



UAO V/PD and Rulemaking Update



Anthony Beach
September 2024

Aurora State Airport (UAO) Overview

Airport Development: 1994-2023



5/1994



8/2003



4/2015



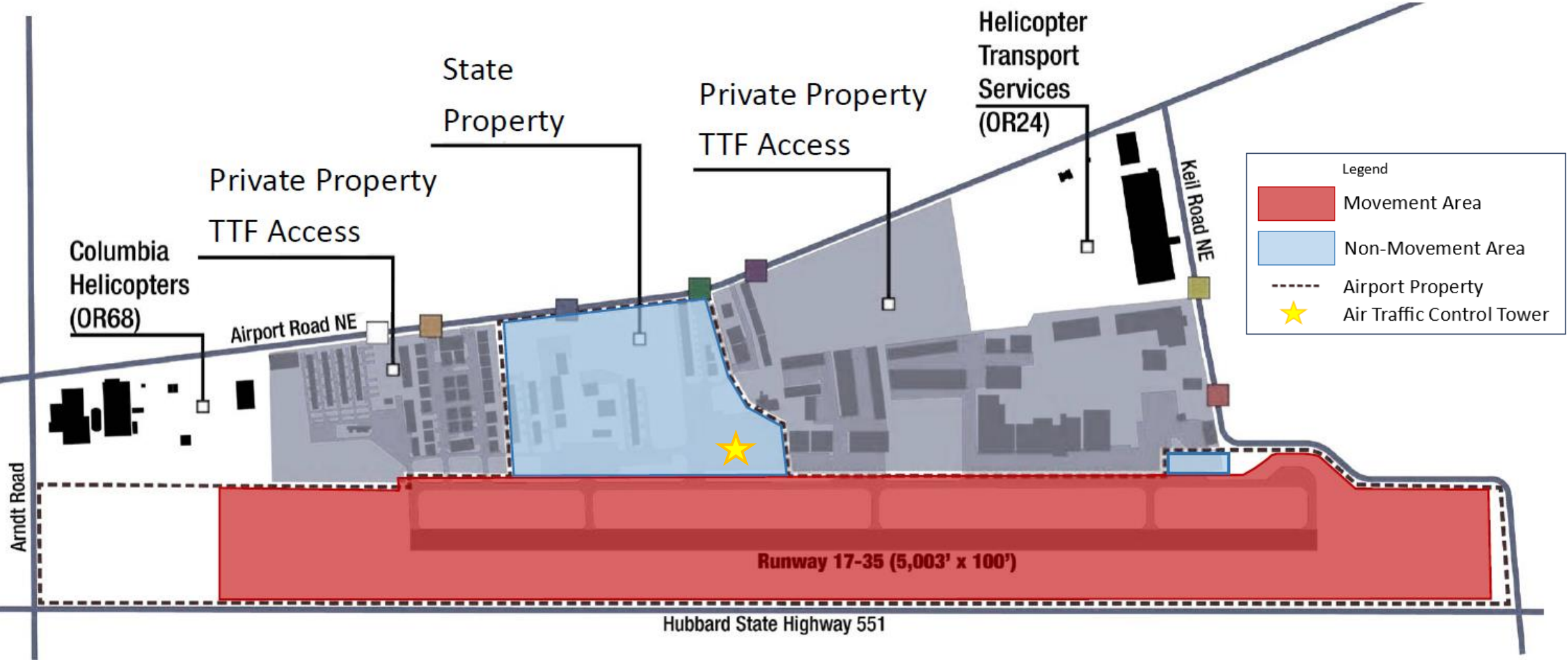
5/2019



5/2023

Aurora State Airport (UAO) Overview

Current Conditions



Aurora State Airport (UAO) Overview

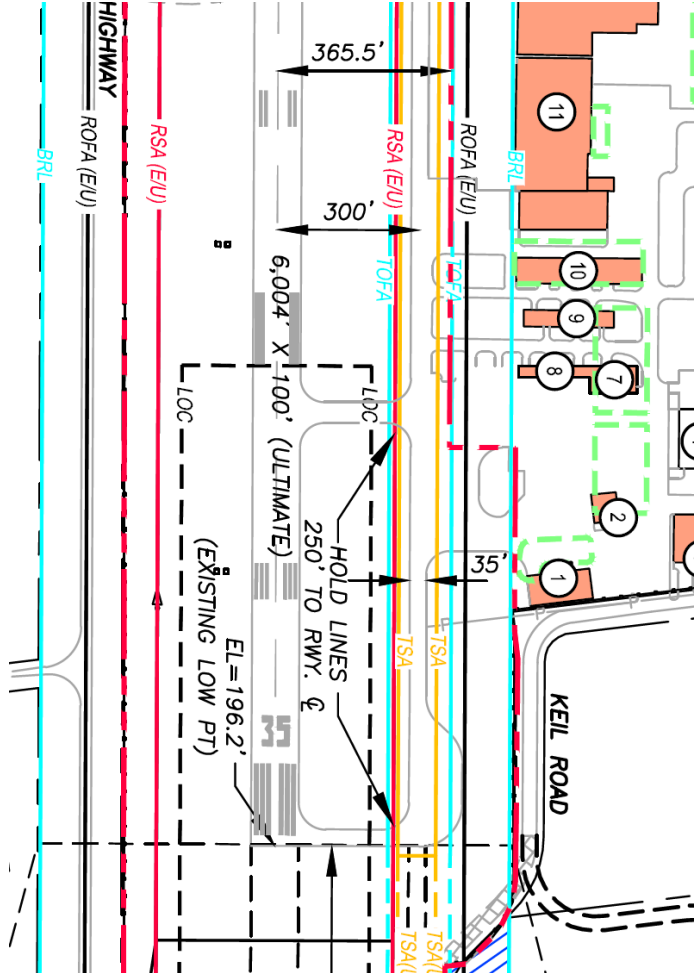
Taxiway Relocation (2009)



9/2004



