



U.S. Department
of Transportation
**Federal Aviation
Administration**

Northwest Mountain Region
Seattle Airports District Office
2200 S. 216th Street
Des Moines, WA 98198

ALP CONDITIONAL APPROVAL LETTER

Aurora State Airport (UAO)

4/6/2026

The Airport Layout Plan (ALP) for the Aurora State Airport (UAO), OR and prepared by Century West, and bearing your signatures, is conditionally approved. A signed copy of the conditionally approved ALP is enclosed.

Background

The updated Airport Layout Plan (ALP) for the Aurora State Airport (UAO) represents a change to the general aviation area of the existing airport layout. This change was developed based on the conclusions of a planning study as part of Grants #3-41-0004-022-2021. An aeronautical study (2025-ANM-3939-NRA) was conducted on the proposed development. This airspace determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. This airspace determination was based upon the concepts highlighted in the ALP update with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

ALP

The following major changes were identified in this ALP Update:

- Runway extension to 5,500' (497' to the north) is justified, inclusive of taxiways.
- Property to be acquired identified as approximately 25 acres.
- Identified property acquisition to protect ROFA
- Realignment of highway 551 to be outside of the Runway Object Free Area (ROFA).
- Realignment of Keli Road to be outside of the ROFA.
- Relocation of ASOS and Segmented Circle to outside of the RSA and ROFA, (exact location is not currently defined)
- Drain fields required to be removed from RSA or otherwise meet FAA standards.
- RSA grading required to meet standards, (no ditches within the RSA).
- Identified a proposed Vehicle Service Road and related gates.

Prior to constructing the holding bay associated with the north extension of the runway confer with the ADO for detailed review related to direct access.

The FAA Reauthorization Act of 2024 has limited the FAA's review and approval authority for ALPs. The FAA's approval of this ALP is limited to existing facilities only for which the FAA retains approval authority. Although the FAA's review and approval authority of proposed projects

depicted on an ALP is limited, airport sponsors must continue to maintain an up-to-date ALP in accordance with Federal law, 49 U.S.C. § 47107(a)(16).

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected areas would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinance, property acquisition, aviation easements, letters of agreement, or other means.

This ALP approval is conditioned on the acknowledgement that any development on airport property that results in a change to the ALP requiring Federal approval, or that will receive federal funding, is subject to the National Environmental Policy Act of 1969 (NEPA). Therefore, the sponsor must receive such written approval from FAA prior to commencement of the subject development. Prior to any development on the airport, coordination with the ADO is required to ensure that all environmental requirements are met. Early coordination is critical to ensure that project schedules as well as NEPA compliance can be met. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

This ALP approval does not include any environmental analysis or environmental approval for any proposed development. All local and state requirements and/or permits must be obtained prior to construction of this proposal.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical, and operational issues can be addressed in a timely manner.

Signature Block

The FAA signature below acknowledges the conditional approval of this ALP update.

FAA: Full Name

Title:

Date:

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