

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

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Additional Comments:

A Tower & Runway EXT.  
is NOT so — good  
IN THIS CLIMATE.

Contact Information (optional):

Name: PETER HOFF  
 Address: 7450 SW BUNKER POST RD  
WILSONVILLE OR 97070  
 Phone: 503 694 5392  
 Email: PJ.HOFF43@COMPAST@NOT

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

PILOT

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

You can also email comments to: [Adrienne@jla.us.com](mailto:Adrienne@jla.us.com)

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ALL OR THESE ARE THE SAME.

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**Additional Comments:**

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

**Contact Information (optional):**

Name: RICH WARDEN  
Address: 24328 SKYLANE  
CANBY OR 97013  
Phone: 503-263-8510  
Email: \_\_\_\_\_

Thank you for taking the time to provide your input!

Please mail this form to:

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

Or fax to: (503) 230-4877

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Additional Comments:

Contact Information (optional):  
 Name: TERRY B LYONS  
 Address: WILSONVILLE, OR  
 Phone: 503-701-0640  
 Email: TERRY@OREGONSMOKEDFOOD.COM

Thank you for taking the time to provide your input!  
 Please mail this form to:  
 Adrienne DeDona  
 1110 SE Alder Street, Suite 301  
 Portland, OR 97214  
 Or fax to: (503) 230-4877  
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*W. Lyons*

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**Additional Comments:**

Justify All Projects  
by cost.

**Contact Information (optional):**

Name: Mervyn K. Henkes  
 Address: 32200 SW French Prairie  
Property Owner D-110  
 Phone: 503 3100607  
 Email: MERV98a@MSN.COM

**Thank you for taking the time to provide your input!**

Please mail this form to:

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**Additional Comments:**

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

I wish there were no Aurora Airport at all.

**Contact information (optional):**

Name: Marilou Baughman  
 Address: 27109 SW Aden Ave.  
Wilsonville, OR 97070  
 Phone: 503-582-8328  
 Email: lulieray@yahoo.com

**Thank you for taking the time to provide your input!**

Please mail this form to:

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

Or fax to: (503) 230-4877

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**Additional Comments:**

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

**Contact Information (optional):**

Name: Ray Cooper

Address: 22109 SW Wilsonville

Phone: \_\_\_\_\_

Email: raycooper@jla.us

**Thank you for taking the time to provide your input!**

Please mail this form to:  
 Adrienne DeDona  
 1110 SE Alder Street, Suite 301  
 Portland, OR 97214  
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70

7/7/11 1:17:11 PM MICHAEL L. BROWN

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Additional Comments:

Contact Information (optional):  
 Name: MARK Deatherage  
 Address: 101 Azalea Drive  
Grants Pass OR 97526  
 Phone: 541 746 6904  
 Email: DMARK@budget.net

Thank you for taking the time to provide your input!

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

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**Additional Comments:**

**Contact Information (optional):**  
 Name: Ed & Carol Dey  
 Address: 32150 SW East Lake Pt.  
Wilsonville, OR 97070  
 Phone: 503-694-6663  
 Email: deyew@comcast.net

**Thank you for taking the time to provide your input!**  
 Please mail this form to:  
 Adrienne DeDona  
 1110 SE Alder Street, Suite 301  
 Portland, OR 97214  
 Or fax to: (503) 230-4877  
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**Additional Comments:**

**Contact Information (optional):**

Name: \_\_\_\_\_ Mr. Frank M. Burger \_\_\_\_\_

Address:  14995 NE Lawnview Cir \_\_\_\_\_  
Aurora, OR 97002-8526 \_\_\_\_\_

Phone: 503-678-4393

Email: FBurger47@yahoo.com

**Thank you for taking the time to provide your input!**

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

We hope that the airport is not enlarged! There's enough jet noise now over Chamberlain!

**Contact Information (optional):**

Name: Jean Cronin  
 Address: 7250 SW Lakeside Dr  
Wilsonville 97140  
 Phone: \_\_\_\_\_  
 Email: \_\_\_\_\_

Thank you for taking the time to provide your input!

Please mail this form to:

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

Or fax to: (503) 230-4877

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*No opinion*

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**Additional Comments:**  
*Larger Jets = More Noise*

**Contact Information (optional):**  
 Name: *L. W. S. Groman*  
 Address: *1280 S.W. Lakeside Ln - Wilsonville, OR*  
 Phone: *970 70*  
 Email: \_\_\_\_\_

Thank you for taking the time to provide your input!  
 Please mail this form to:  
 Adrienne DeDona  
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Additional Comments:

Contact Information (optional):

Name: JEANNETTE ROSS  
 Address: 31594  
COUNTRY VIEW LN  
 Phone: (503) 674-5576  
 Email: \_\_\_\_\_

Thank you for taking the time to provide your input!

Please mail this form to:

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

Or fax to: (503) 230-4877

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**Additional Comments:**

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

**Contact Information (optional):**

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

**Thank you for taking the time to provide your input!**

**Please mail this form to:**

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**Additional Comments:**

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

Thanks

**Contact information (optional):**

Name: Joel Joslin  
 Address: \_\_\_\_\_  
 Phone: 503-694-2403  
 Email: jejoslin@earthlink.net

Thank you for taking the time to provide your input!

Please mail this form to:

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

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**Additional Comments:**

**Contact Information (optional):**

Name: Philip Rissel  
 Address: P.O. Box 2533  
Wilsonville, OR 97070  
 Phone: (503) 790-4916  
 Email: Phil@flying Hconstruction.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](mailto:Adrienne@jla.us.com)

# Aurora State Airport Master Plan Update

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**Additional Comments:**

**Contact Information (optional):**  
 Name: Vanice L. Brewer  
 Address: 31566 S.W. Country View Ln  
Wilsonville, OR 97070  
 Phone: (503) 694-2550  
 Email: \_\_\_\_\_

**Thank you for taking the time to provide your input!**  
 Please mail this form to:  
 Adrienne DeDona  
 1110 SE Alder Street, Suite 301  
 Portland, OR 97214  
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 You can also email comments to: [Adrienne@jla.us.com](mailto:Adrienne@jla.us.com)

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**Additional Comments:**  
 AIRCRAFT coming and going creates  
 A worsening noise problem for those of  
 us who live in Charbonneau  
 making the changes sought will only  
 MAKE A BAD PROBLEM worse!

