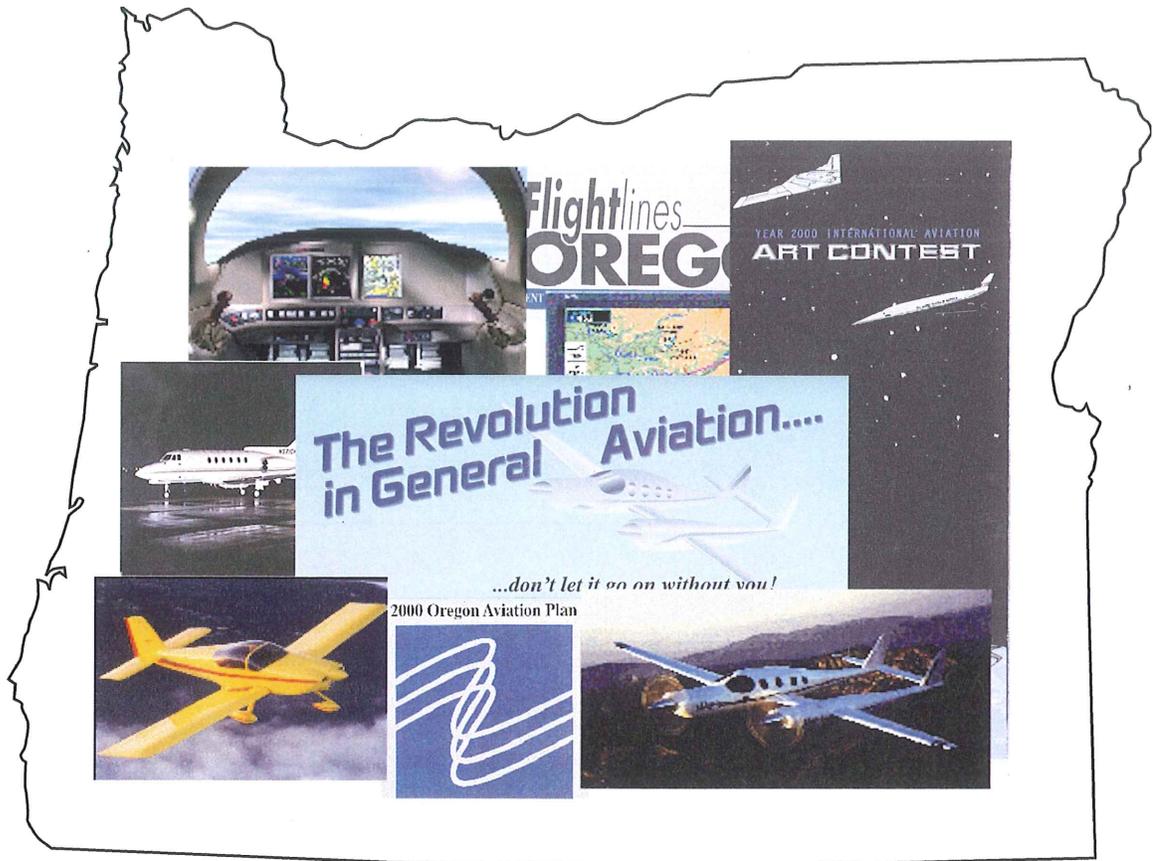


Annual Report 2000



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FROM THE DIRECTOR'S DESK

This year has been a landmark year for Oregon Aeronautics. The 1999 Oregon Legislature created the Oregon Department of Aviation and the State Aviation Board. I was appointed as the Director of the new department in February. In May Daren Griffin joined the staff as State Airports Manager.

During 2000 Aeronautics set the pace for the new Department. Eager to begin promoting the healthy Oregon aerospace industry and to educate the public about the rapid technological advances, we co-sponsored the conference *The Revolution in General Aviation*. During this time Aeronautics began hosting quarterly Aviation Town Hall Meetings around the state to let Oregon's citizens know how the new department can help them and to hear from the public what we should be doing. We signed a Memorandum of Understanding with the Federal Aviation Administration agreeing to combine resources to increase aviation safety in Oregon and have been meeting with FAA staff quarterly to review state safety issues.



The new Oregon Department of Aviation is focused on providing a safe, progressive, efficient transportation and recreational resource for the citizens of Oregon. We're committed to equity and accountability in the management of our own airports and the promotion and support of the other aviation assets around the state.

The production of this Annual Report meets our new statutory requirement to report to the State Aviation Board on the work of the Department. But, more importantly, it is our opportunity to reflect on the challenges the industry faces, track our progress, and show accountability. In your review of this document I think you'll be impressed with the work that my staff does. I know I am.

A handwritten signature in cursive script that reads "Ann B. Crook". The signature is written in dark ink and is positioned above the printed name and title.

Ann B. Crook
Director

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INTRODUCTION TO THE DEPARTMENT

The Oregon Department of Aviation's goals include developing aviation as an integral part of Oregon's transportation network; creating and implementing strategies to protect and improve Oregon's aviation system; encouraging aviation-related economic development; supporting aviation safety and education; and increasing commercial air service and general aviation in Oregon.

The agency's activities are funded solely by user fees. State aviation fuel taxes, aircraft registrations, leases and agreements on state-owned airports, and airport licensing fees support Aeronautics programs. Net revenues from pilot registration fees are transferred to the Oregon State Police Office of Emergency Management (OEM) and used solely for air search and rescue.

THE STATE OF THE STATE'S SYSTEM

STATE INVESTMENTS

During FY 2000, Aeronautics prepared to implement both the new statewide pavement maintenance program, and the Financial Aid to Municipalities (FAM) program. These programs represent significant increases in the state's financial investment in its aviation system.

FAM grant awards totaled \$100,000. Nearly \$650,000 in state revenue was available for project engineering and pavement maintenance work during this first year of the new pavement maintenance program.

More information about these state investments can be found on pages 11 and 14 of this report.

FEDERAL INVESTMENTS

Federal AIP funds committed to Oregon projects in federal fiscal year 2000 totaled \$24,179,874. Of those funds, \$19,147,212 was for projects at Oregon's commercial service

airports, and \$5,034,662 for work at general aviation airports around the state. Information about those projects follows:

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2000 Federal AIP Project Descriptions by Airport

Albany Municipal Airport

Received AIP grant in the amount of \$458,309 to rehabilitate taxiway and parking apron, construct new taxiway, and install rotating beacon.

