

Tri-Prop, LLC
*Opening Doors for the General Aviation
Community*

23115 Airport Rd NE #6
Aurora, OR 97002
503-678-3343
tri.prop3@gmail.com

January 16th, 2025

RE: A1 Hot Spot Mitigation

Brandy Steffen,

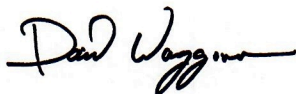
The Refined Preferred Alternatives does not reflect the modifications required to mitigate Hot Spot A1 at the Aurora Airport. Although the Hot Spot will be removed when the runway is extended, that may be years in the future. It is my understanding the mitigation plan must be reflected in the Master Plan before it can be included on the Airport Layout Plan and approved.

Attached is the plan to eliminate Hot Spot 1 submitted to the ODAV and FAA on June 9th, 2023. You will note that mitigation plan suggests a one -way in and one-way taxiway lane between Taxiway A and the TTF taxilane. This will eliminate traffic congestion around A1.

Both Tony Beach from ODAV and George Buley, the Northwest Mountain Region, Runway Safety Program Manager have included in the development of this recommendation. The Hot Spot and a proposed change to Taxiway A have been discussed earlier in the Master Planning process.

I recommend the A1 Hot Spot mitigation be included in the Master Plan.

Thank you,



David & Richard Waggoner
Tri-Prop, LLC
Opening Doors for the General Aviation Community
503-678-3343 – Office
503-680-3597 – Direct

Attachments:

FAA 7460-1 dtd 9 Jun 23 - A1 HS
Extracts;
Facility Goals and Requirements, Taxiways and Taxilanes, Chapter 4
Preliminary Alternatives Summary, Landside Alternatives Introduction
Figure 11: Remove Direct Access - North End

Form Approved OMB No. 2120-0001
Expiration Date: 05/31/2026

Please Type or Print on This Form

Failure To Provide All Requested Information May Delay Processing of Your Notice

Notice of Proposed Construction or Alteration

FOR FAA USE ONLY
Aeronautical Study Number

1. Sponsor (person, company, etc. proposing this action):
 Attn. of
 Name: Tri-Prop, LLC
 Address: 23115 Airport Rd. NE #6

 City: Aurora State: OR Zip: 97002
 Telephone: 503-678-3343 Fax: _____

9. Latitude: 45⁰ 15 15 53 "
 10. Longitude: 122⁰ 46 2 53 "
 11. Datum: NAD 83 NAD 27 Other
 12. Nearest City: Aurora State OR
 13. Nearest **Public-use** (not private-use) or Military Airport or Heliport:
Aurora State Airport (KUAO)

2. Sponsor's Representative (if other than #1):
 Attn. of
 Name: David Waggoner
 Address: 23115 Airport Rd. NE #6

 City: Aurora State: OR Zip: 97002
 Telephone: 503-680-3597 Fax: _____

14. Distance from #13. to Structure: 340'
 15. Direction from #13. to Structure: _____
 16. Site Elevation (AMSL): 196' ft.
 17. Total Structure Height (AGL): 0' ft.
 18. Overall Height (#16 + #17) (AMSL): 196' ft.
 19. Previous FAA Aeronautical Study Number (if applicable): _____ -OE

3. Notice of: New Construction Alteration Existing
 4. Duration: Permanent Temporary (____ months, ____ days)
 5. Work Schedule: Beginning Pending End _____
 6. Type: Antenna Tower Crane Building Power Line
 Landfill Water Tank Other Ramp
 7. Marking/Painting and/or Lighting Preferred:
 Red Lights and Paint Dual - Red and Medium Intensity
 White-Medium Intensity Dual - Red and high Intensity
 White -High Intensity Other No preference
 8. FCC Antenna Structure Registration Number (if applicable): _____

20. Description of Location: (Attach a USGS 7.5 minute Quadrangle Map with the precise site marked and any certified survey)

21. Complete Description of Proposal:

Add additional paving for a taxi lane to eliminate ground vehicle & aircraft conflicts to access Taxiway A at the Aurora Airport, allowing the completion of the internal circulation road outside the airport Movement Area.