**Contact Information (optional):**

Name: Bill Benedetto

Address: 7140 SW ARBOR LANE DRIVE  
WILSONVILLE, OR 97070

Phone: 503-694-2886

Email: ATYBILL@AOL.COM

**Thank you for taking the time to provide your input!**

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

*I trust you will not move north. It would be too close to a population of a growing city (Wilsonville and Tualatin).*

**Contact information (optional):**

Name: Sally A. Kingston  
 Address: 7140 SW Arbor Lake Dr.  
Wilsonville, OR 97170  
 Phone: 503-694-6410  
 Email: sibbit38@aol.com

**Thank you for taking the time to provide your input!**

Please mail this form to:  
 Adrienne DeDona  
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 Portland, OR 97214  
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**Additional Comments:**

See submitted letter + petition from Friends of French Prairie,

**Contact Information (optional):**

Name: BEN WILLIAMS  
 Address: 23013 Yeasty Lane NE  
Aurora OR 97002  
 Phone: 503.588.5670  
 Email: benwilliams@liturgia.com

**Thank you for taking the time to provide your input!**

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

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**Additional Comments:**

**Contact Information (optional):**

Name:

SHARLEF MACMILLAN

Address:

7315 SW ARBOR LAKE DR.  
WILSONVILLE OR 97070

Phone:

\_\_\_\_\_

Email:

\_\_\_\_\_

**Thank you for taking the time to provide your input!**

Please mail this form to:

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Additional Comments:

Contact Information (optional):

Name:

IAN C MAC MILLAN

Address:

7315 ARBOR LAKE DRIVE  
WILSONVILLE OR 97070

Phone:

\_\_\_\_\_

Email:

\_\_\_\_\_

Thank you for taking the time to provide your input!

Please mail this form to:

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<b>Air Traffic Control Tower (ATCT) Location</b>	<i>Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.</i>	<input checked="" type="checkbox"/> ATCT located midfield on the east side.	<input type="checkbox"/> ATCT centrally located within State-owned property, but north of the location in Alternative 1.	<input type="checkbox"/> ATCT located closer to the north end and farther from the runway than in the other two build alternatives.



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

Additional Comments: We are concerned about the noise level from larger jets. The hundreds of Geese that flock to the small lakes in Carbonneau are a hazard to the jet engines. Larger runways bring larger planes. Larger planes bring freight. Freight needs to be hauled away in big trucks - 105 in the Wilsonville area and beyond is the most deadly in the state. We don't need more truck traffic and congestion.

Contact Information (optional):

Name: Susan DeFrancisco  
 Address: 32245 SW Arbor Lake Dr  
Wilsonville, OR 97070  
 Phone: 503-694-2324  
 Email: slide@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](mailto: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
<b>Instrument Approach Capability</b>	<input checked="" type="checkbox"/> No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	<input type="checkbox"/> No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	<input type="checkbox"/> Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	<input type="checkbox"/> 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.
<b>Airport Reference Code</b>	<input checked="" type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> Upgrade to ARC C-II	<input type="checkbox"/> Upgrade to ARC C-II
<b>Runway Length</b>	<input type="checkbox"/> No change (total runway length: 5,004')	<input type="checkbox"/> 600' extension to north end of runway (total runway length: 5,604')	<input type="checkbox"/> 1,000' extension to south end of runway, closure of Keil Rd. (total runway length: 6,004')	<input type="checkbox"/> No change to length. However, relocation of the parallel taxiway is necessary for precision approach. (total runway length: 5,004')
<b>Runway Strength</b>	<input checked="" type="checkbox"/> No change (45,000 pounds DWG)	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> Strengthen to 60,000 pounds DWG	<input type="checkbox"/> No change (45,000 pounds DWG)
<b>Air Traffic Control Tower (ATCT) Location</b>	<i>Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.</i>	<input type="checkbox"/> ATCT located midfield on the east side.	<input type="checkbox"/> ATCT centrally located within State-owned property, but north of the location in Alternative 1.	<input type="checkbox"/> ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

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

**Additional Comments:**

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

**Contact Information (optional):**

Name: Judy Ottinger  
 Address: 31092 Country View Ln  
Wilsonville, OR 904  
 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](mailto:Adrienne@jla.us.com)

# Aurora State Airport Master Plan Update

## COMMENT FORM

DATE: \_\_\_\_\_  
By: \_\_\_\_\_

87

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

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

**Additional Comments:**

SEE ATTACHED.

**Contact Information (optional):**

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

**Thank you for taking the time to provide your input!**

**Please mail this form to:**

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

**Or fax to: (503) 230-4877**

**You can also email comments to: [Adrienne@jla.us.com](mailto:Adrienne@jla.us.com)**

**AUORA STATE AIRPORT MASTER PLAN UPDATE  
COMMENT FORM ADDENMUM**

**Additional Comments:**

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

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

Aurora State Airport Master Plan Update

COMMENT FORM

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

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



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

**Additional Comments:**  
 We have lived here since 1977, so we know there will be change. But we do NOT want the airport any larger or improved from how it is now. The current jets are loud and at times too low during landing. The size of aircraft is getting too large for this location. Deb Barnes

**Contact Information (optional):**  
 Name: Barnes Family  
 Address: 14570 NE Mulligan Ct  
Aurora OR 97002  
 Phone: 503 678-5880  
 Email: geemo\_deb@hotmail.com

**Thank you for taking the time to provide your input**  
 Please mail this form to:  
 Adrienne DeDona  
 1110 SE Alder Street, Suite 301  
 Portland, OR 97214  
 Or fax to: (503) 230-4877  
 You can also email comments to: [Adrienne@jla.us.com](mailto:Adrienne@jla.us.com)

**Adrienne DeDona**

---

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

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

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

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

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

# 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
<b>Instrument Approach Capability</b>	<input type="checkbox"/> No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	<input type="checkbox"/> No change. Approach minima to remain at visual and greater than 1 statute mile (sm)	<input type="checkbox"/> Improved instrument approach capability. Visibility greater than ¾ statute mile (sm)	<input checked="" type="checkbox"/> 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.
<b>Airport Reference Code</b>	<input type="checkbox"/> No change. Remain at ARC B-II	<input checked="" type="checkbox"/> No change. Remain at ARC B-II	<input type="checkbox"/> Upgrade to ARC C-II	<input type="checkbox"/> Upgrade to ARC C-II
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<b>Air Traffic Control Tower (ATCT) Location</b>	<i>Has not yet been determined. Please select your preferred location from Alternative 1, 2 or 3.</i>	<input checked="" type="checkbox"/> ATCT located midfield on the east side.	<input type="checkbox"/> ATCT centrally located within State-owned property, but north of the location in Alternative 1.	<input type="checkbox"/> ATCT located closer to the north end and farther from the runway than in the other two build alternatives.