Burns Municipal Airport

Received AIP grant in the amount of \$1,565,255 to rehabilitate runway and parking apron and install runway lighting, signage and nav aids.

Corvallis Municipal Airport

Received AIP grant in the amount of \$97,645 for master plan update.

Eugene Airport

Received AIP grant in the amount of \$3,617,562 to improve runway safety area, install guidance signs, construct service road and acquire handicap passenger lifts.

Florence Municipal Airport

Received AIP grant in the amount of \$186,890 to install perimeter fencing.

Klamath Falls Airport

Received AIP grant in the amount of \$650,000 to rehabilitate existing aircraft parking apron and construct new apron.

Rogue Valley International – Medford

Received AIP grant in the amount of \$4,663,803 to rehabilitate and extend runway, extend taxiways, install lighting and navigation aids, and update airport layout plan.

Newport Municipal

Received AIP grant in the amount of \$1,285,866 to improve runway safety area, construct taxilane, install perimeter fencing, remove obstructions, install beacon, install lighting and navigational aids, and update airport layout plan.

North Bend Airport

Received AIP grant in the amount of \$195,987 to update master plan.

Oregon Aeronautics

Received AIP grants in the amount of \$295,813 to update airport layout plans for Boardman, Condon State and Wasco State airports; and for statewide system planning.

Pendleton Airport

Received AIP grant in the amount of \$181,082 to update master plan, including pavement maintenance plan.

Portland International Airport (Port of Portland)

Received AIP grants in the amount of \$7,409,800 to rehabilitate taxiway and construct deicing containment facility.

Redmond Airport

Received AIP grants in the amount of \$1,043,467 to rehabilitate parking apron and install perimeter fencing.

Troutdale Airport (Port of Portland)

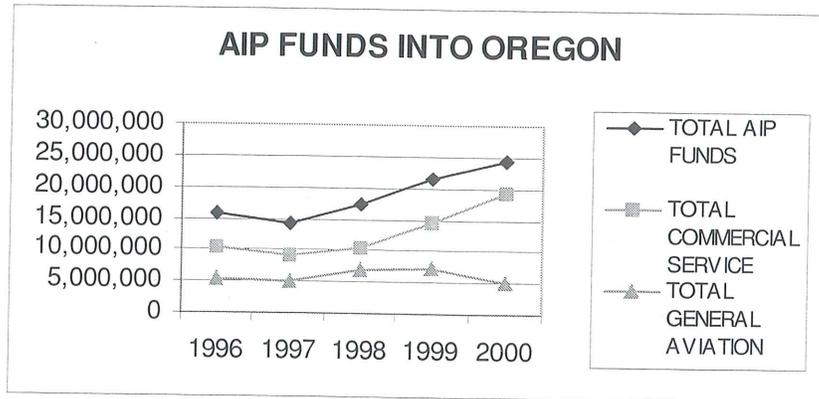
Received AIP grant in the amount of \$90,000 to update airport master plan.

✈OREGON DEPARTMENT OF AVIATION✈

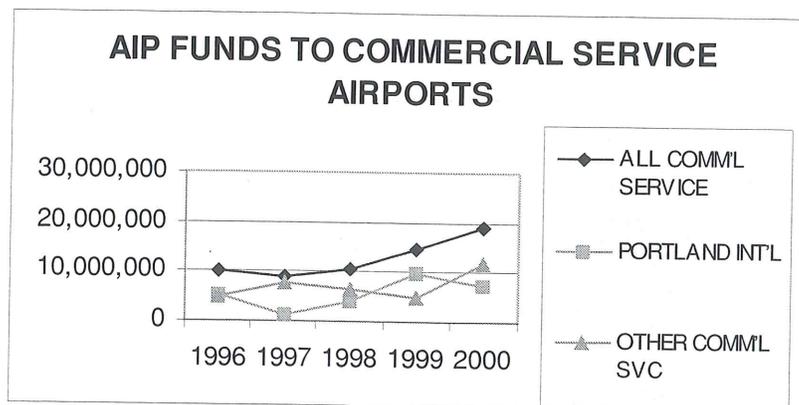
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Trends in Federal Funding

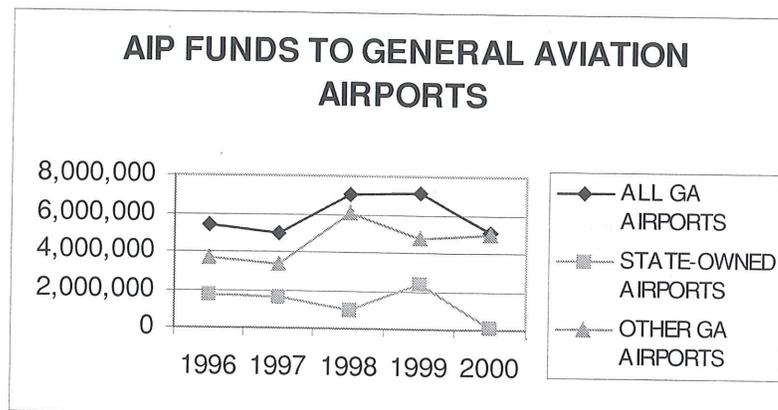
The following chart shows the allocation of federal funds to Oregon's commercial service and general aviation airports in federal fiscal years 1996 - 2000:



The following chart shows how the AIP funds granted to commercial service airports were allocated between Portland International Airport and all of the state's other eight commercial service airports:



Oregon has a total of 48 general aviation airports that are eligible for federal funds. The state owns 11 of them. The following chart shows how the AIP funds granted to general aviation airports were allocated between state-owned airports and the state's other general aviation airports:

