



4. AIRPORT FUNCTIONAL ROLES

This chapter presents the airport classification system, developed to determine the facility and service standards used to evaluate the adequacy of Oregon’s system of airports. Every airport within the Oregon Aviation Plan (OAP V6.0) plays an important role in the functionality and capacity of the Oregon system of airports.

The first step in updating the OAP V6.0 airport classification system was to evaluate the existing airport classification system outlined during the 2007 Oregon Aviation Plan (OAP 2007). OAP 2007 established five categories of airports based on the definitions outlined within the National Plan of Integrated Airport Systems (NPIAS), the design criteria outlined by the Airport Reference Code (ARC), and a facilities inventory.

4.1 Functional Airport Roles - Oregon Aviation Plan (OAP v6.0)

Each airport in Oregon impacts the overall operational capacity and efficiency of the state aviation system by supporting different types of aviation activity. OAP 2007 developed a new classification system of functional airport roles to clearly demonstrate the types of facilities and services that should be provided within each airport category. The Federal Aviation Administration (FAA) airport design criteria known as the Airport Reference Code (ARC) was used to create performance measures to develop the airport functional roles. The OAP v6.0 maintains the OAP 2007 classification system.

4.1.1 Performance Measures

OAP 2007 also developed performance criteria that illustrate the facility requirements for each airport category. Performance criteria can be defined as a series of objectives an airport should satisfy to qualify for a particular functional role. The objectives were developed through a cooperative process with Oregon Department of Aviation (ODA) and aviation stakeholders. Similarly, OAP v6.0 maintains the performance criteria from OAP 2007 with a number of adjustments.

OAP v6.0 performance measures compare existing airport facilities to the basic facility levels for each functional role. The performance measures should not be considered a requirement for development standards. Any development would require additional support and justification through the airport master planning process, as well as environmental documentation. Local circumstances and needs may necessitate development that exceeds the basic objectives based on criteria that surpass the performance measures. Determination of these changes would be the responsibility of ODA, local sponsors, and in some cases the FAA.

Many airports have multiple runways; therefore, the primary runway for each airport was used to evaluate the facility against the performance measures. The performance measures for each functional role are defined as follows:

- **User Accessibility Criteria:** Used to qualify the airport facility, driving distance to a commercial facility, and the proximity to another airport facility.

Facility Objectives

- Airports with precision approaches
- Airports with weather reporting
- Airports with airfield lighting

Community Access Objectives

- Population within 120 minutes of an airport with two or more scheduled commercial airlines
- Population within 30 minutes of any system airport
- Population within 30 minutes of a commercial or urban general aviation airport
- Population within 30 minutes of a regional general aviation airport
- Population within 30 minutes of an airport with a non-precision or precision approach
- Population within 30 minutes of an airport with onsite weather reporting equipment
- **Development Criteria:** Used to qualify development criteria on the airport grounds.
 - Airports meeting aircraft storage objectives (hangars and tie-downs)
 - Airports meeting aircraft parking objectives (apron area)
 - Airports meeting auto parking objectives
 - Airports with rotating beacons
 - Airports with lighted wind indicators
 - Airports with pilot's lounge
 - Airports with weather reporting station
 - Airports with 100LL fuel
- **Economic Support Criteria:** Used to qualify how the airport supports economic growth and development on and around the airport facility.
 - Airports with a runway length of 5,000 feet or greater
 - Airports with FBO facilities
 - Airports with jet fuel
 - Airports with rental car services
 - Airports supporting air cargo
- **Safety Criteria:** Used to qualify the safety of the airport facility
 - Airports with clear approaches to primary runway
 - Airports with compliant runway safety areas

4.1.2 Airport Reference Code (ARC)

The OAP v6.0 must also consider the FAA methodology of classifying airports, in addition to the performance criteria. The FAA defines operational and physical characteristics of the aircraft expected to operate at an airport. In examining appropriate runway and taxiway dimensional criteria, the performance and size of the most demanding aircraft or groups of aircraft expected to use the airport must be considered. This aircraft, referred to as the critical aircraft, must use the airport on a regular basis and have at least a combined total of 500 takeoffs and landings.

The ARC has two components related to the critical aircraft. The first component is the aircraft approach category. The approach category is based on the aircraft approach speed. An aircraft's approach category is based on 1.3 times its stall speed in landing configuration at the aircraft's maximum certified landing weight—the higher the approach speed, the greater the separation distances for the respective aircraft. The second component relates to the aircraft wingspan and/or tail height (tail height is a new component of the ARC added since the OAP 2007 was published), and is known as the design group. Again, the greater the wingspan or tail height the greater the required separation distance. **Table 4-1** lists the approach categories and design groups as outlined by the FAA in Advisory Circular 150/5300-13A (Change 11) *Airport Design*.