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

**Additional Comments:**

*SEE ATTACHED*

**Contact Information (optional):**

Name:

*HARLAN REETZ*

Address:

*25109 NE PRAIRIE VIEW DRIVE  
AURORA, OR 97002*

Phone:

*503-957-3083*

Email:

*HARLANREETZ@GIVE.COM*

**Thank you for taking the time to provide your input!**

Please mail this form to:

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

Or fax to: (503) 230-4877

You can also email comments to: [Adrienne@jla.us.com](mailto:Adrienne@jla.us.com)

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

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

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

# Appendix L: CIP COST ESTIMATES

Airport Master Plan Update

Aurora State Airport

Aurora State Airport CIP 2012 - 2032							
#	Year	Description	Total Cost	ODA share	FAA Share	Private Share	Other Funding
<b>Phase I (2012-2016)</b>							
1	2012	Construct ATCT <sup>1</sup>	\$ 3,369,000.00	\$ 673,800.00	\$ -	\$ -	\$ 2,695,200.00
2	2012	Service Road	\$ 1,017,000.00	\$ 50,850.00	\$ 966,150.00	\$ -	\$ -
3	2013	PMP (2013) <sup>2</sup>	\$ 27,000.00	\$ 20,250.00	\$ 6,750.00	\$ -	\$ -
4	2014	Helicopter Landing Pads	\$ 11,000.00	\$ 550.00	\$ 10,450.00	\$ -	\$ -
5	2014	Ramp Reconstruction - State Leased	\$ 988,000.00	\$ 49,400.00	\$ 938,600.00	\$ -	\$ -
6	2014	Taxilane Development (Hangar Access)	\$ 43,000.00	\$ -	\$ -	\$ 43,000.00	\$ -
7	2015	Hangar Development	\$ 2,088,000.00	\$ -	\$ -	\$ 2,088,000.00	\$ -
8	2015	Carryover Entitlements (ODA)	\$ -	\$ -	\$ -	\$ -	\$ -
9	2016	Environmental Assessment (Runway Improvements)	\$ 350,000.00	\$ 17,500.00	\$ 332,500.00	\$ -	\$ -
10	2016	PMP (2016)	\$ 27,000.00	\$ 20,250.00	\$ 6,750.00	\$ -	\$ -
Phase I Subtotal			\$ 7,920,000.00	\$ 832,600.00	\$ 2,261,200.00	\$ 2,131,000.00	\$ 2,695,200.00
<b>Phase II (2017-2021)<sup>3</sup></b>							
11	2017	Aurora RFPD Response Facility	\$ 570,000.00	\$ -	\$ -	\$ 570,000.00	\$ -
12	2017	Carryover Entitlements (ODA - complete EA)	\$ -	\$ -	\$ -	\$ -	\$ -
13	2018	Property Acquisition (R17 Displaced Threshold)	\$ 102,000.00	\$ 5,100.00	\$ 96,900.00	\$ -	\$ -
14	2018	Avigation Easement Acquisition (R17 RPZ)	\$ 44,000.00	\$ 2,200.00	\$ 41,800.00	\$ -	\$ -
15	2019	Carryover Entitlements (In preparation of runway project)	\$ -	\$ -	\$ -	\$ -	\$ -
16	2020	Displaced Threshold (R17 - 800')	\$ 1,980,000.00	\$ 99,000.00	\$ 1,881,000.00	\$ -	\$ -
17	2020	Install Runway 17-35 PAPIs	\$ 129,000.00	\$ 6,450.00	\$ 122,550.00	\$ -	\$ -
18	2020	R17 Run-Up Area	\$ 355,000.00	\$ 17,750.00	\$ 337,250.00	\$ -	\$ -
19	2018	Property Acquisition (R35 RPZ)	\$ 2,561,000.00	\$ 128,050.00	\$ 2,432,950.00	\$ -	\$ -
20	2019	Keil Road Relocation	\$ 1,427,000.00	\$ 71,350.00	\$ 1,355,650.00	\$ -	\$ -
21	2020	Runway Extension (R35 - 1000')	\$ 3,035,000.00	\$ 151,750.00	\$ 2,883,250.00	\$ -	\$ -
22	2020	Install Runway 17 PAPIs	\$ 65,000.00	\$ 3,250.00	\$ 61,750.00	\$ -	\$ -
23	2019	PMP (2019)	\$ 27,000.00	\$ 20,250.00	\$ 6,750.00	\$ -	\$ -
24	2019	Taxilane Development (Hangar Access)	\$ 43,000.00	\$ -	\$ -	\$ 43,000.00	\$ -
25	2020	R17/35 Strengthening Overlay	\$ 2,052,000.00	\$ 102,600.00	\$ 1,949,400.00	\$ -	\$ -
26	2021	Hangar Development	\$ 2,088,000.00	\$ -	\$ -	\$ 2,088,000.00	\$ -
27	2021	Master Plan Update	\$ 200,000.00	\$ 10,000.00	\$ 190,000.00	\$ -	\$ -
Phase II Displaced Threshold Subtotal			\$ 7,590,000.00	\$ 263,350.00	\$ 4,625,650.00	\$ 2,701,000.00	\$ -
Phase II Runway Extension Subtotal			\$ 12,068,000.00	\$ 487,250.00	\$ 8,879,750.00	\$ 2,701,000.00	\$ -
<b>Phase III (2022-2031)</b>							
28		PMP (2022, 2025, 2028, 2031)	\$ 108,000.00	\$ 81,000.00	\$ 27,000.00	\$ -	\$ -
29		Apron Development	\$ 1,638,000.00	\$ 81,900.00	\$ 1,556,100.00	\$ -	\$ -
30		Taxilane Development (Hangar Access)	\$ 43,000.00	\$ -	\$ -	\$ 43,000.00	\$ -
31		Hangar Development	\$ 2,088,000.00	\$ -	\$ -	\$ 2,088,000.00	\$ -
32		Cargo Apron	\$ 198,000.00	\$ 9,900.00	\$ 188,100.00	\$ -	\$ -
33		Relocate Fuel Tanks	\$ 89,000.00	\$ 4,450.00	\$ 84,550.00	\$ -	\$ -
34		R17 Run-Up Area <sup>4</sup>	\$ 355,000.00	\$ 17,750.00	\$ 337,250.00	\$ -	\$ -
Phase III Subtotal			\$ 4,519,000.00	\$ 195,000.00	\$ 2,193,000.00	\$ 2,131,000.00	\$ -
<b>Total Capital Costs with Displaced Threshold Option</b>			<b>\$ 20,029,000.00</b>	<b>\$ 1,290,950.00</b>	<b>\$ 9,079,850.00</b>	<b>\$ 6,963,000.00</b>	<b>\$ 2,695,200.00</b>
<b>Total Capital Costs with Runway Extension Option</b>			<b>\$ 24,507,000.00</b>	<b>\$ 1,514,850.00</b>	<b>\$ 13,333,950.00</b>	<b>\$ 6,963,000.00</b>	<b>\$ 2,695,200.00</b>