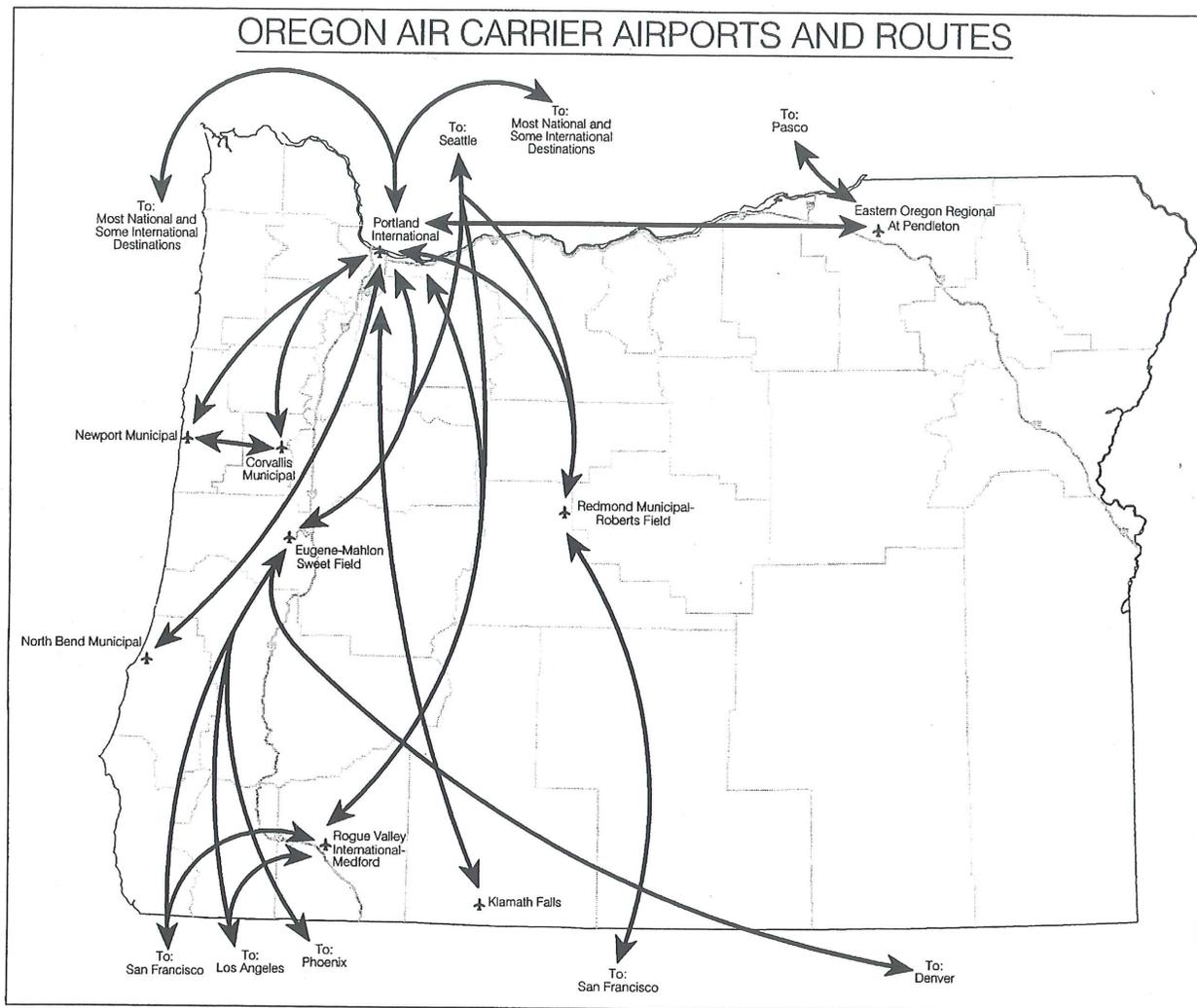


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COMMERCIAL AIR SERVICE

The availability of convenient, reliable and affordable commercial air service is another key component of our state's aviation system. The following diagram shows the Oregon airports offering commercial service at the end of FY 00, and the destinations that could be reached from those airports.



During fiscal year 99-00, nine Oregon airports offered commercial service:

- Portland International
- Eugene Airport
- Rogue Valley International – Medford
- Redmond Airport
- Klamath Falls Airport
- North Bend Airport

- Eastern Oregon Regional Airport at Pendleton
- Newport Airport
- Corvallis Airport

Of these nine, Portland, Eugene, and Medford offer jet service.

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Portland is served by 17 carriers including American, Continental, Delta, Frontier, Hawaiian Air, Northwest, Southwest, TWA, and United Airlines. Portland is also served by 15 cargo carriers. Direct service is available from Portland to 44 cities throughout Oregon and the nation. Currently direct, non-stop international flights are also available to Tokyo and Nagoya Japan via Delta Airlines. However, Delta announced this fall that they would be discontinuing those flights in April 2001. At that point no direct international passenger service will be available in Oregon.

Eugene is served by America West, Horizon, United, and United Express with direct service to Portland, Seattle, Denver, San Francisco, Los Angeles, and Phoenix.

Medford is served by Horizon, United, and United Express with direct service to Portland, Seattle, San Francisco and Los Angeles.

Redmond is served by Horizon and United Express with direct service to Seattle, Portland, and San Francisco.

Pendleton offers direct flights to Portland and Pasco, Washington on Horizon Air.

Klamath Falls and North Bend have direct flights to Portland with Horizon Air.

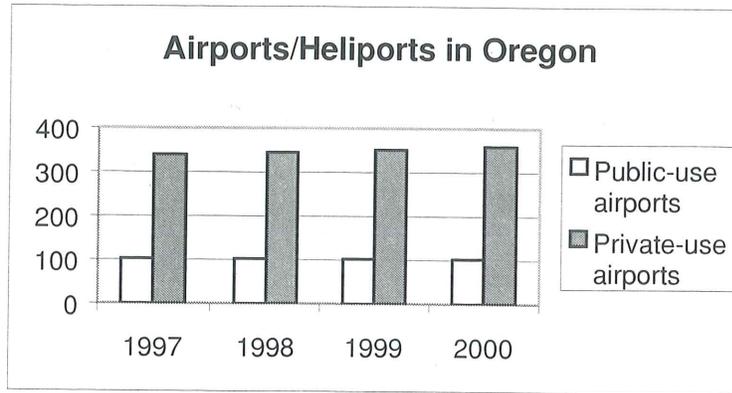
Newport and Corvallis have been served by Harbor Air with routes between the two cities and Portland. In June of 2000 Harbor Air announced that they were losing money on this route. [In November 2000, despite attempts by the communities of Newport and Corvallis and the Oregon Department of Aviation to make these routes sustainable, Harbor Air suspended this service.]