TABLE 4-1: AIRPORT REFERENCE CODE (ARC) SYSTEM

FAA Aircraft Approach Categories		FAA Tail Height/Wingspan Design Groups		
Approach Category	Approach Speed (knots)	Design Group	Tail Height (feet)	Wingspan (feet)
A	Less than 91	I	<20'	Less than 49
B	91 but less than 121	II	20' - <30'	49 but less than 79
C	121 but less than 141	III	30' - <45'	79 but less than 118
D	141 but less than 166	IV	45' - <60'	118 but less than 171
		V	60' - <66'	171 but less than 197
		VI	66' - <80'	197 but less than 262

Source: FAA, AC 150/5300-13, Change 11

4.1.3 OAP v6.0 Airport Classification System

The current OAP v6.0 airport classification system was developed in the 2000 and 2007 OAP updates based on defined airport functional roles, performance criteria, and the FAA’s ARC coding system. The airport classification system is intended to reflect the demand for aviation within the associated city or region served by each airport.

In addition to the study airports identified by the FAA and ODA, there are approximately 400 other privately-owned, private-use airports located throughout Oregon. These airports have not been included in the study due to their private ownership. The FAA and ODA acknowledge that these airports exist and contribute to the state’s system of airports; however, they are not eligible for funding or specific considerations.

4.1.4 Airport Functional Roles

The following pages outline the basic facility standards for each of the five airport functional roles. The performance criteria for each category were evaluated by analyzing the primary runway at each airport. An airport’s inability to meet the basic facility standards for its category does not preclude that airport from performing the identified role or function with the system of airports.

The five airport functional roles and corresponding airport categories are defined below:

Category I: Commercial Service Airports

These airports support some level of scheduled commercial airline service in addition to supporting a full range of general aviation aircraft activities. Commercial service includes both domestic and international destinations.

Performance criteria were evaluated by analyzing each airport's primary runway (**Table 4-2**).

TABLE 4-2: CATEGORY I PERFORMANCE CRITERIA

Facilities	Basic Criteria
Airside Facilities	
FAA – ARC	C-II
NPIAS	Yes
Based Aircraft	Not an Objective
Runway Orientation	95% wind coverage (combined primary/secondary rwy)
Runway Length	6,000 feet
Runway Width	100 feet
Runway Pavement Type	Bituminous, Concrete
Runway Pavement Strength	Varies by Airport*/Design Aircraft
Runway Pavement PCI	65
Taxiways	Full Parallel
Approach Type	Precision w/ vertical guidance
Visual Approach Aids	Both Runway Ends
Instrument Approach Aids	One Runway End
Runway Lighting	MIRL/HIRL/ALS
Taxiway Lighting	MITL/HITL
General Facilities	
Rotating Beacon	Yes
Lighted Wind Indicator	Yes
Weather Reporting	AWOS/ASOS
Hangared Aircraft Storage	75% of Based Aircraft
Apron Parking/Storage	75% of Daily Transient
Terminal Building	Yes
Auto Parking	Moderate
Fencing	Perimeter; controlled access
Cargo	Small Handling Facility w/ Apron
Deicing Facility	Yes
Services	
Fuel	100 LL (24-hour self-service) & Jet A
FBO	Full Service (normal business hours)
Ground Transportation	Rental Car, Taxi, or Other
Food Service	Coffee Shop/Deli & Cold Foods
Restrooms	Yes

TABLE 4-2: CATEGORY I PERFORMANCE CRITERIA

Facilities	Basic Criteria
Pilot Lounge	Yes w/ Weather Reporting Station
Snow Removal	Yes
Telephone	Yes

* Varies by Airport: indicates airport-specific requirements defined by airport master plan/ALP and design aircraft

Category II: Urban General Aviation

These airports support all general aviation aircraft and accommodate corporate aviation activity, including piston and turbine engine aircraft, business jets, helicopters, gliders, and other general aviation activity. The most demanding user requirements are business-related. These airports service a large/multi-state geographic region, or experience high levels of general aviation activity.

Performance criteria were evaluated by analyzing each airport’s primary runway (Table 4-3).

