> 22783 AIRPORT RD. N.E. AURORA, OR 97002
		Phone:
		Email: <u>Chrisperch. Acto</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

Exhibit 4 Page 768 of 862

Aurora State Airport Master Plan Update

COMMENT FORM

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	D No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 769 of 862

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

Additional Comments:	Contact Information (optional):	
	Name: DEWEY CONROY	
	Address: PACIFIC COAST AVIONICS 22783 AIRPORT RD. N.E. 22783 AIRPORT RD. N.E. AURORA, OR 97002 Phone: 503 678 6242 Email: DEWEY @ PCA. AER O 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	

Exhibit 4 Page 770 of 862

Aurora State Airport Master Plan Update COMMENT FORM

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 771 of 862

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

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

Exhibit 4 Page 772 of 862

Aurora State Airport Master Plan Update

COMMENT FORM

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3
Instrument Approach Capability	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	Improved instrument approach capability. Visibility minima lower than ¾ statute mile (sm) (precision approaches). Parallel taxiway relocated 100 feet to the east and multiple buildings removed or altered.
Airport Reference Code	No change. Remain at ARC B-II	No change. Remain at ARC B-II	Upgrade to ARC C-II	Upgrade to ARC C-II
Runway Length	No change (total runway length: 5,004')	600' extension to north end of runway (total runway length: 5,604')	1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
Runway Strength	No change (45,000 pounds DWG)	Strengthen to 60,000 pounds DWG	Strengthen to 60,000 pounds DWG	No change (45,000 pounds DWG)
Air Traffic Control Tower (ATCT) Location	Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.	ATCT located midfield on the east side.	ATCT centrally located within State-owned property, but north of the location in Alternative 1.	ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

Exhibit 4 Page 773 of 862

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

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 inpu 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	