Displaced Threshold

<sup>1</sup> Other Funding is Connect Oregon III Grant  
<sup>2</sup> ODA share for PMP is 75% of total cost  
<sup>3</sup> Items 13-18 or Items 19-22 to be implemented, pending FAA determination  
<sup>4</sup> If no displaced threshold project; construct R17 run-up at same time as fuel tank relocation project.



**Aurora State Airport**  
**Proposed Capital Improvement Projects**

	Project Description	Total Cost	Funding Source			
			ODA (5%)	FAA* (95%)	Private	
A	Property Acquisition (Runway 17 Displaced Threshold)	\$ 102,000	\$ 5,100	\$ 96,900		
B	Property Acquisition (Runway 35 RPZ)	\$ 2,561,000	\$ 128,050	\$ 2,432,950		
C	Avigation Easement Acquisition (Runway 17 RPZ)	\$ 44,000	\$ 2,200	\$ 41,800		
D	Displace Runway 17 Threshold (800')	\$ 1,980,000	\$ 99,000	\$ 1,881,000		
E	Runway 35 Extention (1000')	\$ 3,035,000	\$ 151,750	\$ 2,883,250		
F	Runway 17 Runup	\$ 355,000	\$ 17,750	\$ 337,250		
G	Keil Road Relocation	\$ 1,427,000	\$ 71,350	\$ 1,355,650		
H	Apron Development	\$ 1,638,000	\$ 81,900	\$ 1,556,100		
I	Aurora RFPD Response Facility	\$ 570,000	\$ -	\$ -	\$ 570,000	
J	Cargo Apron	\$ 198,000	\$ 9,900	\$ 188,100		
K	Construct ATCT	\$ 3,369,000	\$ 168,450	\$ 3,200,550		
L	Taxilane Development (Hangar Access)	\$ 43,000	\$ 2,150	\$ 40,850		
M	Hangar Development	\$ 2,088,000	\$ -	\$ -	\$ 2,088,000	
N	Helicopter Landing Pads	\$ 11,000	\$ 550	\$ 10,450		
O	Install Runway 17 PAPIs	\$ 65,000	\$ 3,250	\$ 61,750		
P	ODA Pavement Maintenance Program 2013/2016	\$ 27,000	\$ 20,250	\$ 6,750		
Q	Runway 17-35 Strengthening Overlay	\$ 2,052,000	\$ 102,600	\$ 1,949,400		
R	Relocate Fuel Tank	\$ 89,000	\$ 44,500	\$ -	\$ 44,500	
S	Service Road	\$ 1,017,000	\$ 50,850	\$ 966,150		
		<b>Total</b>	<b>\$ 20,671,000</b>	<b>\$ 959,600</b>	<b>\$ 17,008,900</b>	<b>\$ 2,702,500</b>

\* Eligibility for FAA funding does not insure that funds will be available or granted for the project.

- Total costs include construction, temporary flagging and signing, construction staking, testing, engineering, administration, and contingency, as applicable.

## Aurora State Airport

### 1: 2012 Construct ATCT1

#### Assumptions:

Project includes construction of Air Traffic Control Tower. Estimate includes all site work and construction of the Tower building along with Engineering and Administration.

#### Cost Estimate:

Item Description	Qty	Unit	Price/Unit	Cost
ATCT	1	LS	\$3,369,000	\$3,369,000
Total Cost				\$3,369,000
<b>Total Rounded Cost</b>				<b>\$3,369,000</b>

**Aurora State Airport**

**3: 2013 PMP (2013)2**

**Assumptions:**

Project includes crack sealing, AC patching, and surface sealants at various locations on the Airport. Estimate was based on 2009 ODA PMP project cost for Aurora.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Crack Sealing and AC Patching	1	LS	\$10,000	\$10,000
Surface Sealants	25000	SF	\$0.25	\$6,250
Subtotal Construction				\$16,250
Mobilization	10.0%		\$16,250	\$1,625
<b>Total Construction</b>				<b>\$17,875</b>

Engineering & Administration	30%		\$17,875	\$5,363
Contingency	20%		\$17,875	\$3,575
Total Cost				\$26,813
<b>Total Rounded Cost</b>				<b>\$27,000</b>

**Aurora State Airport**

**4: 2014 Helicopter Landing Pads**

**Assumptions:**

Project includes painting of 2 Helicopter Landing Pads near midfield.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Subtotal Striping	500	SF	\$10.00	\$5,000
Subtotal Other Site Improvements	1	LS	\$500	\$500
Subtotal Construction				\$5,500
Mob., Testing, Temp. Flagging, Surv & Mrkg	20%		\$5,500	\$1,100
<b>Total Construction</b>				<b>\$6,600</b>

Engineering & Administration	40%		\$6,600	\$2,640
Contingency	15%		\$6,600	\$990
Total Cost				\$10,230
<b>Total Rounded Cost</b>				<b>\$11,000</b>

## Aurora State Airport

### 6: 2014 Taxilane Development (Hangar Access)

**Assumptions:**

Project includes construction of Taxilanes on the east side of the parallel Taxiway near midfield to provide access to new hangar developments. Items included in the construction estimate are drainage improvements, site preparation, excavation, paving, striping, and seeding. Construction unit prices and soft cost percentages were estimated starting from ODA 2009 Unit Cost Estimate for Region 1.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Subtotal Paving and Excavation	300	SY	\$59.00	\$17,700
Subtotal Other Site Improvements	1	LS	\$9,000	\$9,000
Subtotal Construction				\$26,700
Mob., Testing, Temp. Flagging, Surv & Mrkg	15.0%		\$26,700	\$4,005
<b>Total Construction</b>				<b>\$30,705</b>