TABLE 4-3: CATEGORY II PERFORMANCE CRITERIA

Facilities	Basic Criteria
Airside Facilities	
FAA – ARC	C-II
NPIAS	Yes
Based Aircraft	≥10 (NPIAS Standard)
Runway Orientation	95% wind coverage (combined primary/secondary rwy)
Runway Length	5,000 feet
Runway Width	75 or 100 feet
Runway Pavement Type	Bituminous, Concrete
Runway Pavement Strength	Varies by Airport* (≥30,000 lbs.)
Runway Pavement PCI	60
Taxiways	Full Parallel
Approach Type	Precision
Visual Approach Aids	One Runway End
Instrument Approach Aids	Not an Objective
Runway Lighting	MIRL/HIRL/ALS
Taxiway Lighting	MITL/HITL
General Facilities	
Rotating Beacon	Yes
Lighted Wind Indicator	Yes
Weather Reporting	AWOS/ASOS

TABLE 4-3: CATEGORY II PERFORMANCE CRITERIA

Facilities	Basic Criteria
Hangared Aircraft Storage	75% of Based Aircraft
Apron Parking/Storage	75% of Daily Transient
Terminal Building	Yes
Auto Parking	Moderate
Fencing	Perimeter; controlled access
Cargo	Designated Apron Area
Deicing Facility	Not an Objective
Services	
Fuel	100 LL & Jet A (24-hour self-service)
FBO	Full Service (normal business hours)
Ground Transportation	Offsite Rental Car, Taxi, or Other
Food Service	Vending
Restrooms	Yes
Pilot Lounge	Yes w/ Weather Reporting Station
Snow Removal	Yes (Coastal airports exempt)
Telephone	Yes

* Varies by Airport: indicates airport-specific requirements defined by airport master plan/ALP and design aircraft

Category III: Regional General Aviation

These airports support most twin and single-engine aircraft and may accommodate occasional business jets. These airports support regional transportation needs with a large and often sparsely populated service area.

Performance criteria were evaluated by analyzing each airport’s primary runway (**Table 4-4**).

TABLE 4-4: CATEGORY III PERFORMANCE CRITERIA

Facilities	Basic Criteria
Airside Facilities	
FAA – ARC	B-II
NPIAS	Yes
Based Aircraft	≥10 (NPIAS Standard)
Runway Orientation	≥95% wind coverage (combined primary/secondary rwy)
Runway Length	4,000 feet
Runway Width	75 feet
Runway Pavement Type	Bituminous, Concrete

TABLE 4-4: CATEGORY III PERFORMANCE CRITERIA

Facilities	Basic Criteria
Runway Pavement Strength	Varies by Airport* (≥12,500 lbs.)
Runway Pavement PCI	60
Taxiways	Partial or Turnarounds
Approach Type	Non-Precision
Visual Approach Aids	One Runway End
Instrument Approach Aids	Not an Objective
Runway Lighting	MIRL
Taxiway Lighting	MITL
General Facilities	
Rotating Beacon	Yes
Lighted Wind Indicator	Yes
Weather Reporting	AWOS/ASOS
Hangared Aircraft Storage	75% of Based Aircraft
Apron Parking/Storage	30% of Daily Transient
Terminal Building	Small Meeting Area
Auto Parking	Minimal (tenant/public)
Fencing	Terminal Area; controlled access
Cargo	Space on Existing Apron
Deicing Facility	Not an Objective
Services	
Fuel	100 LL (24-hour self-service) & Jet A
FBO	Full Service (normal business hours)
Ground Transportation	Courtesy Car / Offsite Rental Car
Food Service	Vending
Restrooms	Yes
Pilot Lounge	Yes w/ Weather Reporting Station
Snow Removal	Yes (Coastal airports exempt)
Telephone	Yes

* Varies by Airport: indicates airport-specific requirements defined by airport master plan/ALP and design aircraft

Category IV: Local General Aviation Airport

These airports support primarily single-engine general aviation aircraft but are capable of accommodating smaller twin-engine general aviation aircraft. These airports support local air transportation needs and special-use aviation activities.



Performance criteria were evaluated by analyzing each airport’s primary runway (Table 4-5).

TABLE 4-5: CATEGORY IV PERFORMANCE CRITERIA

Facilities	Basic Criteria
Airside Facilities	
FAA – ARC	B-I
NPIAS	Not an Objective
Based Aircraft	≥10 (NPIAS Only); Not an Objective (Non-NPIAS)
Runway Orientation	95% wind coverage
Runway Length	3,000 feet Paved; 2,500 feet Turf
Runway Width	60 feet Paved; 120 feet Turf
Runway Pavement Type	Bituminous, Concrete, Turf
Runway Pavement Strength	≥12,500 lbs. (Hard Surface Only)
Runway Pavement PCI	60
Taxiways	Exit Taxiway(s)
Approach Type	Visual
Visual Approach Aids	One Runway End
Instrument Approach Aids	Not an Objective
Runway Lighting	LIRL
Taxiway Lighting	LITL/Reflectors
General Facilities	
Rotating Beacon	Yes
Lighted Wind Indicator	Yes
Weather Reporting	Not an Objective
Hangared Aircraft Storage	75% of Based Aircraft
Apron Parking/Storage	30% of Daily Transient
Terminal Building	Not an Objective
Auto Parking	Minimal (tenant/public)
Fencing	Not an Objective
Cargo	Not an Objective
Deicing Facility	Not an Objective
Services	
Fuel	100 LL
FBO	Not an Objective
Ground Transportation	Not an Objective
Food Service	Not an Objective

