



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

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February 13, 2023

Mr. Tony Beach  
Aurora State Airport  
Airport Manager  
3040 25th Street SE  
Salem, OR 97302

**RE: Investigation Closeout of Vehicle/Pedestrian Deviation**

Dear Mr. Beach:

On December 30, 2022, we advised you that the Federal Aviation Administration was investigating an incident that reportedly involved:

**A DARK BLUE CHEVY PICKUP TRUCK ENTERED TAXIWAY A FROM THE NORTHERN MOST EAST RAMP AREA AND PROCEEDED SOUTHBOUND 50FT BEFORE RE-EXITING TO THE EASTERN NON-MOVEMENT AREA. THERE WERE NO COMMUNICATIONS WITH THE VEHICLE. NO AC WERE INVOLVED.**

This letter is to inform you that the investigation of this incident has resulted in the following recommendations.

1. Develop and implement training for access and procedures for the following:
  - Non-movement driving access
  - Movement area driving
  - Escort procedures
2. Develop and implement rules and regulations for Aurora State Airport. Consequences of non-compliance should be a component of the rules and include penalties for violations. Advisory Circular (AC) 150/5210-20A *Ground Vehicle Operations to include Taxing or Towing an Aircraft on Airports* contains guidance for establishing programs that will improve access to movement areas, safety areas and the airport operations area.
3. Develop a plan to implement and educate tenants about rules and regulations and training requirements to include outreach, education and training opportunities.
4. Ensure enforcement for violations are adhered to when violations do occur.
5. Keep all gates closed to prevent inadvertent entry to the movement area by unauthorized persons and vehicles.
6. Evaluate installation of a vehicle service road (VSR) in the non-movement area.

## 7. Markings

- Install the markings in accordance with *AC 150/5340-1M, Standards for Airport markings*.
- Non-movement area boundary marking - Upgrade the non-movement boundary marking from 6 inch width to 12 inch width (Paragraph 5.4.5.2).
- Upgrade standard taxiway centerline markings to enhanced centerline markings (Paragraph 4.3).
- Install Surface Painted Hold Position Signs (SPHPS) (Paragraph 4.5) and Enhanced Taxiway Centerlines.
- Develop and implement an airfield marking maintenance program including cleaning, replacing, and repairing faded, missing, or a nonfunctional markings; keeping each item unobscured and clearly visible; and ensuring that each item provides an accurate reference to the user.

## 8. Lighting

- Install standard taxiway edge reflectors to differentiate specific areas of airfield. South ramp area has a sea of pavement with markings not maintained and DOT reflectors installed. This makes it very difficult to differentiate between usable and unusable pavement.
- Long term solution would be to install taxiway edge lighting to all appropriate taxiways on movement side of airfield.

## 9. Signs

- Add taxiway direction and location signs to the airfield. Only runway exit signs and hold signs exist (with the exception of one destination sign). The airfield is controlled and when Air Traffic is conversing with pilots the pilots don't have an easy way to identify where they are at on the airfield.
- Install VSR stop sign at access points where through the fence operations areas exist that conform with *AC 150/534-18G Standards for Airport Sign Systems*. Example of a location would be the movement area at Taxiway A1.
- Review current signs on airfield and ensure they meet current standards and remove incorrect and outdated signs.
- Provide signs at gates to reference gates are to be closed and to reinforce the rules and regulations. Such as an operator be responsible for an unauthorized entry if say there was someone to follow through the gate.
- Work with local Air Traffic Control to provide outreach and education.

### Identified non-standard Airport Design Standards

1. Aurora State Airport Sponsor does not control the property for all runway object free areas (ROFA) for C-II standards. The C-II standard ROFA from runway centerline is 400 feet. This exceeds the current location of the non-movement boundary marking (365.5 feet from runway centerline). Due to this it was found Life Flight and other aircraft were seen parked within the ROFA which is contrary to airport design standards (reference *AC 150/5300-13B Airport Design* paragraph 3.12.1)
2. The Airport Layout Plan (ALP) has listed the planned modification to standard for Highway 551 but the Office of Airports does not have an approved final modification to standard approved on file.
3. It was found that the Willamette sign on the north end of the airfield around Taxiway A1 was located in the ROFA.

At non-certificated airports that have received Federal grants, the owner is obligated to comply with Federal Grant Assurance #19, Operations and Maintenance, which includes implementing corrective actions to eliminate V/PD's. FAA Order 5200.10, Procedures for conducting investigations of Vehicle/Pedestrian Deviations, states that if V/PDs continue to occur on the airport, and the airport certificate holder/operator has not taken any actions to alleviate or reduce the runway incursion problem, it will be necessary for the FAA to initiate enforcement proceedings. An airport owner's failure to comply with its grant obligations may result in the FAA withholding discretionary funds during the course of its investigation, or as a result of the FAA's investigation (i.e., a finding that the airport is ineligible to receive Federal grants) until the matter is resolved. The FAA is not considering funding disruptions at this time, with the understanding that the airport is taking action to address V/PD's. By implementing these measures, and taking appropriate action to alleviate future taxiway incursions, will ensure the airport remains in compliance with Federal Grant Assurances.

Sincerely,



Andrew Edstrom  
Airport Certification Safety Inspector  
FAA Northwest Mountain Region, Airports Division

cc: Jason Ritchie, ANM-620  
Rick Schoder, ANM-620  
Kate Glassey, SEA ADO  
Tim House, SEA ADO