Engineering & Administration	25%		\$30,705	\$7,676
Contingency	15%		\$30,705	\$4,606
Total Cost				\$42,987
<b>Total Rounded Cost</b>				<b>\$43,000</b>

## 5: 2014 Ramp Reconstruction - State Leased

### Assumptions:

Project includes the re-construction of a state leased Apron Ramp on the east side of the parallel Taxiway, in front of the Aurora Aviation FBO. Items included in the construction estimate are drainage improvements, site preparation, excavation, paving, striping. Construction unit prices and soft cost percentages were estimated starting from ODA 2009 Unit Cost Estimate for Region 1.

### Cost Estimate:

Item Description	Qty	Unit	Price/Unit	Cost
Subtotal Paving and Excavation	8888.889	SY	\$60.00	\$533,333
Subtotal Other Site Improvements	1	LS	\$80,000	\$80,000
Subtotal Construction				\$613,333
Mob., Testing, Temp. Flagging, Surv & N	15.0%		\$613,333	\$92,000
<b>Total Construction</b>				<b>\$705,333</b>
Engineering & Administration	25%		\$705,333	\$176,333
Contingency	15%		\$705,333	\$105,800
Total Cost				\$987,467
<b>Total Rounded Cost</b>				<b>\$988,000</b>

## Aurora State Airport

### 7: 2015 Hangar Development

**Assumptions:**

Project includes construction of approximately 10 Hangars totaling 44,000 square feet. Estimate includes all site work and construction of the Hangars. Project was estimated to be broken out in 3 phases.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Aircraft Hangars	14667	SF	\$75	\$1,100,000
Site Work	1	LS	\$110,000	\$110,000
Subtotal Construction				\$1,210,000
Mob., Testing, Temp. Flagging, Surv & Mrkg	15.0%		\$1,210,000	\$181,500
<b>Total Construction</b>				<b>\$1,391,500</b>

Engineering & Administration	30%		\$1,391,500	\$417,450
Contingency	20%		\$1,391,500	\$278,300
Total Cost				\$2,087,250
<b>Total Rounded Cost</b>				<b>\$2,088,000</b>



## Aurora State Airport

### 9: 2016 Environmental Assessment (Runway Improvements)

**Assumptions:**

Project includes Environmental Assessment for Runway 17-35 Improvements.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Runway Improvement EA	1	LS	\$350,000	\$350,000
Total Cost				\$350,000
<b>Total Rounded Cost</b>				<b>\$350,000</b>

**Aurora State Airport**

**10: 2016 PMP (2016)**

**Assumptions:**

Project includes crack sealing, AC patching, and surface sealants at various locations on the Airport. Estimate was based on 2009 ODA PMP project cost for Aurora.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Crack Sealing and AC Patching	1	LS	\$10,000	\$10,000
Surface Sealants	25000	SF	\$0.25	\$6,250
Subtotal Construction				\$16,250
Mobilization	10.0%		\$16,250	\$1,625
<b>Total Construction</b>				<b>\$17,875</b>

Engineering & Administration	30%		\$17,875	\$5,363
Contingency	20%		\$17,875	\$3,575
Total Cost				\$26,813
<b>Total Rounded Cost</b>				<b>\$27,000</b>

## Aurora State Airport

### 11: 2017 Aurora RFPD Response Facility

**Assumptions:**

Project includes construction of a RFPD Response Facility of approximately 2,000 square feet. Estimate includes all site work and construction of the Hangars.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Aircraft Hangars	2000	SF	\$150	\$300,000
Site Work	1	LS	\$30,000	\$30,000
Subtotal Construction				\$330,000
Mob., Testing, Temp. Flagging, Surv & Mrkg	15.0%		\$330,000	\$49,500
<b>Total Construction</b>				<b>\$379,500</b>

Engineering & Administration	30%		\$379,500	\$113,850
Contingency	20%		\$379,500	\$75,900
Total Cost				\$569,250
<b>Total Rounded Cost</b>				<b>\$570,000</b>

**Aurora State Airport**

**13: 2018 Property Acquisition (R17 Displaced Threshold)**

**Assumptions:**

OFA Property Acquisition for Runway 17 Displaced Threshold includes costs of purchasing land and negotiations.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Land Acquisition	2.2	ACRE	\$25,000.00	\$55,000
Property Negotiations	3	EA	\$10,000	\$30,000
<b>Subtotal</b>				<b>\$85,000</b>

Engineering & Administration	5%		\$85,000	\$4,250
Contingency	15%		\$85,000	\$12,750
<b>Total Cost</b>				<b>\$102,000</b>
<b>Total Rounded Cost</b>				<b>\$102,000</b>

**Aurora State Airport**

**14: 2018 Avigation Easement Acquisition (R17 RPZ)**

**Assumptions:**

Avigation Easement for Runway 17 Displaced Threshold includes negotiation costs and per acre costs.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Avigation Easement	2.6	ACRE	\$10,000	\$26,000
Property Negotiations	1	EA	\$10,000	\$10,000
<b>Subtotal</b>				<b>\$36,000</b>

Engineering & Administration	5%		\$36,000	\$1,800
Contingency	15%		\$36,000	\$5,400
Total Cost				\$43,200
<b>Total Rounded Cost</b>				<b>\$44,000</b>

**Aurora State Airport**

**16: 2020 Displaced Threshold (R17 - 800')**

**Assumptions:**

Project includes construction of 800 lineal feet of runway to displace Runway 17 along with 800 lineal feet of parallel Taxiway A east of the runway on the north end. Items included in the construction estimate include drainage improvements, site preparation, excavation, paving, striping, lighting, signage, and seeding. Construction unit prices and soft cost percentages were estimated starting from ODA 2009 Unit Cost Estimate for Region 1.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Subtotal Paving Section and Excavation	15126	SY	\$59.00	\$892,424
Runway Grooving	8889	SY	\$2.00	\$17,778
Runway Lighting per Length Runway	800	LF	\$56.00	\$44,800
Runway Striping per Length Runway	800	LF	\$6.40	\$5,120
Taxiway Lighting per Length Taxiway	1050	LF	\$112.00	\$117,600
Subtotal Other Site Improvements	1	LS	\$151,712	\$151,712
Subtotal Construction				\$1,229,434
Mob., Testing, Temp. Flagging, Surv & Mrkg	15.0%		\$1,229,434	\$184,415
<b>Total Construction</b>				<b>\$1,413,849</b>

