

Air Freight and Passenger

Take Care of the System That We Have

Critical Needs in the areas of:

- Continue the Pavement Maintenance Program to maintain hard surfaces (aprons, taxiways and runways) at public-use airports in good condition.....
- Maintain airside airport infrastructure (aprons, taxiways, runways, and navigation lighting) in a safe and operable condition
- Rebuild existing failed airside facilities.....
- Maintain landside airport infrastructure (terminal areas, fire services, etc) in a safe and operable condition.....
- Rebuild existing failed landside facilities
- Mitigate environmental issues (i.e., drainage, noise, wetlands, etc).....
- Maintain and replace equipment (i.e., tractors, mowers, snow plows, etc.) used to maintain facilities
- Keep airports open during natural disasters.....
- Maintain compatible land uses on and surrounding airports
- Protect airports and airport (airspace) overlays from encroachment

Make the System Work Better

Critical Needs in the areas of:

- Upgrade airside facilities to meet current and forecasted demands.....
- Upgrade landside facilities to meet current and forecasted demands
- Improve the availability of surface transportation to and from airports
- Improve all-weather flight access to airports by adding instrument approaches and procedures
- Develop system coordination for large-scale disasters and emergency response.....
- Improve airport signage and markings where deficient on aprons, taxiways, and runways .
- Improve airport services (i.e. fuel, aircraft maintenances, pilot flight planning rooms, etc.)
- Add facilities, such as public restrooms, heliports, agricultural applicator pads, aircraft wash pads, etc.) where most needed
- Install energy efficient (L.E.D.) runway/taxiway lighting systems
- Install perimeter fencing and electric gates for security enhancement
- Install security cameras.....

Improve Safety

Critical Needs in the areas of:

- Install Automated Surface Observation Systems and Automated Weather Observation Systems (ASOS/AWOS) to improve airport weather reporting capabilities
- Improve airport fire protection and suppression.....
- Equip first responders with the tools necessary to address aviation incidents/accidents
- Prioritize and implement specific airport safety improvement projects, such as obstruction removal
- Install perimeter fencing for wildlife management.....
- Improve apron, taxiway, instrument approach lighting capability (ground/flight safety, security, etc.).....

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- Preserve and improve runway safety areas, protection zones, and approach clearance
- Educate pilots, airport crews, and others involved on current airport operations and procedures

Increase Capacity

Critical Needs in the areas of:

- Develop efficient and effective air passenger services where market demand is evident to/from Oregon destinations
- Develop efficient and effective air freight services where market demand is evident to/from Oregon destinations
- Coordinate/connect with other transportation modes to move people and freight effectively
- Add instrument approaches to increase system capacity
- Improve the air traffic control system.....
- Increase and improve runway length and weight bearing capacity at high-demand airports
- Develop and improve all weather capability at identified airports with enhancements to runway length, markings/lighting systems, and instrument approaches.....
- Expand airport infrastructure to meet both air and landside demands.....
- Acquire land for airport development and to protect airports from incompatible adjacent land uses.....
- Develop airports or heliports in selected areas to relieve air traffic congestion and for emergency uses
- Strengthen land use and zoning laws to ensure airports remain as a vital transportation link

Current Status ... Gathering Information to Quantify Need

Available Resources:

- Oregon Transportation Plan Update
- 2000 Aviation System Plan
- Aviation System Plan Update (underway)
- Economic Impact Study (underway)
- Aviation Master Plan (underway)

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Background

Oregon's statewide system of airports consists of over 400 public- and private-use airports. Of these 101 are public-use airports. Services are provided to airline passengers, general aviation travelers, air cargo, air ambulance and military users and for numerous businesses, agricultural and resource management activities, including fire suppression. While most air transportation services are provided by the private sector, the airport facilities are primarily owned and managed by public entities, including the state, city and county governments, ports, and federal agencies.

Portland International Airport dominates Oregon's air service, providing about 90 percent of the state's commercial passenger service and 97 percent of the state's enplaned cargo. The Eugene, Klamath Falls, North Bend, Redmond, Medford, and Pendleton airports also have commercial air passenger service. Newport, Corvallis, Salem, and other locations no longer have commercial air service, but did at one time.

The Oregon Transportation Plan is the state's long-range multimodal transportation plan. It is an overarching policy document that focuses on state, local and public aspects of Oregon's transportation system. Identifying what should be done to maintain and improve the transportation system ("feasible needs") is a major component of the Plan.

The 2006 update of the Plan estimated the difference between the local, state and federal resources that are available and those that would be required to meet "feasible needs," based on the *2000 Oregon Aviation Plan*. The annual resources for aviation infrastructure maintenance and improvement were estimated to be \$69 million (2004 dollars). Feasible needs were estimated to be about \$178 million (2004 dollars), leaving an annual gap of about \$109 million.

The Oregon Department of Aviation is conducting several studies to assess the condition of the existing aviation infrastructure, the economic benefit of the aviation industry, and the passenger demands for air service. These include:

- An update of the State Aviation System Plan. The update will inventory existing facilities at each airport, assess its current conditions and future needs, and its role in the state's overall aviation system.
- An Economic Impact Study. The Study will document and quantify the value of the aviation system to Oregon's economy and to the economies of communities where they are located.
- A State Aviation Master Plan. Each airport has an airport master plan and airport layout plan. These plans guide growth and development for the airport. The State Aviation Master Plan will be a comprehensive plan to address all the public-use airports in Oregon. It will identify improvements for individual airports, as part of the larger state system, to meet the needs of tourism, economic development, and transportation services for each community and the state as a whole.

The Oregon Department of Aviation's planning effort is underway. While areas for investment have been identified, the studies have not reached the stage where investment needs have been quantified.