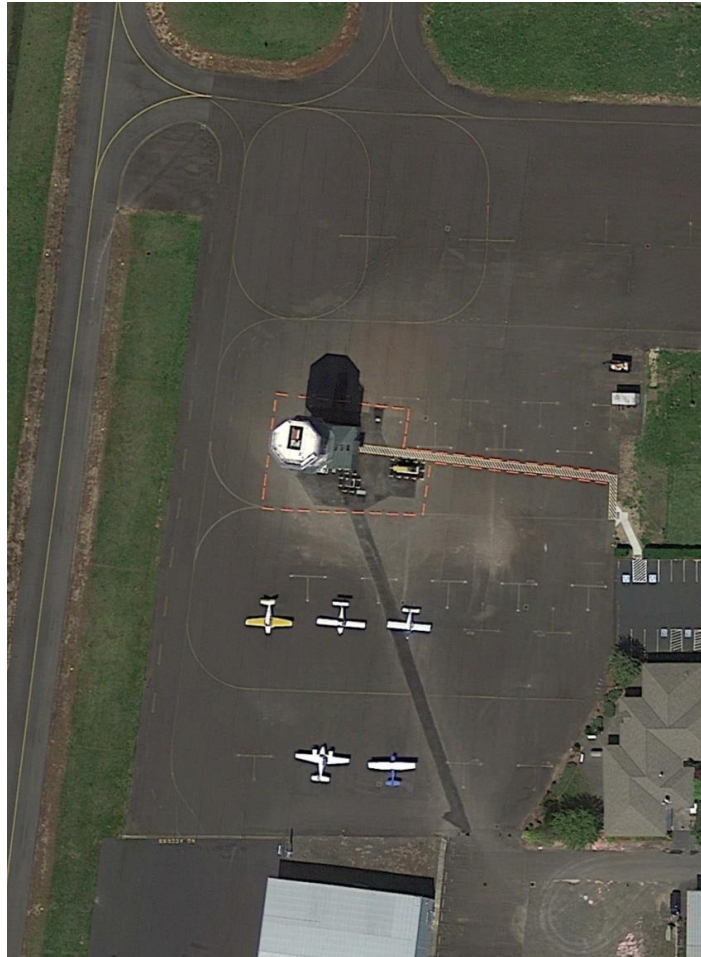
5/2010



2012 ALP

Aurora State Airport (UAO) Overview

Air Traffic Control Tower Construction (2014-2015)



4/2015



7/2016



Aurora State Airport (UAO) Overview

Non-Movement / Property Lines



Vehicle / Pedestrian Deviations

Definitions



Advisory Circular

Subject: Ground Vehicle Operations to include
Taxiing or Towing an Aircraft on Airports