Engineering & Administration	25%		\$1,413,849	\$353,462
Contingency	15%		\$1,413,849	\$212,077
Total Cost				\$1,979,389
<b>Total Rounded Cost</b>				<b>\$1,980,000</b>

**Aurora State Airport**

**17: 2020 Install Runway 17-35 PAPIs**

**Assumptions:**

Project includes installation of a new PAPI navaid systems for Runway 17-35.  
Construction unit prices and soft cost percentages were estimated starting from ODA 2009 Unit Cost Estimate for Region 1.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Runway 17 PAPI	1	LS	\$40,000	\$40,000
Runway 35 PAPI	1	LS	\$40,000	\$40,000
Subtotal Construction				\$80,000
Mob., Testing, Temp. Flagging, Surv & Mrkg	15.0%		\$80,000	\$12,000
<b>Total Construction</b>				<b>\$92,000</b>

Engineering & Administration	25%		\$92,000	\$23,000
Contingency	15%		\$92,000	\$13,800
Total Cost				\$128,800
<b>Total Rounded Cost</b>				<b>\$129,000</b>

**Aurora State Airport**

**18: 2020 R17 Run-Up Area**

**Assumptions:**

Project includes construction of a Runup Apron on the east side of the parallel Taxiway for Runway 17. Items included in the construction estimate are drainage improvements, site preparation, excavation, paving, striping, taxiway lighting and seeding. Construction unit prices and soft cost percentages were estimated starting from ODA 2009 Unit Cost Estimate for Region 1.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Subtotal Paving and Excavation	2585	SY	\$59.00	\$152,541
Subtotal Other Site Improvements	1	LS	\$23,000	\$23,000
Taxiway Lighting per Length Runway	400	LF	\$112.00	\$44,800
Subtotal Construction				\$220,341
Mob., Testing, Temp. Flagging, Surv & Mrkg	15.0%		\$220,341	\$33,051
<b>Total Construction</b>				<b>\$253,392</b>

Engineering & Administration	25%		\$253,392	\$63,348
Contingency	15%		\$253,392	\$38,009
Total Cost				\$354,749
<b>Total Rounded Cost</b>				<b>\$355,000</b>



**Aurora State Airport**

**19: 2018 Property Acquisition (R35 RPZ)**

**Assumptions:**

Property Acquisition within the RPZ of the extended Runway 35. Costs include cost per acre of purchasing real property and negotiations required.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Property with Residence (14018 NE Keil Rd)	1	EA	\$240,000.00	\$240,000.00
Property with Residence (21860 NE Boones Ferry Rd)	1	EA	\$275,000.00	\$275,000.00
Property with Residence (21830 NE Boones Ferry RD)	1	EA	\$130,000.00	\$130,000.00
Property with Residence (21810 NE Boones Ferry RD)	1	EA	\$150,000.00	\$150,000.00
Relocation Assistance	4	EA	\$50,000.00	\$200,000.00
Land Acquisition	44.46	ACRE	\$25,000.00	\$1,111,500
Property Negotiations	12	EA	\$10,000	\$120,000
<b>Subtotal</b>				<b>\$2,226,500</b>

Engineering & Administration	5%		\$2,226,500	\$111,325
Contingency	10%		\$2,226,500	\$222,650
<b>Total Cost</b>				<b>\$2,560,475</b>
<b>Total Rounded Cost</b>				<b>\$2,561,000</b>

## Aurora State Airport

### 20: 2019 Keil Road Relocation

#### Assumptions:

Project includes relocating Keil Road where it enters the extended Runway 35 OFA and RPZ. Items included in the construction estimate are Right of Way (ROW) acquisition, drainage improvements, site preparation, excavation, paving, striping, and seeding. Construction unit prices and soft cost percentages were estimated starting from ODA 2009 Unit Cost Estimate for Region 1.

#### Cost Estimate:

Item Description	Qty	Unit	Price/Unit	Cost
Subtotal Paving and Excavation	11333	SY	\$55	\$623,333
ROW Acquisition	3.9	ACRE	\$20,000	\$78,000
ROW Negotiations	6	EA	\$10,000	\$60,000
Subtotal Other Site Improvements	1	LS	\$125,000	\$125,000
Subtotal Construction				\$886,333
Mob., Testing, Temp. Flagging, Surv & Mrkg	15.0%		\$886,333	\$132,950
<b>Total Construction</b>				<b>\$1,019,283</b>

Engineering & Administration	25%		\$1,019,283	\$254,821
Contingency	15%		\$1,019,283	\$152,893
Total Cost				\$1,426,997
<b>Total Rounded Cost</b>				<b>\$1,427,000</b>

**Aurora State Airport**

**21: 2020 Runway Extension (R35 - 1000')**

**Assumptions:**

Project includes construction of 1000 lineal feet of runway to extend Runway 35 along with 1000 lineal feet of parallel Taxiway east of the runway on the south end. Items included in the construction estimate include drainage improvements, site preparation, excavation, paving, striping, lighting, signage, navaid improvements, and seeding. Construction unit prices and soft cost percentages were estimated starting from ODA 2009 Unit Cost Estimate for Region 1.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Subtotal Paving Section and Excavation	18148	SY	\$59.00	\$1,070,706
Runway Grooving	11111	SY	\$2.00	\$22,222
Runway Lighting per Length Runway	6000	LF	\$56.00	\$336,000
Runway Striping per Length Runway	6000	LF	\$6.40	\$38,400
Taxiway Lighting per Length Runway	1300	LF	\$112.00	\$145,600
Subtotal Other Site Improvements	1	LS	\$182,000	\$182,000
Runway 35 PAPI	1	LS	\$40,000	\$40,000
Runway 35 Relocate Localizer	1	LS	\$50,000	\$50,000
Subtotal Construction				\$1,884,928
Mob., Testing, Temp. Flagging, Surv & Mrkg	15.0%		\$1,884,928	\$282,739
<b>Total Construction</b>				<b>\$2,167,668</b>

