

1/7/2026

FOR YOUR INFORMATION

2026-8/8-1

To: Airport Manager, Aurora State Airport (UAO), OR, FAA (ANM-600, ATM UAO 2307960 Tower)

Info: FAA (AVP-1, AVP-200, AAS-300, AAS-1, AFS-260, AFS-200, AJV-A, Director of Air Traffic Operations WSA), AOPA, ASAP, ATSAP, ATSG, ICAO, ICASS, NAFI, NATCA, NBAA, NTSB, Jeppesen Sanderson Inc.

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: UAO Taxi Procedures

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2307960

DATE / TIME

Date of Occurrence 202511
Local Time Of Day 1201 to 1800

PLACE

Locale UAO.Airport
State OR
Altitude - AGL 0

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground UAO
Make Model Name Small Aircraft, Low Wing, 1 Eng, Retractable Gear
Operating Under FAR Part 91

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Single Pilot
ASRS Report Number 2307960

EVENTS

Anomaly ATC Issue - All Types
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Anomaly Ground Event / Encounter - Ground Equipment Issue
Anomaly No Specific Anomaly Occurred - Unwanted Situation
Detector - Person Flight Crew
Result - Flight Crew Requested ATC Assistance / Clarification
Result - Air Traffic Control Issued Advisory / Alert

NARRATIVE 1

Upon landing in UAO I taxied clear of runway on A3 and called Ground as instructed. I was coached/advised that in UAO I need to clear the yellow line designating clear of runway completely. I am well aware of this rule and would have, except that in UAO you cannot taxi across the line without entering Taxiway A, an active taxiway, without clearance.

As there seems to [be] a lot of runway and taxiway excursions these days I feel this could create an unsafe situation. Taxiway A is well clear runway and perhaps the clear line needs to be adjusted to a better position. From where I stopped a B-52 could have safely passed behind me.

As a retired airline pilot with over 27,000 [hours] I am well aware of the taxi rules, but I worry that a new or inexperienced pilot may go to another airport and inadvertently taxi onto an active taxiway. After I received my coaching from the Ground Controller, he then proceeded to coach another pilot who did taxi from an uncontrolled taxiway near the hangars onto Taxiway A. This further illustrates the need for changes at UAO.

I hope this is taken as constructive observation and not a complaint of the staff at UAO.

SYNOPSIS

General aviation pilot reported that to clear the runway at UAO the aircraft would need to cross Taxiway A without clearance, and suggested that the clear line be adjusted to a better position.