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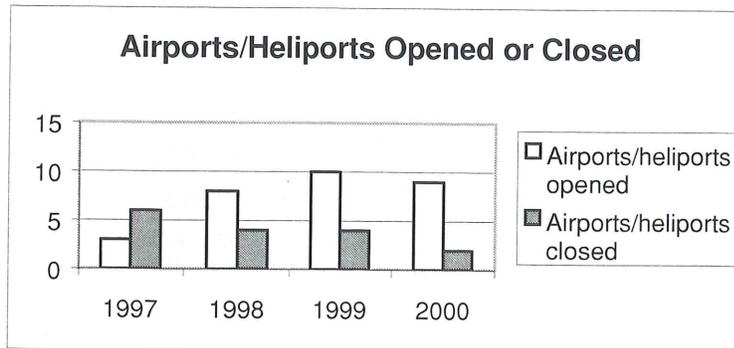
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AIRPORTS IN THE STATE

The following graphs provide information about the current number of airports in the state:



The number of airports open to the public has remained constant since 1997. The number of private-use airports has gradually increased since 1997. The following chart shows that trend. All of the airports opened or closed have been in the private use category.



Oregon aviation system airports perform many important functions in the state's transportation system, ranging from providing scheduled passenger and air freight service to providing emergency and community access. A map identifying the state's system airports by category can be found in Appendix A of this report.

Nine of the 31 state-owned airports do not meet normal dimensional standards and have been designated as "State Warning Airports." They require special techniques, procedures and pilot understanding for safe use. The state warning airports are identified in Appendix B of this report.

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ACCOMPLISHMENTS

During Fiscal Year 2000 (July 1, 1999 through June 30, 2000), Aeronautics staff worked hard to prepare for the official transition into the Oregon Department of Aviation. In addition, the agency:

- Co-sponsored a very successful aviation conference with Oregon State University, re-establishing an important partnership with that institution.
- Prepared to do pavement maintenance work at 22 airports around Oregon under the new statewide Pavement Maintenance Program.
- Guided the Oregon Aviation Plan through public comment and approval by the Oregon Transportation Commission.

THE REVOLUTION IN GENERAL AVIATION

When nearly 150 people gathered in mid-June on the Oregon State University (OSU) campus to learn more about the **Revolution in General Aviation**, their comments included, "one of the best conferences I've ever been to," . . . "there are TOO MANY good sessions - how do I



D. Scott Eberhardt, PhD, Univ. of Washington & Andy Klein, PhD, OSU Transportation Research Institute, visit with other conference attendees between sessions.

choose?" . . . "I've needed this information for years," . . . "the conference introduced me to business contacts I couldn't have made on my own," . . . "the food was good, the speakers were good, the location was good, and the aviation art was a treat!" and "are you doing this again?"

Conference attendees got practical information that will help them attract businesses, fund airport improvements, bring infrastructure



Gary Judd, Grant Co. Airport Manager & his son were able to double up on conference sessions.

improvements such as sewer and water to their airports, and develop zoning ordinances to protect their airports and help them to remain good neighbors.

From aviation and avionics manufacturers, NASA and the FAA they learned about the changes that technology is bringing to general aviation. They learned about the value of business aviation for companies, airports and communities. They got a glimpse of what the future may look like, as general aviation becomes a quick, safe, practical alternative to the highway and the "hub and spoke" commercial aviation system. And they took full

Pete Williamson, Manager, Port of St. Helens & Buck Taylor, Corvallis Airport Manager, discuss the just-concluded economic development session.



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advantage of their opportunity to get more information and ask questions of the conference speakers.

Exciting times are ahead for the general aviation industry, and Oregon is a key player in the revolution.

OSU professor Ken Funk spoke for all of the conference organizers when he said, "The conference was a success! I look forward to the challenges that will come about as a result of the conference and hope that the Oregon Department of Aviation, the Oregon aviation

industry, and OSU will have the opportunity to collaborate closely in the future."



OSU professor Ken Funk and students at OSU's computer simulator being used in human factors research.

PAVEMENT MAINTENANCE PROGRAM

The statewide Pavement Maintenance Program approved by the 1999 legislature will result in more than \$1 million in annual revenue when fully implemented. These funds are to be used solely for the protection and preservation of airport pavement surfaces (runways, taxiways, and aircraft parking aprons) at airports around the state.

Aeronautics has been coordinating a program to measure airport pavement condition statewide for more than a decade. Our staff was aware of the urgent pavement maintenance needs at airports around the state and determined not to wait for a full year's revenue before planning for the first year's work. They developed a program based on the anticipated first eight months of fuel tax collections, approximately \$725,000. The airport pavement selection was based on the pavements' ranking on the statewide Pavement Condition Index (PCI).

Twenty-two airports were scheduled to receive needed work in mid- to late-summer. The first year's program is very aggressive and will be a learning experience for all.

Airports included in this first year's program are:

Albany Municipal	Hermiston Municipal
Ashland Municipal	Hood River Municipal
Astoria Regional	Lexington-Morrow County
Aurora State	Madras City-County
Bandon State	McMinnville Municipal
Bend Municipal	Myrtle Creek Municipal
Christmas Valley	Newport Municipal
Condon State	Ontario Municipal
Creswell Municipal	Prineville Municipal
Florence Municipal	Scappoose Industrial Airpark
Grants Pass Municipal	Wasco State

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THE OREGON AVIATION PLAN

After more than 1½ years of input from a 32-member plan advisory committee, Aeronautics' Aviation Advisory Committee, constituents and the public, the Oregon Aviation Plan was adopted by the Oregon Transportation Commission at their March 2000 meeting.

The plan contains ten policy areas that will guide the state in protecting, maintaining and developing public-use airports in Oregon. Policy topics include land use compatibility, safety, economic development, and connectivity with other modes of transportation for people and freight.