Engineering & Administration	25%		\$2,167,668	\$541,917
Contingency	15%		\$2,167,668	\$325,150
Total Cost				\$3,034,735
<b>Total Rounded Cost</b>				<b>\$3,035,000</b>

**Aurora State Airport**

**22: 2020 Install Runway 17 PAPIs**

**Assumptions:**

Project includes installation of a new PAPI navaid system for Runway 17. Construction unit prices and soft cost percentages were estimated starting from ODA 2009 Unit Cost Estimate for Region 1.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Runway 17 PAPI	1	LS	\$40,000	\$40,000
Subtotal Construction				\$40,000
Mob., Testing, Temp. Flagging, Surv & Mrkg	15.0%		\$40,000	\$6,000
<b>Total Construction</b>				<b>\$46,000</b>

Engineering & Administration	25%		\$46,000	\$11,500
Contingency	15%		\$46,000	\$6,900
Total Cost				\$64,400
<b>Total Rounded Cost</b>				<b>\$65,000</b>

**Aurora State Airport**

**23: 2019 PMP (2019)**

**Assumptions:**

Project includes crack sealing, AC patching, and surface sealants at various locations on the Airport. Estimate was based on 2009 ODA PMP project cost for Aurora.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Crack Sealing and AC Patching	1	LS	\$10,000	\$10,000
Surface Sealants	25000	SF	\$0.25	\$6,250
Subtotal Construction				\$16,250
Mobilization	10.0%		\$16,250	\$1,625
<b>Total Construction</b>				<b>\$17,875</b>

Engineering & Administration	30%		\$17,875	\$5,363
Contingency	20%		\$17,875	\$3,575
Total Cost				\$26,813
<b>Total Rounded Cost</b>				<b>\$27,000</b>

**Aurora State Airport**

**24: 2019 Taxilane Development (Hangar Access)**

**Assumptions:**

Project includes construction of Taxilanes on the east side of the parallel Taxiway near midfield to provide access to new hangar developments. Items included in the construction estimate are drainage improvements, site preparation, excavation, paving, striping, and seeding. Construction unit prices and soft cost percentages were estimated starting from ODA 2009 Unit Cost Estimate for Region 1.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Subtotal Paving and Excavation	300	SY	\$59.00	\$17,700
Subtotal Other Site Improvements	1	LS	\$9,000	\$9,000
Subtotal Construction				\$26,700
Mob., Testing, Temp. Flagging, Surv & Mrkg	15.0%		\$26,700	\$4,005
<b>Total Construction</b>				<b>\$30,705</b>

Engineering & Administration	25%		\$30,705	\$7,676
Contingency	15%		\$30,705	\$4,606
Total Cost				\$42,987
<b>Total Rounded Cost</b>				<b>\$43,000</b>

**Aurora State Airport**

**25: 2020 R17/35 Strengthening Overlay**

**Assumptions:**

Project includes a strength overlay of Runway 16-34 which will include a 1/2" Grind and 3" Overlay along with 2.5" transitions to Connector taxiways. Construction unit prices and soft cost percentages were estimated starting from ODA 2009 Unit Cost Estimate for Region 1 along with Bid results from Grants Pass Runway Rehab project.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Asphalt 1/2" Grinding	69067	SY	\$2.00	\$138,133
Subtotal Paving	69067	SY	\$14.00	\$966,933
Runway Grooving	66667	SY	\$2.00	\$133,333
Runway Striping per Length Runway	6000	LF	\$6.40	\$38,400
Subtotal Other Site Improvements	1	LS	\$2,763	\$2,763
Subtotal Construction				\$1,279,563
Mob., Testing, Temp. Flagging, Surv & Mrkg	14.5%		\$1,279,563	\$185,537
<b>Total Construction</b>				<b>\$1,465,099</b>

Engineering & Administration	25%		\$1,465,099	\$366,275
Contingency	15%		\$1,465,099	\$219,765
Total Cost				\$2,051,139
<b>Total Rounded Cost</b>				<b>\$2,052,000</b>

## Aurora State Airport

### 27: 2021 Master Plan Update

**Assumptions:**

Project includes Master Plan update for Aurora State Airport

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Runway Improvement EA	1	LS	\$200,000	\$200,000
Total Cost				\$200,000
<b>Total Rounded Cost</b>				<b>\$200,000</b>



## Aurora State Airport

### 26: 2021 Hangar Development

**Assumptions:**

Project includes construction of approximately 10 Hangars totaling 44,000 square feet. Estimate includes all site work and construction of the Hangars. Project was estimated to be broken out in 3 phases.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Aircraft Hangars	14667	SF	\$75	\$1,100,000
Site Work	1	LS	\$110,000	\$110,000
Subtotal Construction				\$1,210,000
Mob., Testing, Temp. Flagging, Surv & Mrkg	15.0%		\$1,210,000	\$181,500
<b>Total Construction</b>				<b>\$1,391,500</b>

Engineering & Administration	30%		\$1,391,500	\$417,450
Contingency	20%		\$1,391,500	\$278,300
Total Cost				\$2,087,250
<b>Total Rounded Cost</b>				<b>\$2,088,000</b>

**Aurora State Airport**

**28: PMP (2022, 2025, 2028, 2031)**

**Assumptions:**

Project includes crack sealing, AC patching, and surface sealants at various locations on the Airport. Estimate was based on 2009 ODA PMP project cost for Aurora multiplied by 4 for each 2022, 2025, 2028, and 2031.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Crack Sealing and AC Patching	1	LS	\$10,000	\$10,000
Surface Sealants	25000	SF	\$0.25	\$6,250
Subtotal Construction				\$16,250
Mobilization	10.0%		\$16,250	\$1,625
<b>Total Construction</b>				<b>\$17,875</b>

Engineering & Administration	30%		\$17,875	\$5,363
Contingency	20%		\$17,875	\$3,575
Subtotal Cost Per year				\$26,813
<b>Total Rounded Cost</b>				<b>\$108,000</b>

## Aurora State Airport

### 2: 2012 Service Road

#### Assumptions:

Project includes construction a service road through the airport. Estimate includes easement acquisition, drainage improvements, site preparation, excavation, paving, striping, and seeding. Construction unit prices and soft cost percentages were estimated starting from ODA 2009 Unit Cost Estimate for Region 1.