TABLE 4-5: CATEGORY IV PERFORMANCE CRITERIA

Facilities	Basic Criteria
Restrooms	Yes
Pilot Lounge	Not an Objective
Snow Removal	Yes (Coastal airports exempt)
Telephone	Not an Objective

Category V: Remote Access/Emergency Services (RAES)

These airports support primarily single-engine general aviation aircraft, special-use aviation activities, access to remote areas, or provide emergency service access.

Performance criteria were evaluated by analyzing each airport's primary runway (**Table 4-6**).

TABLE 4-6: CATEGORY V PERFORMANCE CRITERIA

Facilities	Basic Criteria
Airside Facilities	
FAA – ARC	A-I
NPIAS	Not an Objective
Based Aircraft	Not an Objective
Runway Orientation	Varies by Airport
Runway Length	2,500 feet Turf
Runway Width	60 feet Turf
Runway Pavement Type	Turf, Dirt, Gravel
Runway Pavement Strength	Varies by Airport
Runway Pavement PCI	55
Taxiways	Not an Objective
Approach Type	Visual
Visual Approach Aids	Not an Objective
Instrument Approach Aids	Not an Objective
Runway Lighting	Not an Objective
Taxiway Lighting	Not an Objective
General Facilities	
Rotating Beacon	Not an Objective
Lighted Wind Indicator	Not an Objective
Weather Reporting	Not an Objective

TABLE 4-6: CATEGORY V PERFORMANCE CRITERIA

Facilities	Basic Criteria
Hangared Aircraft Storage	Not an Objective
Apron Parking/Storage	Not an Objective
Terminal Building	Not an Objective
Auto Parking	Not an Objective
Fencing	Not an Objective
Cargo	Not an Objective
Deicing Facility	Not an Objective
Services	
Fuel	Not an Objective
FBO	Not an Objective
Ground Transportation	Not an Objective
Food Service	Not an Objective
Restrooms	Not an Objective
Pilot Lounge	Not an Objective
Snow Removal	Not an Objective
Telephone	Not an Objective

4.1.5 2016 Airport Classifications

Airports are classified by functional role based on their ability to satisfy the basic performance criteria and the type of activity occurring at the airport. The current system of airports, organized by airport functional category, is presented in **Table 4-7**. Only airport has experienced changes in activity since the 2007 OAP that justify a change in its category; no other changes in airport functional classification are identified. Salem-McNary Field was classified as Category I - Commercial Service Airports in the 2007 OAP. As of this update (May 2017), the airport currently lacks scheduled commercial air service. Since Salem-McNary Field has been unable to attract commercial air service, a change to Category II is appropriate. **Table 4-9** lists the OAP v6.0 airports with their 2016 and 2007 designations. **Figure 4-1** illustrates the recommended functional roles for each airport.

The airport classifications influence the type of aircraft an airport can accommodate, and in the case of commercial service airports, the routes and markets they can serve. The airport classification assignment recommends the corresponding facility requirements be provided. Airports can be reclassified by the Oregon Aviation Board (OAB) on a case-by-case basis. Airport sponsors should present justification for a classification change to the OAB for review.

TABLE 4-7: OAP V6.0 AIRPORT CLASSIFICATION BY CATEGORY

Categories/Airports	
Category I: Commercial Service Airports	
Eastern Oregon Regional Airport at Pendleton	Redmond Municipal Airport - Roberts Field
Eugene Airport - Mahlon Sweet Field	Rogue Valley International - Medford Airport
Crater Lake-Klamath Regional	Southwest Oregon Regional Airport
Portland International Airport	
Category II: Urban General Aviation Airports	
Port of Astoria Regional Airport	Portland Downtown Heliport
Aurora State Airport	Portland - Hillsboro Airport
Bend Municipal Airport	Portland - Troutdale Airport
Corvallis Municipal Airport	Salem McNary Field
McMinnville Municipal Airport	Scappoose Industrial Airpark
Newport Municipal Airport	
Category III: Regional General Aviation Airports	
Ashland Municipal Airport- Sumner Parker Field	Hermiston Municipal Airport
Baker City Municipal Airport	La Grande / Union County Airport
Bandon State Airport	Lake County Airport
Burns Municipal Airport	Ontario Municipal Airport
Columbia Gorge Regional - The Dalles	Roseburg Regional Airport
Grant County Regional Airport	Tillamook Airport
Grants Pass Airport	
Category IV: Local General Aviation Airports	
Albany Municipal Airport	Lebanon State Airport
Boardman Airport	Lenhardt Airpark
Brookings Airport	Lexington Airport
Chehalem Airpark	Madras/City-County Airport
Christmas Valley Airport	Myrtle Creek Municipal Airport
Condon State Airport - Pauling Field	Mulino State Airport
Cottage Grove State Airport - Jim Wright Field	Prineville Airport
Creswell Hobby Field Airport	Seaside Municipal Airport
Florence Municipal Airport	Siletz Bay State Airport
Gold Beach Municipal Airport	Sisters Eagle Air Airport
Illinois Valley Airport	Sportsman Airpark
Independence State Airport	Sunriver Airport