Date: 9/1/2015

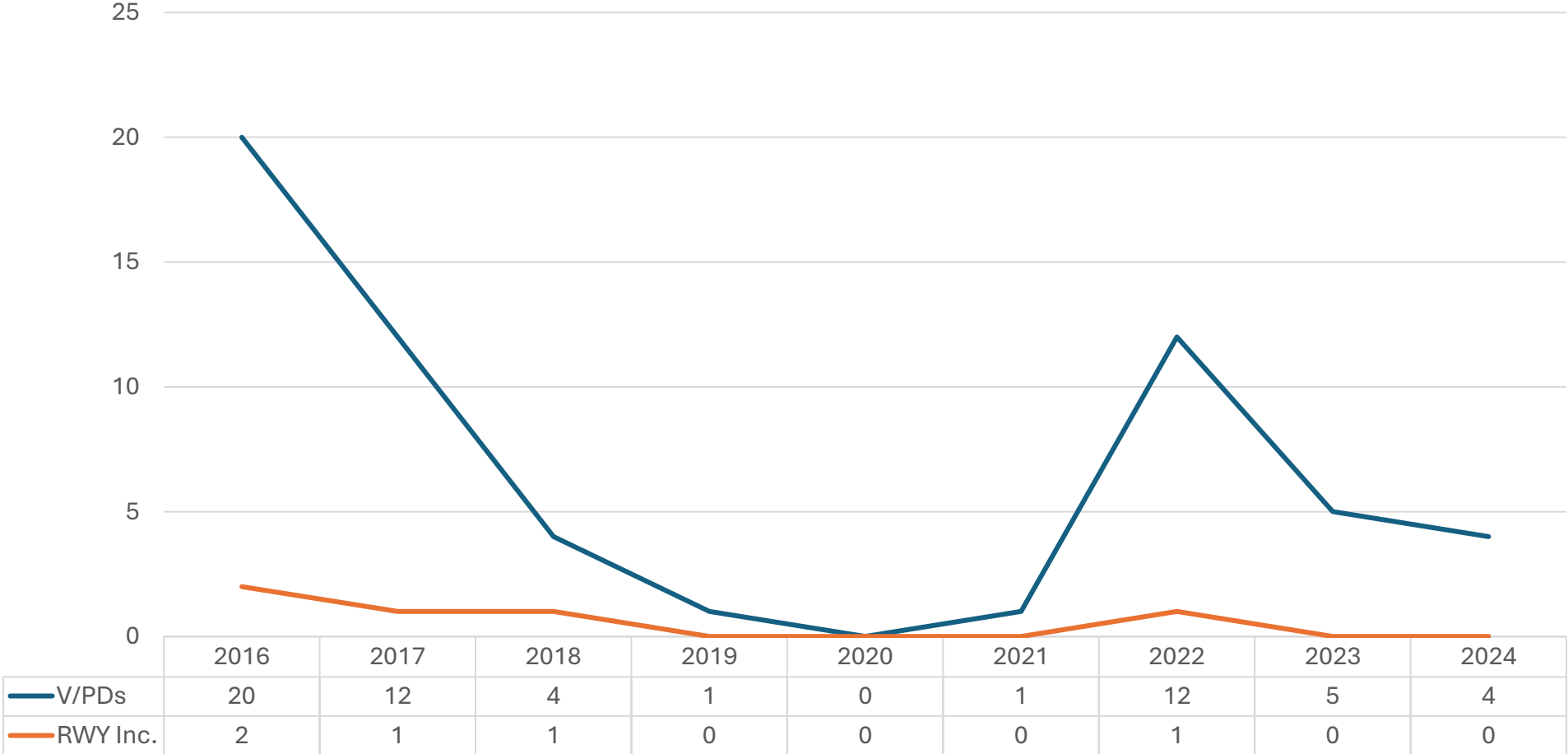
AC No: 150/5210-20A

Initiated By: AAS-300

- 1.3.30 Surface Incident-** Unauthorized or unapproved movement within the designated movement area (excluding runway incursions) or an occurrence in that same area associated with the operation of an aircraft that affects or could affect the safety of flight.
- 1.3.36 Vehicle or Pedestrian Deviation (V/PD)**—any entry or movement on the airport movement area or safety area by a vehicle operator or pedestrian that has not been authorized by air traffic control (includes surface incidents involving aircraft operated by non-pilots, such as anyone).

