

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION  
 NORTHWEST MOUNTAIN REGION  
 AIRPORT IMPROVEMENT PROGRAM

## MODIFICATION OF AIRPORT DESIGN STANDARDS

<b>BACKGROUND</b>		
1. AIRPORT: <b>Aurora State Airport</b>	2. LOCATION(CITY,STATE): <b>Aurora, Oregon</b>	3. LOC ID: <b>KUAO</b>
4. EFFECTED RUNWAY/TAXIWAY: <b>Runway 17/35</b>	5. APPROACH (EACH RUNWAY): <input type="checkbox"/> PIR <input checked="" type="checkbox"/> NPI <input type="checkbox"/> VISUAL	6. AIRPORT REF. CODE (ARC): <b>C-II</b>
7. DESIGN AIRCRAFT (EACH RUNWAY/TAXIWAY):		
<b>MODIFICATION OF STANDARDS</b>		
8. TITLE OF STANDARD BEING MODIFIED (CITE REFERENCE DOCUMENT): <b>Advisory Circular (AC) 150/5300-13, para 307</b>		
9. STANDARD/REQUIREMENT: <b>The runway object free area (OFA) requires that no above ground objects protrude above the runway safety area edge elevation. For Aurora State (ARC C-II) the standard OFA width is 800 feet.</b>		
10. PROPOSED: <p><b>Highway 551 runs north/south parallel to Runway 17/35. Current operations at the Airport justify increasing the Airport's ARC to C-II. The distance from the Runway 17/35 centerline to the Highway 551 centerline is approximately 400 feet. Considering the highway's width, the Airport is approximately 20 feet short of meeting the OFA design standard.</b></p> <p><b>As the airport geometry is not changing from the current condition, the Oregon Department of Aviation requests a modification of the OFA design standard as defined in AC 150/5300-13, para 307.</b></p>		
11. EXPLAIN WHY STANDARD CANNOT BE MET (FAA ORDER 5300.1E): <b>Highway 551 and the vehicles travelling along the highway penetrate the Airport's runway OFA by approximately 20 feet.</b>		
12. DISCUSS VIABLE ALTERNATIVES (FAA ORDER 5300.1E): <p><b>Runway 17/35 could be located 20 feet eastward to meet the OFA design standard. Alternatively, Highway 551 could be located 20 feet westward to achieve the 400-foot separation standard. However, neither alternative is financially feasible due to the existance of airport buildings to the east and residential properties to the west.</b></p>		


13. STATE WHY MODIFICATION WOULD PROVIDE ACCEPTABLE LEVEL OF SAFETY, ECONOMY, DURABILITY, AND WORKMANSHIP (FAA ORDER 5300.1E):

**No changes to the existing airport geometry are proposed. Additionally, the Department of Aviation has recently removed obstructions (shrubs) along the edge of Highway 551 to increase safety margins. The safety of people on the ground or in aircraft will not be reduced as a result of the proposed design standard modification.**

**ATTACH ADDITIONAL SHEETS AS NECESSARY – INCLUDE SKETCH/PLAN**

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION  
 NORTHWEST MOUNTAIN REGION  
 AIRPORT IMPROVEMENT PROGRAM

## MODIFICATION OF AIRPORT DESIGN STANDARDS

MODIFICATION: <b>AC 150/5300-13, para 307</b>		LOCATION: <b>Aurora State Airport</b>		PAGE 2 OF 2	
14. SIGNATURE OF ORIGINATOR: 		15. ORIGINATOR'S ORGANIZATION: <b>Oregon Department of Aviation</b>		16. TELEPHONE: <b>503-378-4880</b>	
17. DATE OF LATEST FAA SIGNED ALP:					
18. ADO RECOMMENDATION:		19. SIGNATURE:		20. DATE:	
21. FAA DIVISIONAL REVIEW (AT, AF, FS):					
ROUTING SYMBOL	SIGNATURE	DATE	CONCUR	NON-CONCUR	
COMMENTS:					
22. AIRPORTS' DIVISION FINAL ACTION:					
<input type="checkbox"/> UNCONDITIONAL APPROVAL		<input type="checkbox"/> CONDITIONAL APPROVAL		<input type="checkbox"/> DISAPPROVAL	
DATE:	SIGNATURE:		TITLE:		
CONDITIONS OF APPROVAL:					

## USER'S GUIDE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
NORTHWEST MOUNTAIN REGION  
AIRPORT IMPROVEMENT PROGRAM  
**MODIFICATION OF AIRPORT DESIGN STANDARDS FORM**

---

ITEMS 1-17 ARE TO BE COMPLETED BY THE AIRPORT SPONSOR(ORIGINATOR). ALL OTHER ITEMS WILL BE COMPLETED BY THE FAA.