Some policies deal with funding – both obtaining sufficient funds for Oregon's aviation needs and prioritizing use of available funds. The system element of the plan identifies nearly \$275 million of needs over the next 20 years, simply to preserve the state's airport system to the minimum standards set by the plan. The

plan predicts an unmet need of about \$98 million over that 20-year period.

A set of five strategies recommends how to prioritize use of limited funds to gain maximum benefit. The five strategies were designed to work together as part of a coordinated program. One key strategy identifies five categories for the state's 101 public-use airports and identifies 68 of them as Oregon's core system of airports. Those core system airports have the highest priority for investment.

The Oregon Aviation Plan concludes a series of modal plans that implement the Oregon Transportation Plan (OTP). The 1992 OTP provides overall guidance for department policies. Individual modal plans establish policies within their own areas and make recommendations for implementing those policies.

FY '99 CHALLENGES

In the FY 99 annual report, we reported on three major challenges that would be facing us in FY 00:

- Leasing issues
- Management and structural changes, and
- Uncertain federal funding.

This year we are pleased to report on what has been accomplished to date in each of these areas:

Leasing Issues

In fiscal year 2000 Airport Business Solutions, a consulting firm, was hired to develop a set of minimum standards for commercial aeronautical activities at the four categories of state-owned

airports. Minimum standards are a common practice at airports of all sizes and recommended by the Federal Aviation Administration. The consultants visited most of the state-owned airports and several non state-owned airports to obtain background information for their recommendations. The consultants will also recommend a standard leasing policy and a rates and charges policy. Though this process will not be completed until the summer of 2001, there will be ample public input, the documents will be standardized and pertain to the specific issues at Oregon's airports, and the final policy will be reviewed and adopted by the State Aviation Board.

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Management & Structural Changes

The transition from a division of the Department of Transportation to the Department of Aviation was exciting and difficult for our small staff. During fiscal year 2000 most of the uncertainty the agency had been facing was replaced with the concrete tasks associated with completing our transition. In February 2000 Ann Crook was appointed by the Governor and confirmed by the Senate as the first Director of the Oregon Department of Aviation. Soon after her appointment, Crook hired Daren Griffin as the permanent State Airports Manager. These two make up the management team that led the agency through the structural transition. Most complex were the accounting and computer support functions. The accounting structure for the agency had to be completely rewritten to match the Department of Administrative Services' accounting system. The computer networks had to be reconfigured to delete Aviation users from the ODOT system and add them to the Department of Administrative Services system. The entire agency transition required diligent effort on the part of ODA, ODOT, and DAS staff.

Uncertain Federal Funding

2000 was a banner year for Oregon's airports as Congress introduced long-needed stability to the Federal Airport Improvement Program. The Aviation Investment and Reform Act for the 21st Century, also known as AIR-21, was signed in April. This bill authorizes the Airport Improvement Program for three years. The funding level is increased 64% over previous years. In addition to overall increased funding, there are a number of new elements in the program. Two key provisions do the following:

- Allow commercial service airports to increase the passenger facility charge they assess from \$3.00 per passenger to \$4.50 per passenger, and
- Provide entitlement grants to general aviation airports.

The Department of Aviation is ready to provide technical and funding assistance to communities to maximize the benefits from this congressional action.

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Our staff worked hard to meet its goals in other areas, as well.

- We reached out to communities with financial and technical assistance.
- We traveled to communities around the state.
- We provided aviation education resources.
- We prepared for two capital improvement projects and did maintenance work on state-owned airports.
- We increased compliance with Oregon's pilot registration requirements.

FINANCIAL AID TO MUNICIPALITIES

The Aeronautics' Financial Aid to Municipalities (FAM) grant program was funded at \$200,000 for the 99-01 biennium. Grants were allocated in FY 00 for help with the following projects:

- **Boardman Airport:** paving the aircraft apron and tiedown area
- **Burns Municipal Airport:** matching funds for a federally funded construction project
- **Corvallis and Newport Municipal Airports:** commercial air service study
- **Curry Coast Airpark:** new aircraft parking apron
- **Gold Beach Municipal Airport:** runway study
- **Illinois Valley Airport:** mini-Airport Layout Plan (ALP)
- **Lexington Municipal Airport:** Automated Weather Observation System (AWOS)
- **Prineville:** wind study

The program is funded at \$100,000 for FY 01. We have requested an increase in program funding for the 01-03 biennium, to a program level of \$300,000.

LAND USE PLANNING:

Following the 1999 adoption of administrative rules to implement land use planning requirements around Oregon's airports, Aeronautics staff began efforts to help communities implement those requirements and

help with other land use planning issues. Key accomplishments were:

- Partnering with the Department of Land Conservation & Development to determine eligibility and methods for implementing the new land use planning requirements.
- Contracting with an Oregon land-use specialist to develop model airport zoning ordinances. Our goal is to help ease the burden on local communities that must develop zoning language to conform to the intent of the new requirements. Those model ordinances should be completed by late summer.
- Establishing a contract with the U.S. Department of Agriculture-APHIS Wildlife Services to investigate and provide comment and recommendations about wildlife hazards near Oregon airports. Availability of this service will allow communities around the state to obtain input from federal experts in this area.

OUTREACH

In addition to continuing to communicate through our newsletter and web site, we undertook two significant new efforts this year:

Town Hall Meetings

In December we began hosting a series of quarterly aviation town hall meetings at locations around the state. This program has two main goals: to inform local governments,

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residents and aviation system users about the products and services we can provide; and to hear their ideas and answer their questions. During FY 00 members of our staff traveled to Lincoln City, Grants Pass and Baker City. Feedback from these meetings has been consistently positive. Our current schedule will keep us on the road through 2005.

Education

- We sponsored Oregon's involvement in the International Aviation Art Contest for the first time in well over a decade. This prestigious international contest targets school children ages six through 17. Our agency received over 300 entries for the contest. Thanks to a partnership with the Oregon Airport Management Association, we were able to offer U.S. Savings Bonds to Oregon's first, second, and third-place winners in all three age categories. We hope to have even more participants in the 2001 contest.
- We also began to build our library of aviation education resource materials for loan to educators around the state. We corresponded with every school registered in the state for grades K-12 and provided videos and curriculum materials to teachers from Cave Junction to Seneca to Yamhill.
- Our office stepped in to take on a much more central role in the planning and preparations for September's Oregon Air Fair in Albany. This is a huge undertaking but an important one to Oregon's aviation system users.