Vehicle / Pedestrian Deviations

By the numbers



Vehicle / Pedestrian Deviations

By type

Vehicles: 44

Pedestrians: 20

Conflicts: 3

Common Themes

1. Pedestrians walking dogs
2. Vehicles/Pedestrians positioning around Lifelight aircraft
3. Delivery vehicles unfamiliar with the airport
4. Guests of airport users unfamiliar with the airport
5. Airport users assisting disabled aircraft
6. Airport users taking shortcuts to airport destination
7. Airport users unaware tower was in operation



Vehicle / Pedestrian Deviations

FAA Site Inspection / Recommendations

Inspection Date – 01/11/2023, letter dated 2/13/2023

Recommendations:

1. Develop driver's training (non-movement access, movement area driving, and escort procedures)
2. Develop and implement rules and regulations
3. Develop a plan to implement and educate tenants about rules and regulations, and training
4. Ensure enforcement for violations are adhered to
5. Keep all gates closed to prevent inadvertent entry
6. Evaluate installation of a vehicle service road (VSR) in the non-movement area
7. Install standard markings, develop program to refresh markings when faded
8. Install standard taxiway edge lighting, reflectors
9. Add taxiway direction and location signs, as well as VSR stop signs, and improved signage at gates

Non-standard items found

1. Property for ROFA (C-II) not fully owned by airport sponsor
2. No approved Modification to Standard on file
3. Airport sign located in ROFA (since removed)