THE COMPLETED FORM WILL BE TRANSMITTED BY THE ORIGINATOR TO THE APPLICABLE ADO/AFO. THE ADO/AFO WILL TRANSMIT THE FINAL FAA DETERMINATION TO THE ORIGINATOR.

MODIFICATION TO AIRPORT DESIGN STANDARDS REQUESTS SHOULD INCLUDE SKETCHES OR DRAWINGS WHICH CLEARLY ILLUSTRATE THE NONSTANDARD CONDITION.

### ITEMS

1. LEGAL NAME OF AIRPORT.
2. ASSOCIATED CITY.
3. AIRPORT LOCATION IDENTIFIER (SEE APPROACH PLATES/AIRPORT FACILITY DIRECTORY).
4. IDENTIFY THE RUNWAY(S), TAXIWAY(S) OR OTHER FACILITIES EFFECTED BY THE PROPOSED MODIFICATION TO STANDARDS REQUEST.
5. IDENTIFY THE MOST CRITICAL APPROACH FOR EACH RUNWAY IDENTIFIED IN #4.
6. AIRPORT REFERENCE CODE - SEE PARAGRAPH 2, PAGE 1 AC 150/5300-13(CHANGE 4) - I.E. C-II, B-II, A-I (SMALL).
7. NOTE THE DESIGN AIRCRAFT (ARC OR SPECIFIC AIRCRAFT) FOR EACH FACILITY IDENTIFIED IN #4. A DESIGN AIRCRAFT MUST MAKE REGULAR USE OF THE FACILITY. NORMALLY, FAA CONSIDERS REGULAR USE TO BE 500 OR MORE ANNUAL INTINERANT OPERATIONS.  
  
IF THE AIRPORT SERVES A WHOLE FAMILY OF AIRCRAFT IN A PARTICULAR GROUP, THE ARC (I.E. B-II) SHOULD BE SPECIFIED. IF, HOWEVER, THE AIRPORT IS USED BY ONLY 1 OR 2 OF A FAMILY OF AIRCRAFT (IX- BEECH KING AIR C90), THE MOST DEMANDING (APPROACH SPEED, WINGSPAN) AIRCRAFT SHOULD BE SPECIFIED.
8. IDENTIFY THE SPECIFIC NAME OF THE STANDARD THAT IS PROPOSED TO BE MODIFIED FOR THE SUBJECT LOCAL CONDITION.
9. DESCRIBE (WORDS AND NUMBERS) THE DIMENSIONS AND REQUIREMENTS OF THE STANDARD AS PROVIDED IN AC 150/5300-13.
10. STATE THE PROPOSED MODIFICATION TO THE STANDARD.
11. DISCUSS THE LOCAL CONDITIONS THAT MAKE IT IMPRACTICAL OR IMPOSSIBLE TO MEET THE STANDARD.
12. IDENTIFY ALTERNATIVES TO THE SUBJECT PROPOSED MODIFICATION, AND SHOW WHY THESE ALTERNATIVES ARE NOT VIABLE.
13. DISCUSS HOW THE PROPOSED MODIFICATION WOULD IMPACT AIRPORT SAFETY AND EXPLAIN WHY AN ACCEPTABLE LEVEL OF SAFETY, ECONOMY, DURABILITY, AND WORKMANSHIP WOULD STILL EXIST.
14. TYPED NAME AND SIGNATURE OF AIRPORT AUTHORITY REPRESENTATIVE.
15. SELF-EXPLANATORY.
16. SELF-EXPLANATORY.
17. SELF-EXPLANATORY.
18. TO BE COMPLETED BY FAA.