STATE-OWNED AIRPORTS



Robert E. Lee; Dan Evey, maintenance supervisor; Jim Johnson

Safety

We want to publicly commend our state-owned airport maintenance unit

for their own safety record. While they have been working to improve safety at state-owned airports, they have kept an amazing personal safety record. The three-person unit has not had a single lost-time injury accident since each



Jim Johnson, Robert E. Lee

member started with us –15 years, 14 years, and 8 years ago! Although these remarkable people drive all over the state (last year alone they drove

over 60,000 miles working to keep our airports in good shape), their **ONLY** vehicle accident occurred **13** years ago!



Jim Johnson & Robert E. Lee at the Independence State Airport

Safety improvements were made or mitigating actions taken, at a number of the state-owned airports this year:

- Trees that were obstructing the approaches the Cascade Locks, McKenzie Bridge, and Aurora state airports were removed.
- The Pinehurst runway was overlaid and re-marked.
- The runway shoulders were reshaped to enhance pilot safety at Toledo, Siletz Bay, Cascade Locks, Prospect and Pinehurst state airports.

Projects and Contracts

In late September 1999, the FAA issued grant offers to Aeronautics for improvements to the Independence and Aurora state airports. Engineering contracts were negotiated and approved by the FAA, project design was completed and both projects were advertised

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and bid during the winter months. Construction was scheduled for summer 2000, as early as weather permits.

The Independence project will provide both safety and operational improvements at the airport. Safety work includes obstruction removal, improved navigational aids, and shifting the runway. Operational improvements include a runway overlay that will extend the pavement life by 10 years, reconstruction of the parallel taxiway and aircraft parking apron, and construction of a new taxiway.

The work at Aurora will involve relocation and improvement of the airport's midfield aircraft parking apron. The relocated apron will meet current FAA design and safety standards and

will provide additional aircraft parking. This year's effort will be the first phase of a two-year project.

PILOT REGISTRATION

In an effort to increase compliance with the state requirement that Oregon pilots be registered with us, we compared our records with those of the FAA and contacted all unregistered pilots in the state. As a result of that work, we received nearly 1,300 new registrations, and over 600 pilots renewed their expired registrations. More than \$20,000 in revenue was generated. That money is reserved for the needs of Oregon Emergency Management in coordinating Oregon's air search and rescue program.

OTHER AGENCY ACCOMPLISHMENTS IN FY 00 INCLUDE THE FOLLOWING:

A federal grant was awarded to inspect pavements 19 airports this year as part of an ongoing 3-year cycle. This information is used to determine needed maintenance projects for the recently developed Pavement Maintenance Program.

Development of Airport Layout Plans in partnership with the communities of Hermiston, Lexington and Lake Co. were nearing completion at the end of the fiscal year. Aeronautics administers plan development for smaller communities around the state. The FAA funds this program at 90%. Local airport owners provide the 10% matching share.

We also:

- Reviewed and commented on over 360 proposals to construct cellular towers around the state.
- Set up a lease aging statement to permit accurate tracking of delinquent payments
- Re-striped five state-owned airports, consistent with our goal of re-striping all airport pavements every three-five years.
- Slurry sealed runway surfaces at Joseph, Prospect and Pacific City airports, moving closer to our goal of maintaining state-owned airport pavements to a pavement condition index of 50 or above.
- Distributed quarterly newsletters on schedule and expanded information available on our web site.
- Completed project close-out for Chiloquin State Airport improvement project and submitted documentation to the FAA.

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BUDGET

REVENUE

Aeronautics' revenues come from user fees. No General Fund revenue is used. Key state revenue sources are:

- 1 ¢ per gallon jet fuel tax
- 6 ¢ per gallon aviation gasoline (avgas) tax (increased to 9 ¢ per gallon on 7/1/00)
- Annual aircraft registration fees
- Proceeds from leases and agreements on the 31 state-owned airports
- Other miscellaneous fees (aircraft dealer's license, airport license fees, site investigation fees, etc.)

The jet fuel tax rate increased from ½ ¢ to 1 ¢ and the avgas rate increased from 3 ¢ to 6 ¢ per gallon in October 1999. An additional 3 ¢ avgas tax increase approved by the 1999 legislature took effect on July 1, 2000. Those increases are dedicated to the agency's new statewide pavement maintenance program.

All of the federal funds received for airport projects come from Federal Aviation Administration aviation user fees, primarily federal fuel taxes and airline ticket taxes. The FAA authorizes grants for:

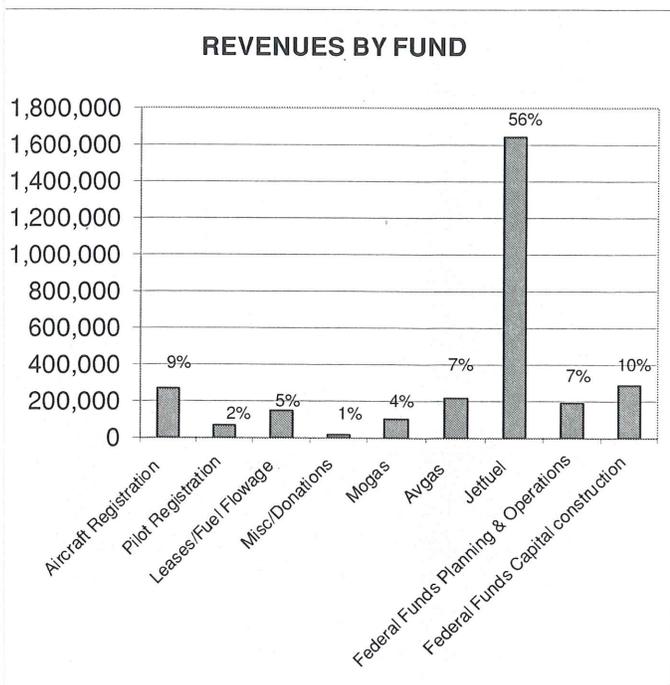
- state aviation system planning
- public-use airport planning
- airport capital improvements

FAA grants cover 90 percent of project costs and require a 10 percent match. Last year these federal funds amounted to 17% of the division's total revenue.