Vehicle / Pedestrian Deviations

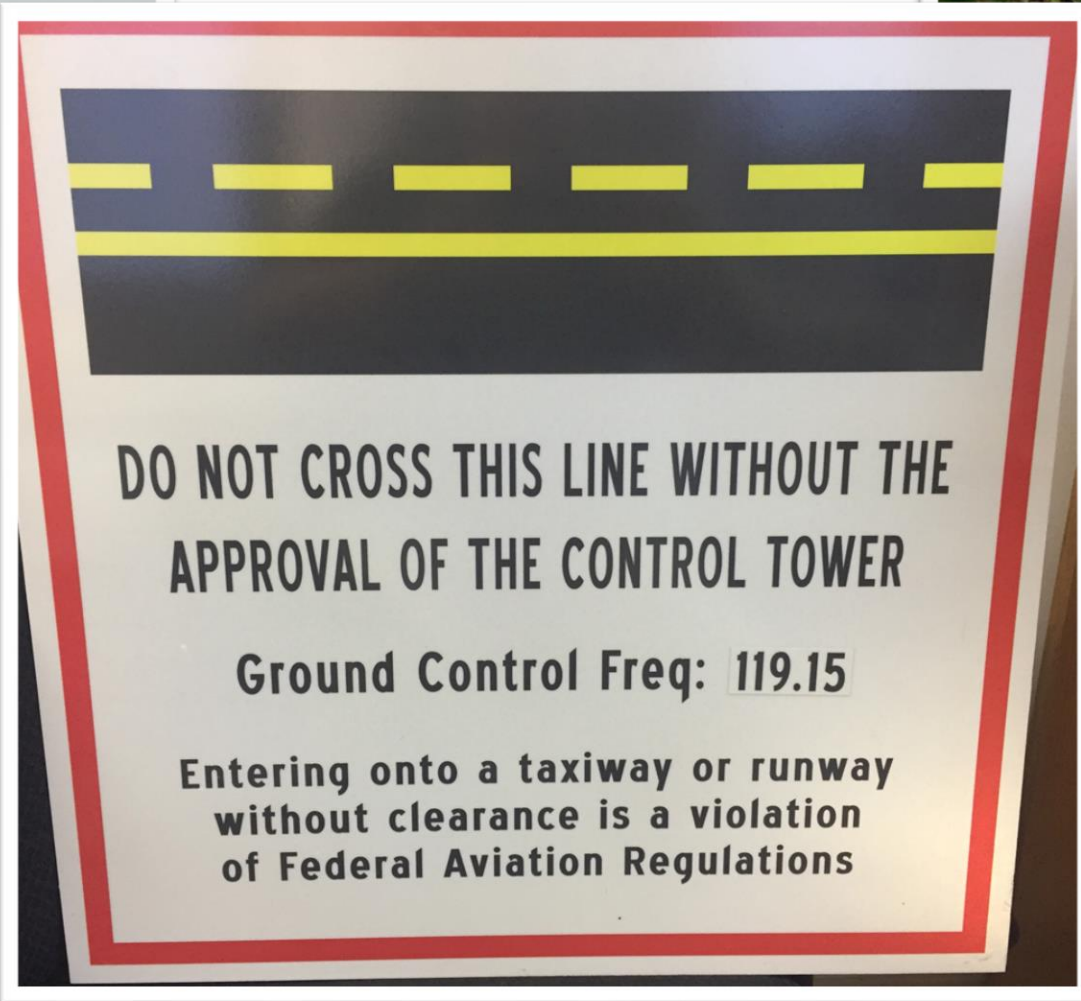
Improvements / Mitigation



Deviations



Vehicle / Pedestrian Deviations



V... ..

Aurora State Airport (UAO)

Surface Incident and Runway Incursion Mitigation



Attention all Aurora State Airport users:

The Oregon Department of Aviation needs *YOUR* help to keep the Aurora State Airport *SAFE* and prevent unauthorized access onto taxiways and the runway.



A **Surface Incident** is an unauthorized or unapproved movement within the designated Movement Area (excluding Runway Incursions) or an occurrence in that same area associated with the operation of an aircraft that affects or could affect the safety of flight.

A **Runway Incursion** is any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for landing and takeoff of aircraft.



The **Movement Area** is delineated by a pair of solid and dashed yellow lines (shown left)

The **Runway** is protected by a pair of two solid and two dashed yellow lines (shown below)

The solid lines represent a barrier that must not be crossed without authorization and clearance from ATC.



Each person is responsible for their safe operation at UAO, and preventing Surface Incidents and Runway Incursions. Thank you for your help!

Deviations

Attn: Airport Users

Re: Aurora State Airport – Gate Operational Change

Dear Airport Users,

In May we sent a letter informing that we are planning for the Blue and Purple gates at the Aurora State Airport (UAO) to remain closed all hours of the day. Currently, these gates are programmed to stay open during the day and close in the evening. While this may be convenient, it presents a challenge in managing safety and security risks from wildlife, and persons who have no business driving on the airfield. Safety and security are critical in aviation, and we want to make sure the airport is as safe as possible for all of our users.

Beginning Monday August 29th, the Blue and Purple gates will remain closed. Anyone with the code will still be able to access the airfield as needed through these gates by using the new keypads that are already in place.

The code has not changed, however, **the new keypads require that you first press #, and then enter**

[REDACTED] We ask for your help sharing this information with your subs and anyone who has hangars or aircraft at the airport to make sure they are informed. We are not planning changes for any other gates at UAO, as most are already closed all hours of the day and/or are private property.

If you have any questions or concerns, please contact us Monday thru Friday between the hours of 8 a.m. and 4 p.m. at 503-378-4880.