See attachment

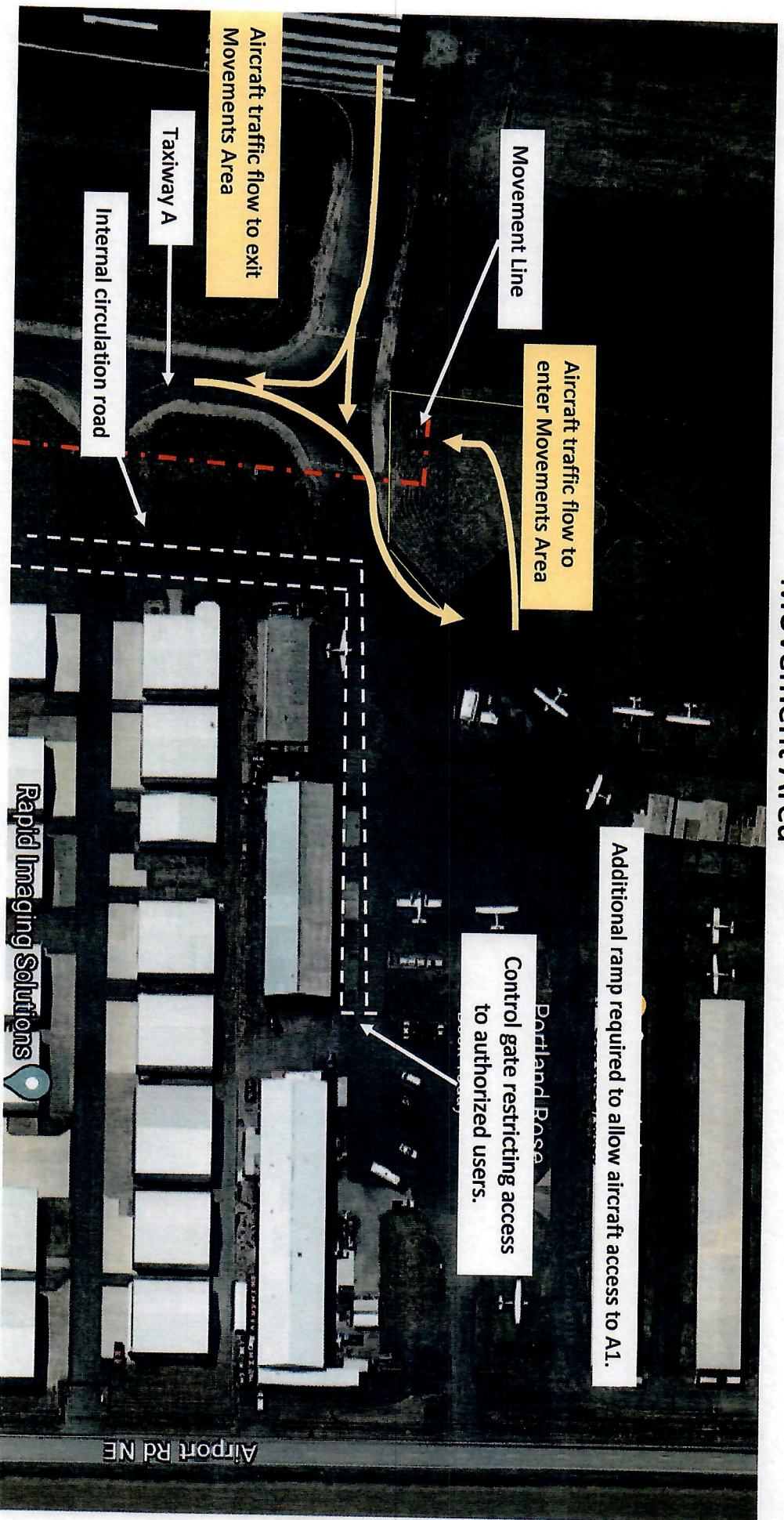
Frequency/Power (kW)	

Notice is required by 14 Code of Federal Regulations, part 77 pursuant to 49 U.S.C., Section 44718. Persons who knowingly and willingly violate the notice requirements of part 77 are subject to a civil penalty of \$1,000 per day until the notice is received, pursuant to 49 U.S.C., Section 46301(a)

I hereby certify that all of the above statements made by me are true, complete, and correct to the best of my knowledge. In addition, I agree to mark and/or light the structure in accordance with established marking & lighting standards as necessary.