The FAA also funds a nationwide airport safety inspection program. In Oregon, Aeronautics conducts these inspections under contract with the FAA.

In FY 00 Aeronautics' total revenues were \$2.96 million. Federal funding provided \$195,000 for planning and operations and \$289,000 for capital construction. State fuels taxes totaled \$1.65 million from jet fuel, \$217,000 from avgas, and \$105,000 from mogas. Aircraft registration fees totaled \$272,000 and leases & fuel flowage \$147,000.

Aeronautics also collects bi-annual pilot registration fees. Pilot registration revenues totaled \$70,393 in FY 2000. However, these funds are not part of the agency's operating budget. Net revenues from pilot registrations are transferred to the Oregon State Police Office of Emergency Management and can only be used for search and rescue activities.

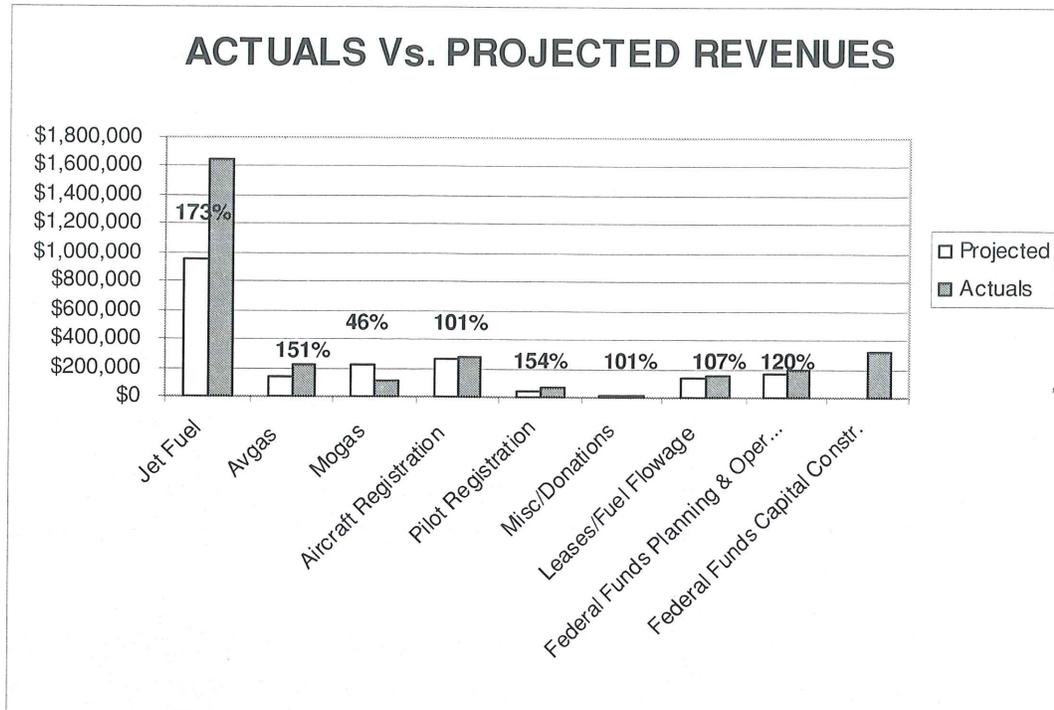


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Estimated revenues come from the agency's ending cash reserve balance and projected biennial revenues. Because actual annual revenue will always vary from projections, staff closely monitors revenue. If revenues run behind projections, we reallocate non-critical maintenance work, delay acquisitions, and limit

overtime and other expenditures in order to insure that the budget is managed responsibly. As each new biennium approaches, we consider our expected ending balance when we propose agency spending levels for the next budget cycle.



You will note several areas where revenue projections differed from actual revenue received during FY 00:

→ Revenue projections from the beginning of the current biennium did not take into account either the fuel tax increase that was passed by the 1999 legislature or a change in the way mogas funds are calculated. Both of those changes impacted our actual revenues during FY 00:

- Jet fuel revenue from the increase totaled \$677,170. Revenue from the increase in the avgas tax rate totaled \$75,340. If those increases are factored out, jet fuel revenues were 101.8% of projections, and avgas revenues were 98.7% of projections.

- Mogas is motor-vehicle grade fuel that can be used in certain aircraft. The purchaser must pay the (currently) 24¢/gallon state motor vehicle fuel tax rate. However, since the fuel is not for use in a motor vehicle, those taxes cannot be used for highway or roadway work. Therefore, any excess tax revenue from mogas purchases must either be refunded to the purchaser (if the purchaser requests a refund) or transferred to the Aeronautics account, where it is used for aviation purposes. As reported last year, a new survey using more accurate data than was used in prior years resulted in a reduction in our mogas revenue. Revenue

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projections for the next biennium will take this ongoing reduction into account.

→ The increase in pilot registration revenues reflects our efforts to increase compliance with Oregon's pilot registration requirements. See page 16 for more information.