TABLE 4-7: OAP V6.0 AIRPORT CLASSIFICATION BY CATEGORY

Categories/Airports	
Joseph State Airport	Wasco State Airport
Ken Jernstedt Airfield	
Category V: Remote Access/Emergency Service Airports	
Alkali Lake State	Nehalem Bay State Airport
Arlington Municipal	Oakridge State
Beaver Marsh	Owyhee Reservoir State
Cape Blanco State Airport	Pacific City State Airport
Cascade Locks State Airport	Paisley
Chiloquin State Airport	Pinehurst State Airport
Country Squire Airpark	Powers Hayes Field
Crescent Lake State Airport	Prospect State Airport
Davis Field	Rome State
Enterprise Municipal	Sandy River
George Felt	Santiam Junction State
Lake Billy Chinook	Silver Lake USFS Airport
Lakeside Municipal Airport	Skyport
Malin	Stark's Twin Oaks
McDermitt State Airport	Toketee State
McKenzie Bridge State	Toledo State Airport
Memaloose USFS Airport	Valley View
Miller Memorial Airpark	Vernonia Municipal
Monument Municipal	Wakonda Beach State

Source: ODA & Century West Engineering

4.2 FAA Airport Classifications

The FAA categorizes airports into two types of categories based on the NPIAS and the FAA General Aviation Asset Study. This section addresses both and compares it with the OAP v6.0 Categories of Airports.

4.2.1 NPIAS Classifications

The FAA National Plan of Integrated Airport Systems classifies commercial airports into several categories and general aviation airports (that are part of the NPIAS) into two categories—either as a reliever airport or general aviation airport. The NPIAS nationwide airports are categorized into one of three categories:

- Commercial Service:** Public airports receiving scheduled passenger service and having 2,500 or more enplaned passengers per year. Commercial service airports in the United States are divided into Primary and Non-primary.

- **Primary airports**
 - have more than 10,000 annual passenger enplanements
 - receive an annual apportionment of at least \$1 million in AIP funds with the amount determined by the number of enplaned passengers
 - are grouped into four categories defined as: large hub, medium hub, small hub, and non-hub airports.
- **Non-primary airports**
 - have less than 10,000 annual passenger enplanements
- **Reliever Airports:** Publicly or privately-owned airports designated by the FAA to relieve congestion at Commercial Service Airports and to provide improved general aviation access to the overall community.
- **General Aviation:** Public-use airports that do not have scheduled service or have less than 2,500 annual passenger enplanements.

4.2.2 FAA NPIAS Classifications Based on 2014 FAA Asset Study

At the time of the previous OAP 2007 Study the FAA NPIAS offered only two categories for general aviation airports Reliever and General Aviation. With only two categories for general aviation airports, the NPIAS did not offer much differentiation in terms of airport roles. The FAA addressed this shortcoming with its Asset Study which examined general aviation airports across the United States. The first version of the study was released in May 2012 and the second updated version, which identified issues related to airports in the “Unclassified” category, was released in March 2014. The Asset Study describes the critical roles of the general aviation airports and groups general aviation airports into more descriptive categories. The FAA NPIAS categories are based on the 2014 FAA Asset Study as follows:

- **National Airports:** Airports have very high levels of activity with many jets and multi-engine propeller aircraft. They average about 200 total based aircraft, of which 30, on average, are jets.
- **Regional Airports:** Airports have high levels of activity with some jets and multi-engine propeller aircraft. They average about 90 total based aircraft, of which three, on average, are jets.
- **Local Airports:** Airports have moderate levels of activity with some multi-engine propeller aircraft. They average about 33 based propeller-driven aircraft and no jets.
- **Basic Airports:** Airports have moderate to low levels of activity, and average about 10 propeller-driven based aircraft.
- **Unclassified:** Airports do not maintain categories established by NPIAS or no longer meet criteria for prior established category.

Oregon’s airport system includes a total of 97 airports; 57 of these airports are in the NPIAS. Six of the 57 OAP v6.0 airports were classified as Unclassified in the 2018 NPIAS Asset Study.