Sincerely,

Anthony Beach
State Airports Manager

Vehicle / Pedestrian Deviations



9/2022

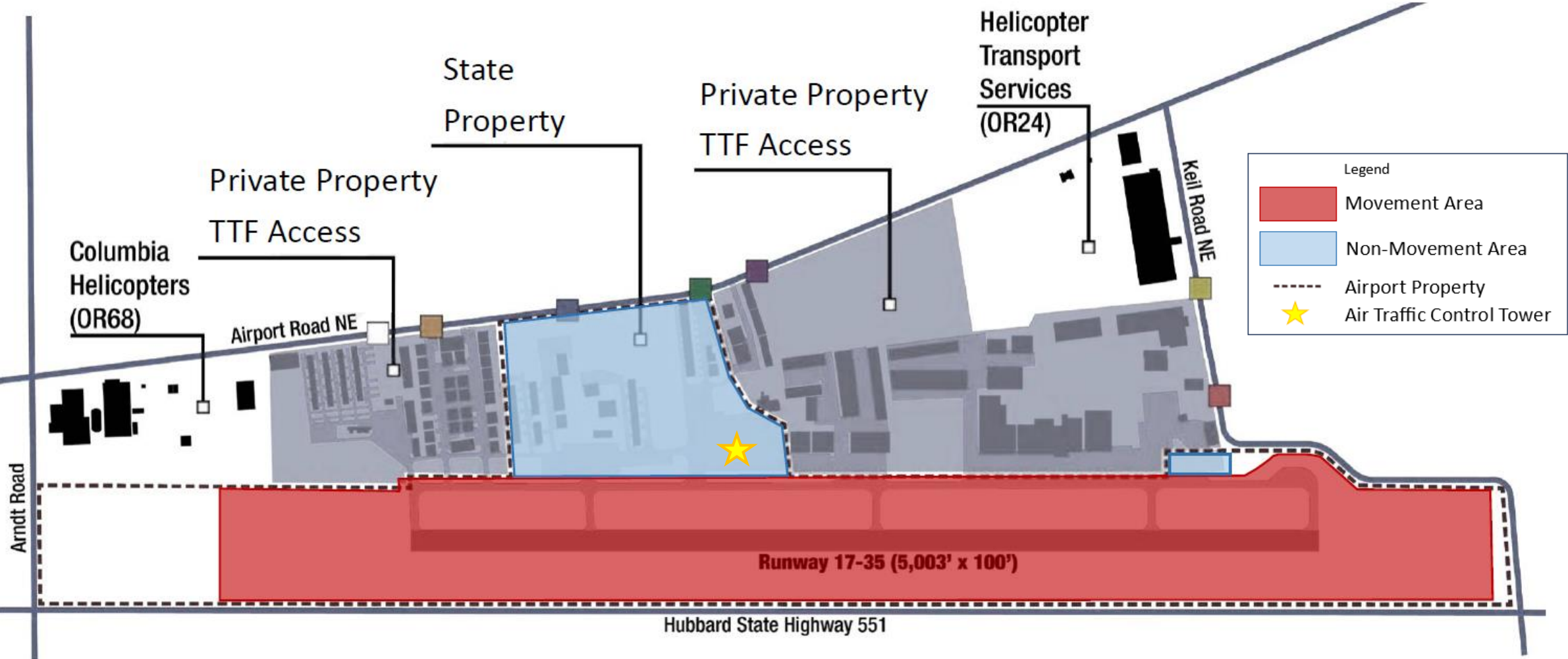


development

7/2024

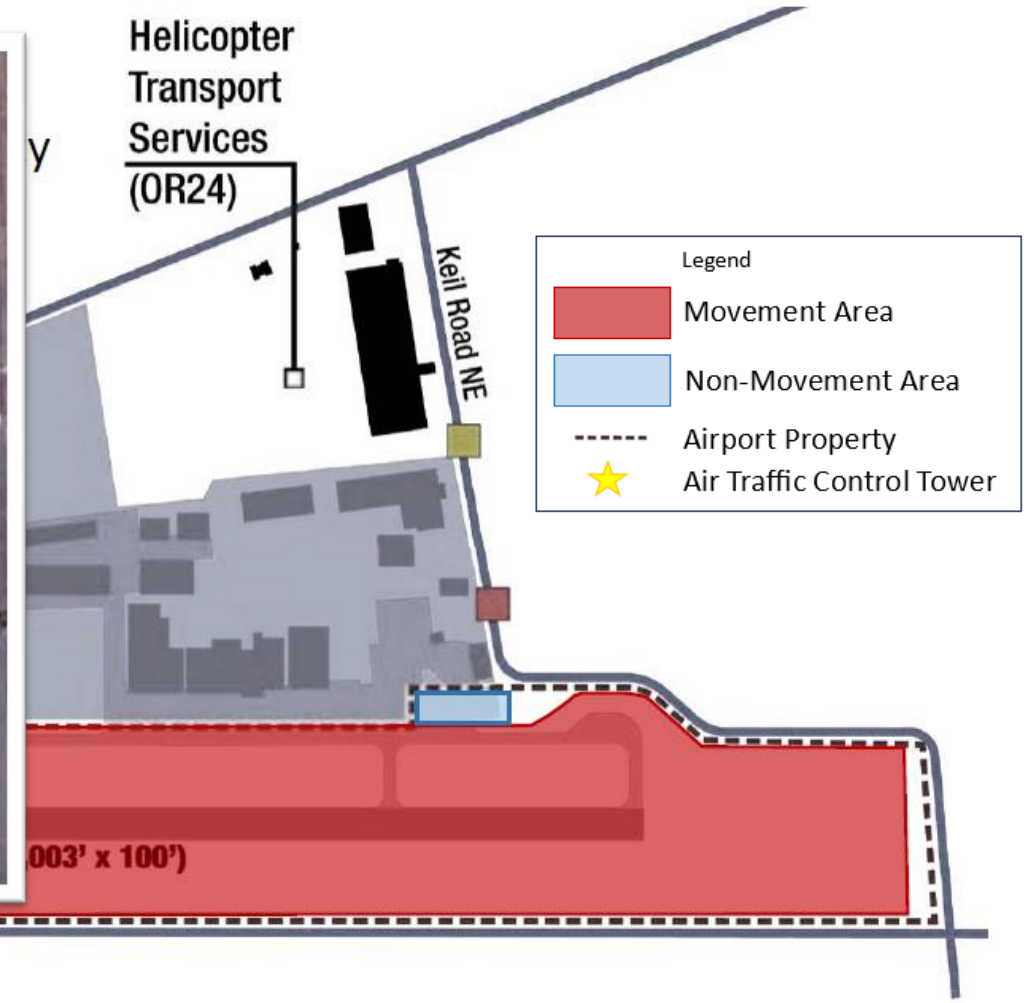
Aurora State Airport (UAO) Overview

Current Conditions



Aurora State Airport (UAO) Overview

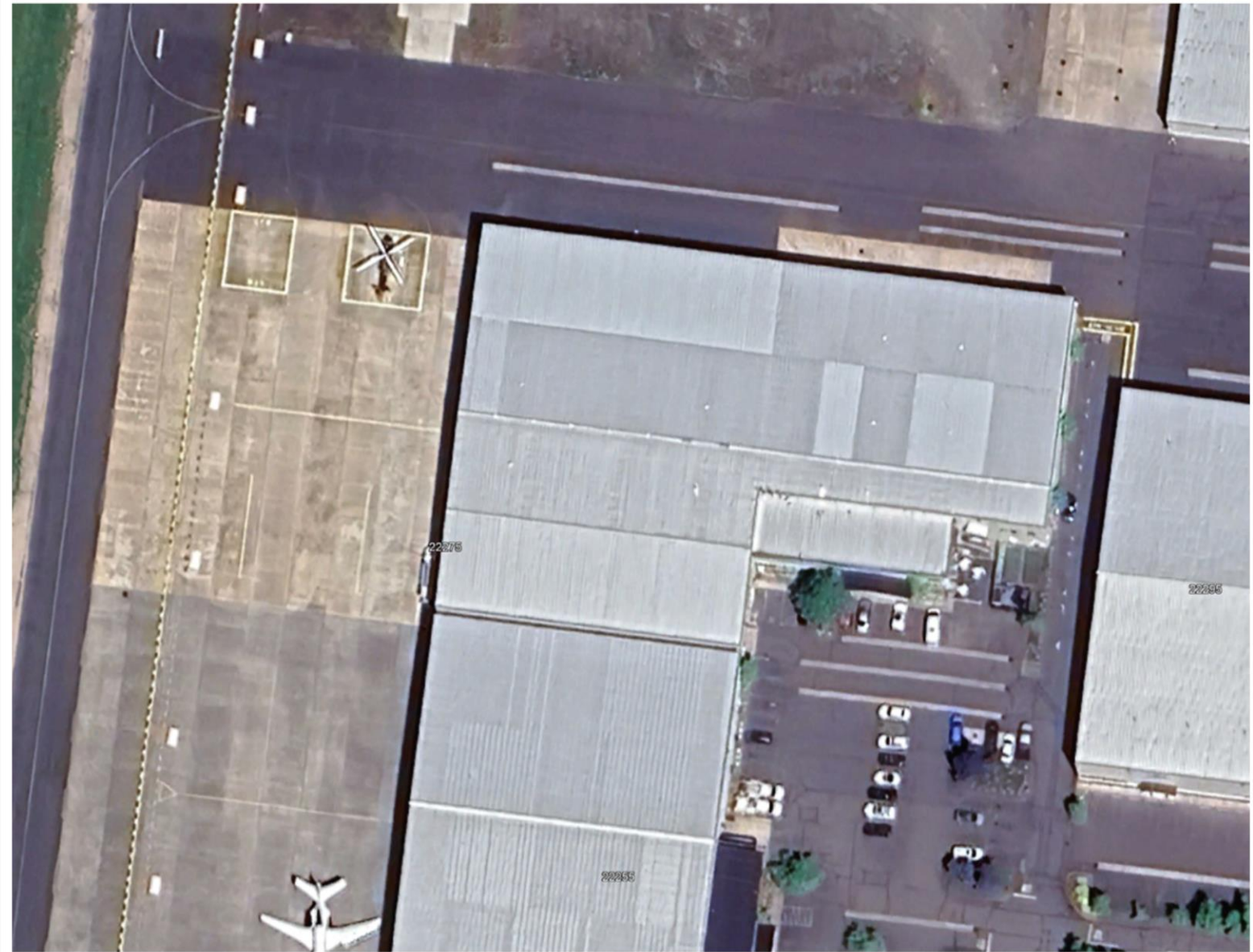
Current Conditions



Hubbard State Highway 551

Aurora State Airport (11A0) Overview

Current Conditions



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Vehicle / Pedestrian Deviations

TTF Uses, Responsibilities, Default and Remedies

TTF Allowable Uses:

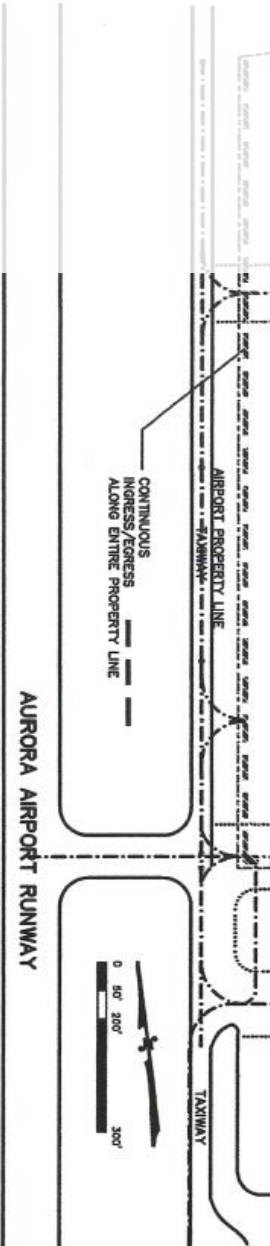
1. ODAV grants non-exclusive right of access between the Property and the public-use area of the Airport at the Access Point exclusively for the movement of aircraft and personnel authorized by ODAV.
2. No other use of the Access Point is permitted

TTF Responsibilities

1. PERMITTEE shall maintain the Access Point in a safe condition at all times
2. PERMITTEE shall post the Property and Access Point against trespassing and exercise control over the Access Point to prevent unauthorized use of the Access Point.