#### Cost Estimate:

Item Description	Qty	Unit	Price/Unit	Cost
Subtotal Paving and Excavation	8400	SY	\$55	\$461,982
Easement Acquisitions	4	EA	\$20,000	\$80,000
Subtotal Other Site Improvements	1	LS	\$92,000	\$92,000
Subtotal Construction				\$633,982
Mob., Testing, Temp. Flagging, Surv & Mrkg	14.5%		\$633,982	\$91,927
<b>Total Construction</b>				<b>\$725,909</b>

Engineering & Administration	25%		\$725,909	\$181,477
Contingency	15%		\$725,909	\$108,886
Total Cost				\$1,016,273
<b>Total Rounded Cost</b>				<b>\$1,017,000</b>

**Aurora State Airport**

**29: Apron Development**

**Assumptions:**

Project includes construction of Aircraft Parking Aprons on the east side of the parallel Taxiway near midfield. Items included in the construction estimate are drainage improvements, site preparation, excavation, paving, striping, and seeding. Construction unit prices and soft cost percentages were estimated starting from ODA 2009 Unit Cost Estimate for Region 1.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Subtotal Paving and Excavation	15676	SY	\$59.00	\$924,875
Subtotal Other Site Improvements	1	LS	\$92,000	\$92,000
Subtotal Construction				\$1,016,875
Mob., Testing, Temp. Flagging, Surv & Mrkg	15%		\$1,016,875	\$152,531
<b>Total Construction</b>				<b>\$1,169,407</b>

Engineering & Administration	25%		\$1,169,407	\$292,352
Contigency	15%		\$1,169,407	\$175,411
Total Cost				\$1,637,170
<b>Total Rounded Cost</b>				<b>\$1,638,000</b>

**Aurora State Airport**

**30: Taxilane Development (Hangar Access)**

**Assumptions:**

Project includes construction of Taxilanes on the east side of the parallel Taxiway near midfield to provide access to new hangar developments. Items included in the construction estimate are drainage improvements, site preparation, excavation, paving, striping, and seeding. Construction unit prices and soft cost percentages were estimated starting from ODA 2009 Unit Cost Estimate for Region 1.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Subtotal Paving and Excavation	300	SY	\$59.00	\$17,700
Subtotal Other Site Improvements	1	LS	\$9,000	\$9,000
Subtotal Construction				\$26,700
Mob., Testing, Temp. Flagging, Surv & Mrkg	15.0%		\$26,700	\$4,005
<b>Total Construction</b>				<b>\$30,705</b>

Engineering & Administration	25%		\$30,705	\$7,676
Contigency	15%		\$30,705	\$4,606
Total Cost				\$42,987
<b>Total Rounded Cost</b>				<b>\$43,000</b>

## Aurora State Airport

### 31: Hangar Development

**Assumptions:**

Project includes construction of approximately 10 Hangars totaling 44,000 square feet. Estimate includes all site work and construction of the Hangars. Project was estimated to be broken out in 3 phases.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Aircraft Hangars	14667	SF	\$75	\$1,100,000
Site Work	1	LS	\$110,000	\$110,000
Subtotal Construction				\$1,210,000
Mob., Testing, Temp. Flagging, Surv & Mrkg	15.0%		\$1,210,000	\$181,500
<b>Total Construction</b>				<b>\$1,391,500</b>

Engineering & Administration	30%		\$1,391,500	\$417,450
Contingency	20%		\$1,391,500	\$278,300
Total Cost				\$2,087,250
<b>Total Rounded Cost</b>				<b>\$2,088,000</b>

## Aurora State Airport

### 32: Cargo Apron

**Assumptions:**

Project includes construction of a Cargo Apron on the east side of the parallel Taxiway near midfield. Items included in the construction estimate are drainage improvements, site preparation, excavation, paving, striping, and seeding. Construction unit prices and soft cost percentages were estimated starting from ODA 2009 Unit Cost Estimate for Region 1.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Subtotal Paving and Excavation	1889	SY	\$59.00	\$111,444
Subtotal Other Site Improvements	1	LS	\$11,000	\$11,000
Subtotal Construction				\$122,444
Mob., Testing, Temp. Flagging, Surv & Mrkg	15.0%		\$122,444	\$18,367
<b>Total Construction</b>				<b>\$140,811</b>

Engineering & Administration	25%		\$140,811	\$35,203
Contigency	15%		\$140,811	\$21,122
Total Cost				\$197,136
<b>Total Rounded Cost</b>				<b>\$198,000</b>

**Aurora State Airport**

**33: Relocate Fuel Tanks**

**Assumptions:**

Project includes relocating fuel storage. Estimate includes new pavement approximately 50'x75' and relocating the tanks.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Subtotal Paving new Fuel Storage pad	416.7	SY	\$55.00	\$22,917
Relocate Fuel Storage Tank	1	LS	\$30,000.00	\$30,000
Subtotal Other Site Improvements	1	LS	\$2,292	\$2,292
Subtotal Construction				\$55,208
Mob., Testing, Temp. Flagging, Surv & Mrkg	14.5%		\$55,208	\$8,005
<b>Total Construction</b>				<b>\$63,214</b>

Engineering & Administration	25%		\$63,214	\$15,803
Contingency	15%		\$63,214	\$9,482
Total Cost				\$88,499
<b>Total Rounded Cost</b>				<b>\$89,000</b>



**Aurora State Airport**

**34: R17 Run-Up Area4**

**Assumptions:**

Project includes construction of a Runup Apron on the east side of the parallel Taxiway for Runway 17. Items included in the construction estimate are drainage improvements, site preparation, excavation, paving, striping, taxiway lighting and seeding. Construction unit prices and soft cost percentages were estimated starting from ODA 2009 Unit Cost Estimate for Region 1.

**Cost Estimate:**

Item Description	Qty	Unit	Price/Unit	Cost
Subtotal Paving and Excavation	2585	SY	\$59.00	\$152,541
Subtotal Other Site Improvements	1	LS	\$23,000	\$23,000
Taxiway Lighting per Length Runway	400	LF	\$112.00	\$44,800
Subtotal Construction				\$220,341
Mob., Testing, Temp. Flagging, Surv & Mrkg	15.0%		\$220,341	\$33,051
<b>Total Construction</b>				<b>\$253,392</b>

Engineering & Administration	25%		\$253,392	\$63,348
Contingency	15%		\$253,392	\$38,009
Total Cost				\$354,749
<b>Total Rounded Cost</b>				<b>\$355,000</b>