When reviewing the FAA Asset Study Categories, 12 Oregon airports are assigned the Basic study category, 23 within the Local category, nine within the Regional category and two in the National Category. Six airports fall are considered Unclassified with one being a heliport, Portland-Downtown Heliport.

The total number of Oregon airports in each FAA Asset category is shown in **Table 4-8**.



TABLE 4-8: TOTAL NUMBER OF OREGON SYSTEM AIRPORTS IN EACH FAA ASSET STUDY CATEGORY

Category	Number of Airports
National	2
Regional	9
Local	23
Basic	12
Unclassified	6

Source: 2014 FAA Asset Study

- Five of the seven commercial service airports in Oregon were not included in the Asset Study analysis.
- Aurora State Airport and Portland-Hillsboro are the only two Oregon airports assigned the National category.
- Eastern Oregon Regional Airport and Crater Lake-Klamath Regional Airport both have commercial service airline activity but were included in the FAA Asset Study as Regional airports.
- Portland-Downtown Heliport is included in the Unclassified category.
- Every two years the FAA updates the NPIAS and may consider changing the category of an airport based on aviation activity.

Table 4-9 compares OAP v6.0 Airport Classifications with the FAA NPIAS and FAA Asset Study Categories. The FAA Asset Study categories have no bearing on OAP v6.0 Classifications.

TABLE 4-9: OAP V6.0 AIRPORT CLASSIFICATION COMPARISON - FAA NPIAS AND ASSET STUDY CATEGORIES

Associated City	Airport Name	NPIAS 2019	NPIAS Category	OAP v6.0	OAP v6.0 2007	FAA ARC
Albany	Albany Municipal Airport	Yes	Local	IV	IV	B-I (Small)
Alkali Lake	Alkali Lake State Airport			V	V	A-I (Small)
Arlington	Arlington Municipal Airport			V	V	A-I
Ashland	Ashland Municipal-Sumner Parker Field	Yes	Local	III	III	B-I (Small)
Astoria	Port of Astoria Regional Airport	Yes	Local	II	II	B-II
Aurora	Aurora State Airport	Yes	National	II	II	C-II
Baker City	Baker City Municipal Airport	Yes	Local	III	III	B-II
Bandon	Bandon State Airport	Yes	Local	III	III	B-I
Beaver Marsh	Beaver Marsh Airport			V	V	B-I
Bend	Bend Municipal Airport	Yes	Regional	II	II	B-II
Boardman	Boardman Airport	Yes	Unclassified	IV	IV	B-I
Brookings	Brookings Airport	Yes	Local	IV	IV	B-I (Small)
Burns	Burns Municipal Airport	Yes	Local	III	III	A-II
Cascade Locks	Cascade Locks State Airport			V	V	B-I (Small)
Cave Junction	Illinois Valley Airport	Yes	Local	IV	IV	B-I (Small)

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Associated City	Airport Name	NPIAS 2019	NPIAS Category	OAP v6.0	OAP v6.0 2007	FAA ARC
Chiloquin	Chiloquin State Airport	Yes	Basic	V	V	A-I
Christmas Valley	Christmas Valley Airport	Yes	Basic	IV	IV	B-I (Small)
Clearwater	Toketee State Airport			V	V	A-I (Small)
Condon	Condon State – Pauling Field	Yes	Basic	IV	IV	B-I
Cornelius	Skyport Airport			V	V	B-I
Corvallis	Corvallis Municipal Airport	Yes	Regional	II	II	C-II
Cottage Grove	Cottage Grove State Airport	Yes	Basic	IV	IV	B-I (Small)
Crescent Lake	Crescent Lake State Airport			V	V	A-I (Small)
Creswell	Creswell - Hobby Field	Yes	Local	IV	IV	B-I (Small)
Culver Lake	Billy Chinook Airport			V	V	B-I
The Dalles	Columbia Gorge Regional Airport/The Dalles Municipal Airport	Yes	Local	III	III	B-II
Denmark	Cape Blanco State Airport			V	V	B-II
Enterprise	Enterprise Municipal Airport			V	V	B-I
Estacada	Valley View Airport			V	V	A-I
Eugene	Mahlon Sweet Field	Yes		I	I	C-III
Florence	Florence Municipal Airport	Yes	Local	IV	IV	B-I (Small)
Gates	Davis Field			V	V	A-I
Gleneden Beach	Siletz Bay State Airport	Yes	Basic	IV	IV	B-I (Small)
Gold Beach	Gold Beach Municipal Airport	Yes	Basic	IV	IV	B-I
Grants Pass	Grants Pass Airport	Yes	Local	III	III	B-II
Hermiston	Hermiston Municipal Airport	Yes	Regional	III	III	B-II
Hillsboro	Stark's Twin Oaks Airport			V	V	A-I
Hood River	Ken Jernstedt Airfield	Yes	Local	IV	IV	A-II (Small)
Hubbard	Lenhardt Airpark			IV	IV	B-I
Imnaha	Memaloose Airport (USFS)			V	V	B-I
Independence	Independence State Airport	Yes	Local	IV	IV	B-I (Small)
John Day	Grant County Regional / Ogilvie Field	Yes	Basic	III	III	B-I
Joseph	Joseph State Airport	Yes	Basic	IV	IV	B-I
Klamath Falls	Crater Lake-Klamath Regional	Yes	Regional	I	I	D-IV
La Grande	La Grande / Union County Airport	Yes	Local	III	III	C-IV
Lakeside	Lakeside Municipal Airport			V	V	B-I
Lakeview	Lake County Airport	Yes	Basic	III	III	B-II
Lebanon	Lebanon State Airport	Yes	Local	IV	IV	B-I