Date June 9th, 2023 Typed or Printed Name and Title of Person Filing Notice David Waggoner Signature

Proposed Taxilane and Internal circulation road
with proper setback and aircraft flow to and from the
Movement Area



Attachment item 21, FAA 7460-1 dtd 06/09/2023

Extract –

Facility Goals and Requirements, Taxiways and Taxilanes, Chapter 4

Two FAA-designated hot spots exist on the Aurora State Airport taxiway system. A hot spot is a location on an airport movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary. The hot spots and other locations on the Taxiway A system that warrant further consideration are summarized below:

Hot Spot #1 is located at Taxiway A and A1. Based on previous discussions with FAA, it is understood that this hot spot will be removed from the designation list if proper marking and signage is installed. Airport management reports that the appropriate pavement markings have been updated and the signage will be addressed in a future project. Further discussion with FAA will be required to remove the designation from the FAA Hot Spots List database.

Extract -

Preliminary Alternatives Summary, Landside Alternatives Introduction Figure 11: Remove Direct Access - North End

FIGURE 11: REMOVE DIRECT ACCESS - NORTH END

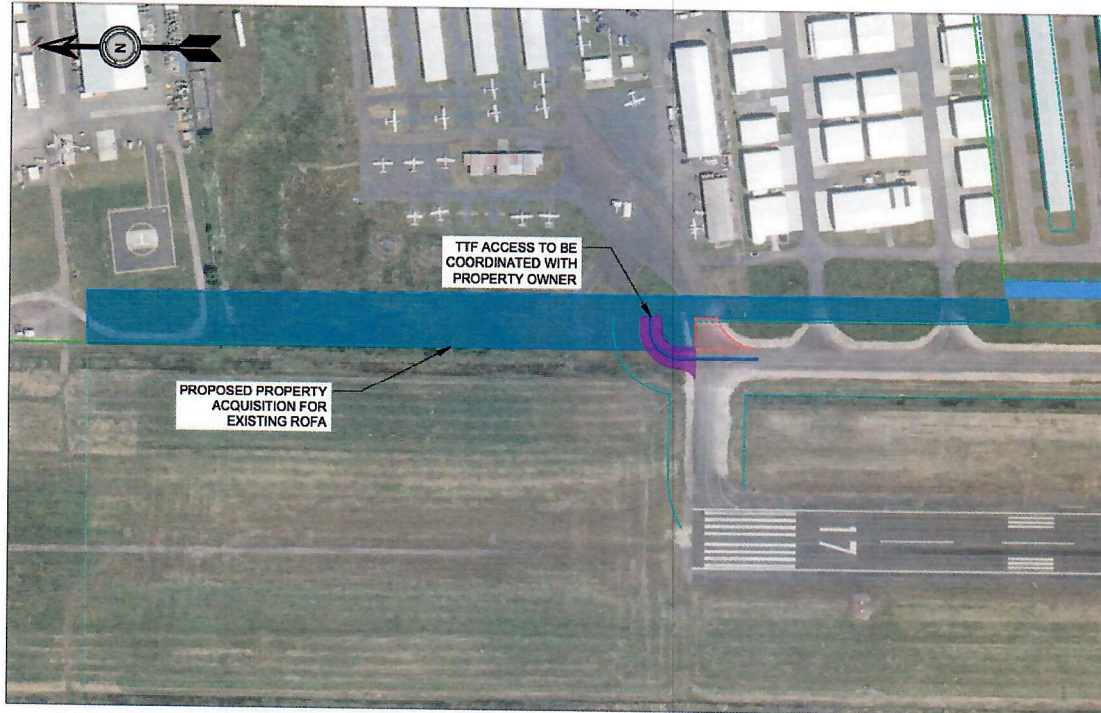


Figure 11 depicts a proposed reconfiguration of the existing TTF taxilane connection to Taxiway A1. The change in configuration would create a new taxi route between the adjacent apron and the runway, including a 90-degree turn to access Taxiway A and a second 90-degree turn to access Taxiway A1. This would eliminate the direct aircraft access configuration on Taxiway A1. The proposed changes require a new taxiway section and coordination with the adjacent private property owner. It is noted that a portion of this private property is also located in the ROFA for the existing Runway 17/35, which is recommended for property acquisition to meet FAA standards.