TTF Default and Remedies

1. Default must be remedied within 30 days, or started within 30 days and remedied as soon as practicable
2. ODAV remedies include:
 1. Remove or occupy any property of either PERMITTEE or PERMITTEE's unit owners
 2. Deny PERMITTEE or unit owners any rights under the agreement
 3. Terminate the agreement



Vehicle / Pedestrian Deviations



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Rulemaking Process

Senate Bill 54

1. Legislature approved SB54 in 2019, giving ODAV authority to impose fines for V/PDs at state airports with a control tower
 1. In 2019 through 2021, only 1 V/PD occurred
 2. Starting in 2022, a series of V/PDs prompted temporary (immediate) and permanent rulemaking for enforcement

Temporary Rule:

1. Established violations and civil penalties up to \$2,500 per occurrence
2. Board approved in June 2022
3. Rule in effect June through December 2022, 0 violations or penalties issued

Permanent Rule:

1. Board authorized initiation for permanent rulemaking in June 2022
2. Rulemaking Advisory Committee (RAC) established
3. Public notice filed 9/29/2022
 1. Public Comments open until 10/21/2022
 2. Public Hearing held 10/20/2022
 3. Feedback primarily focused on need for Driver's Training program, penalty amounts, and need for clarification on definition of "Responsible Party"
4. Rulemaking on pause pending development of Driver's Training program

FILED

09/29/2022 4:38 PM
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SECRETARY OF STATE

Vehicle / Pedestrian Deviations

Next Steps

Implement Driver's Training:

1. Final edits to Non-Movement Area Training with input from airport users
2. Movement Area Driver's Training for those authorized by ODAV
3. Implement with all airport users

V/PD Rulemaking

1. Public meeting on updates/edits to proposed rulemaking
2. Board update and adoption vote
3. Implement enforcement for violations

Facility Improvements

1. Planning and Construction
 1. Access / Layout improvements
 2. Vehicle Service Road
 3. Signage and Lighting

Vehicle / Pedestrian Deviations

Questions?