Associated City	Airport Name	NPIAS 2019	NPIAS Category	OAP v6.0	OAP v6.0 2007	FAA ARC
Lexington	Lexington Airport	Yes	Basic	IV	IV	B-II
Madras	Madras City-County Airport	Yes	Local	IV	IV	B-II
Malin	Malin Airport			V	V	A-I
Manzanita	Nehalem Bay State Airport			V	V	A-I
McDermitt	McDermitt State Airport	Yes	Basic	V	V	B-I
McKenzie Bridge	McKenzie Bridge State Airport			V	V	A-I
McMinnville	McMinnville Municipal Airport	Yes	Regional	II	II	D-II
Medford	Rogue Valley International – Medford Airport	Yes		I	I	D-IV
Monument	Monument Municipal Airport			V	V	A-I
Myrtle Creek	Myrtle Creek Municipal Airport	Yes	Basic	IV	IV	A-I (Small)
Newberg	Chehalem Airpark			IV	IV	A-I
Newberg	Sportsman Airpark	Yes	Unclassified	IV	IV	A-I
Newport	Newport Municipal Airport	Yes	Regional	II	II	B-II
North Bend	Southwest Oregon Regional Airport	Yes		I	I	C-III
Oakridge	Oakridge State Airport			V	V	A-I
Ontario	Ontario Municipal Airport	Yes	Local	III	III	B-II
Owyhee	Owyhee Reservoir State Airport			V	V	A-I
Pacific City	Pacific City State Airport			V	V	A-I
Paisley	Paisley Airport			V	V	A-I
Pendleton	Eastern Oregon Regional Airport	Yes	Regional	I	I	C-III
Pinehurst	Pinehurst State Airport			V	V	A-I
Portland	Portland International Airport	Yes		I	I	D-V
Portland	Portland Downtown Heliport	Yes	Unclassified	II	II	
Portland	Portland Hillsboro Airport	Yes	National	II	II	C-III
Portland	Mulino State Airport	Yes	Local	IV	IV	B-II
Portland	Portland Troutdale Airport	Yes	Local	II	II	B-II
Powers	Powers Hayes Field			V	V	A-I
Prineville	Prineville Airport	Yes	Local	IV	IV	B-II
Prospect	Prospect State Airport			V	V	A-I
Redmond	Redmond Municipal - Roberts Field	Yes		I	I	C-III
Rome	Rome State Airport			V	V	B-II
Roseburg	Roseburg Regional Airport	Yes	Regional	III	III	B-II
Roseburg	George Felt Airport			V	V	B-I
Salem	McNary Field	Yes	Regional	II	I	C-II

Chapter 4, Airport Functional Roles






Associated City	Airport Name	NPIAS 2019	NPIAS Category	OAP v6.0	OAP v6.0 2007	FAA ARC
Sandy	Country Squire Airpark			V	V	A-I
Sandy	Sandy River Airport			V	V	B-I
Santiam Junction	Santiam Junction State Airport			V	V	A-I (Small)
Scappoose	Scappoose Industrial Airpark	Yes	Local	II	II	B-II
Seaside	Seaside Municipal Airport	Yes	Unclassified	IV	IV	B-I (Small)
Silver Lake	Silver Lake USFS Strip			V	V	A-I
Sisters	Sisters Eagle Air Airport			IV	IV	B-I
Sunriver	Sunriver Airport	Yes	Unclassified	IV	IV	B-II
Tillamook	Tillamook Airport	Yes	Local	III	III	B-II
Toledo	Toledo State Airport			V	V	A-I
Vale	Miller Memorial Airpark			V	V	B-I
Vernonia	Vernonia Airfield			V	V	A-I
Waldport	Wakonda Beach State Airport			V	V	A-I
Wasco	Wasco State Airport	Yes	Unclassified	IV	IV	B-I (Small)

