

Airport Name/ID: Aurora State, Aurora, OR

Mitigation Request Checklist

General	
<p>When procedure developers discover unlit penetrations to the 20:1 visual surface, IFR operations to the runway affected will be "NA at night". If the unlit penetrations are to runway the approach is designed to, the entire procedure is NA at night. If to a circling runway, circling to that runway will be NA at night. For example, with a RNAV (GPS) RWY 18 that has 20:1 penetrations on the Runway 36 end, the procedure will be annotated, NOTE: Circling runway 36 NA at night.</p> <p>To avoid misunderstanding, the first option should be for penetrations to be removed, reduced in height, or lit.</p> <p>Where this is not possible, VGSI <i>could</i> be used to mitigate the effects of the unlit obstacles, <i>if</i> approved by FAA Flight Standards Division, AFS-400.</p> <p>Airport Managers/sponsors may request approval by completing and signing the following questionnaire.</p> <p>For questions reference VGSI siting standards/maintenance/etc., contact your local tech ops representative, if equipment is FAA owned.</p>	<p><u>REFERENCES</u></p> <p>FAA Order 8260.3B Para 3.3.2 c. (2); FAA Order 8260.19E Para 8-54i.</p> <p>NOTE: The information on this request form is used by the Procedure Review Board (AFS-460) to determine if the use of a VGSI is an adequate safety mitigation for unlit penetrations. There are some questions that you simply can't answer or that have a negative type answer. This does not necessarily mean that night minimums will be affected.</p>

	Yes	No	Comments / Answers
Does the airport desire to retain/establish night minimums?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If "No", skip the rest of the checklist, sign and return.
To what runway are you requesting VGSI mitigation?	NA	NA	List all applicable runways. Runways not listed will automatically be NA at night if they have 20:1 penetrations.
Equipment			
	Yes	No	Comments / Answers
Who is the owner of the VGSI equipment? Airport, FAA, etc.	NA	NA	List owner. FAA
Date when was the VGSI equipment installed? If unknown, state unknown.	NA	NA	unknown
Does VGSI equipment meet siting standards? (You may have to contact Tech Ops or the company that installed the VGSI for this answer. It may be "unknown".)	<input type="checkbox"/>	<input type="checkbox"/>	Reference: FAA JO 6850.2 unknown
Has VGSI equipment been commissioned and does it meet the current tolerance per FAA JO 6850.2? Date commissioned?	<input type="checkbox"/>	<input type="checkbox"/>	Reference: FAA JO 6850.2 Yes...7/1/1985
Is the VGSI under a current Recurring Maintenance program? If so, describe inspection/maintenance plan.	<input type="checkbox"/>	<input type="checkbox"/>	Reference: FAA JO 6850.5 and AC 150/5340-26. FAA owned

Obstacle Clearance Surface (OCS)

	Yes	No	Comments
JO 6850.2, Chapter 5 describes VGSI siting and aiming. In part, it states that the VGSI must be sited and aimed so that it defines an approach path with adequate clearance over obstacles and minimum threshold crossing height. Was the VGSI installed to meet OCS requirements? Respond for each VGSI system.	<input type="checkbox"/>	<input type="checkbox"/>	
With respect to the above reference, do the VGSI angles/TCHs meet IFR operation requirements for the intended use of the applicable runway? Identify for each VGSI system.	<input type="checkbox"/>	<input type="checkbox"/>	RWY17 3.5 degrees – suitable for CAT A-C RWY35 3.0 degrees – suitable for CAT A-D
Does your VGSI fall within the appropriate Wheel Height Group TCH ranges? WHG 1: 30 – 60 ft. (10' eyeball to Wheel Height) WHG 2: 35 – 65 ft. (15' eyeball to Wheel Height) WHG 3: 40 – 70 ft. (20' eyeball to Wheel Height) WHG 4: 45 – 75 ft. (25' eyeball to Wheel Height)	<input type="checkbox"/>	<input type="checkbox"/>	WHG: A 40' TCH meets recommendations for WHG 1 & 2 which cover GA thru Regional & Corporate Jets. (See FAA Order 8260.3B, TERPS, VOL 3, Chapt 2, Table 2-3)

Obstacles/Penetrations

	Yes	No	Comments
What are the penetrations? Tree, building, fence, etc. Attach a list of the obstacle penetrations to include MSL height, description, ID, coordinates and amount of penetration.	NA	NA	FPT – Attach list of penetrations. Airport – Review list and identify changes or discrepancies.
Survey completed? Date of last survey? ANAPC...12/5/2003	NA	NA	Reference: AC 150/5300-16, 17, 18.
Is there a plan to remove/reduce in height/light the unlit penetration(s)? If so, describe the plan. (Use additional sheets of paper if necessary.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Obstruction removal is planned for 2015 in the airport CIP. The airport sponsor will hire an aviation consulting/engineering firm to develop the scope of work and hire a contracting firm to remove obstructions.

<p>If the unlit penetration(s) cannot be removed, reduced in height, or lit, please explain why. For example, it may be an off airport building that cannot be reduced in height.</p>			<p>Two of the penetrations are roads</p>
<p>Additional information for the Procedure Review Board that may assist them in their evaluation.</p>			

MATTHEW MAASS

STATE AIRPORTS MANAGER

Printed Name and Title of person completing Checklist

MMH M
Signature

Date: 5/7/2013

FPT Review (Initials of Project Specialist)

Date: / /