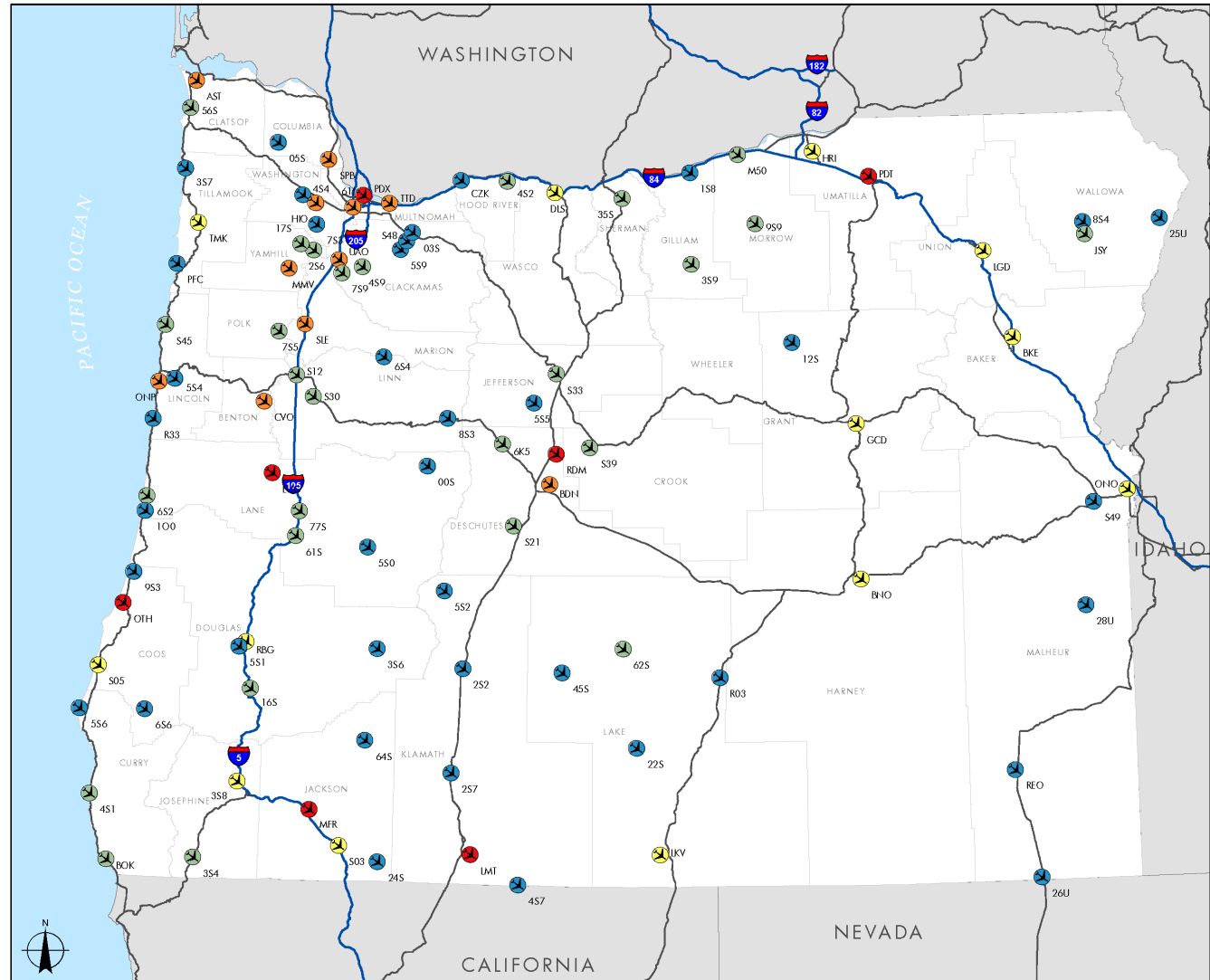
Source: FAA NPIAS 2019 (published Sept. 2018), FAA Asset Study 2012 and 2014, OAP v6.0, Century West Engineering, Aviation



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FIGURE 4-1: OAP V6.0 AIRPORT FUNCTIONAL ROLES

- AIRPORTS BY ROLE
-  I - COMMERCIAL SERVICE
 -  II - URBAN GENERAL AVIATION
 -  III - REGIONAL GENERAL AVIATION
 -  IV - LOCAL GENERAL AVIATION
 -  V - REMOTE ACCESS/EMERGENCY SERVICE



Source: Aviation, OAP 2007 and OAP v6.0



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