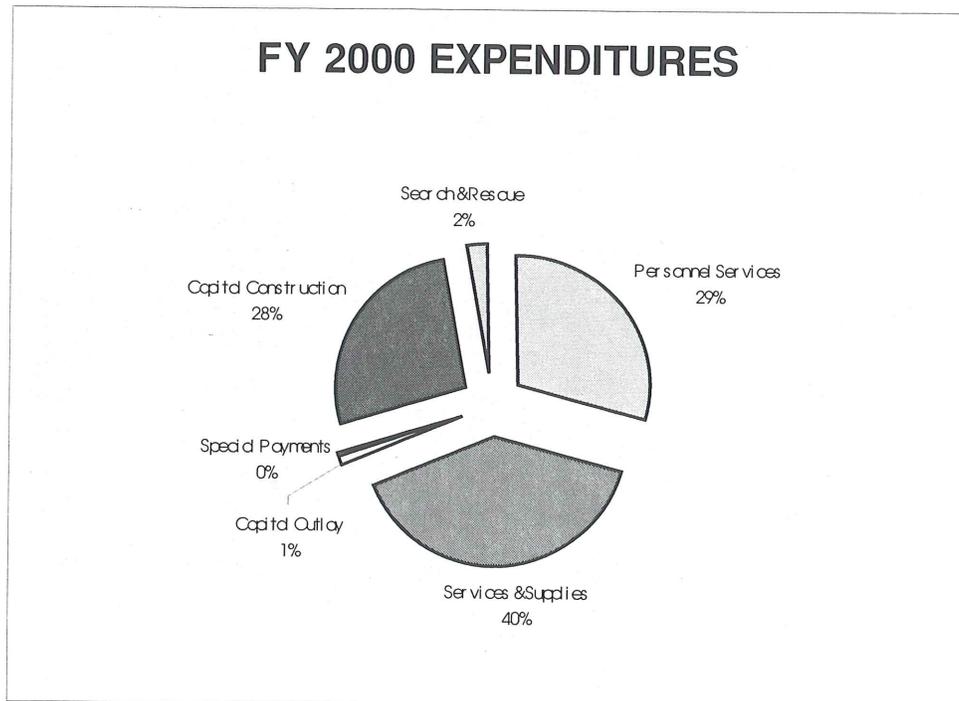
→ Although no revenue was projected in the "Federal Funds Capital Construction" category, we received \$316,579 this year. Revenue for capital construction is based on completed work. We received revenue from FY 99 projects that were completed in the current fiscal year.

Managing and maintaining cash reserves is an important aspect of managing the Aeronautics budget. Since 1993, Aeronautics managers have worked hard to build sufficient cash reserves so that unexpected revenue shortfalls or expenses, do not become "budget busters." We strive to maintain a \$1 million cash reserve. This level is enough to cover, for example, the 10% matching share for a construction project that the FAA funds earlier than expected, unexpected dips in revenue, emergency repairs, or all the other unexpected items that could otherwise have a severe impact on the division's budget.

EXPENDITURES

Aeronautics' budgeting process is biennial. The base budget begins with the figures from the prior biennium's budget. One-time charges are subtracted, and then additions are made for inflation, maintenance, planning, and capital projects to develop the new request budget.

That budget is submitted to the governor's office for approval. It then becomes part of the governor's request budget that is presented to the legislature for their approval. Agency expenditures for 2000 were \$2.58 million.



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The **Capital Construction** expenditures of \$715,000 were for projects at Aurora, Cottage Grove, Independence and Joseph.

Personnel Services expenditures of \$760,000 covered payroll expenses for Aeronautics staff and other ODOT employees doing work for Aeronautics.

Services and Supplies expenditures of \$1 million covered training, office expenses, telecommunications, data processing, publishing, consultant services, attorney general fees, fuel and utilities, facilities maintenance

(including airport maintenance), as well as various state government charges.

Capital Outlay of \$28,000 was for equipment purchases.

Special Payments of \$12,000 included financial assistance to Curry County and the Port of Hood River.

Search & Rescue expenditures of \$62,000 reimbursed the Office of Emergency management for expenses associated with their management of air search and rescue activities in the state.

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CHALLENGES

In the coming year Oregon's aviation industry will face challenges associated with our growing population and economy. As communities develop, the demand increases for better and more consistent commercial air service. At the same time, community friction about the noise and congestion associated with airports is escalating within Oregon and nationally.

In the coming year, ODA and the State Aviation Board will focus on improving the level of air service available in the state. The goals will be to ensure that fares offered are competitive and reasonable, and that service is consistent and meets the travel requirements of the communities. Efforts will also target increasing the visibility of aviation as a transportation alternative for communities that have traditionally depended on the highway system. The department will provide assistance to communities in their air service development efforts, will provide information, and will work directly with airlines to develop possible routes. ODA will also encourage other agencies to take a leadership role in utilizing new air transportation routes, where appropriate.

The State Aviation Board will become active in efforts to increase the level of air service in Oregon. Salem and Medford have already

asked for the Board's assistance in making proposals to airlines during FY 00-01. Several other communities are also interested in involving the Board in their efforts. In the fall of 2000 Delta Airlines announced the scheduled termination of Oregon's only international passenger flights. The State Aviation Board will work closely with the Port of Portland in seeking new service to link Oregon with Asia.

The other significant challenge the aviation industry will face in the coming year is the land use pressure resulting from increased population growth. Steady growth has continued in the Willamette Valley and in the Bend/Redmond area. As residential development increases in areas that were once less densely populated, concerns about noise, congestion, and airport growth increase. Following the trends in our population growth, the areas of increased friction between Oregon airports and their neighbors are in the Willamette Valley and Central Oregon. Portland International, Hillsboro, Aurora, and Bend airports are all dealing with noise and growth concerns. It will be important for the agency and the State Aviation Board to offer assistance to the airports and to the communities in their efforts to reasonably accommodate both the transportation and livability needs of the citizens.

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GOALS

STATEWIDE

Communication and Outreach

→ Continue to coordinate with the FAA and volunteer groups to make **Oregon Air Fair 2000** a success at its new venue in Albany. Following this year's event, work with interested groups to revitalize the Northwest Aviation Association and establish a new Board of Directors to assume responsibility for planning **Oregon Air Fair 2001**.

→ Develop a legislative tracking process to enable Aeronautics to review and monitor proposed legislation for potential aviation impacts, provide information as necessary to legislators and their staff and to the public, and to coordinate with other state agencies on issues with potential inter-agency impact.

→ One of our long-term goals is to enhance the information and services that we provide to airport owners or others involved in aviation around the state. During FY 01, we plan to take several specific steps in that process:

- Develop an airport surplus property program in which we serve as a resource to link airports that have surplus property with those who may need it.
- Begin to develop an electronic catalog of aviation-related materials available in our office, with the goal of providing that information on our web site. We will work with the Oregon State Library to develop this program.

As an important "first step" in this effort, we asked one of our staff members to take on the challenge of becoming the agency's Information Resource Specialist. She will be working to catalog our extensive



Sandy Hansen, Office Mgr. & Information Resource Specialist

collection of aviation-related materials. This multi-year effort will help us in our efforts to provide information

and assistance to people around the state.

Planning

→ Finalize the development of model land-use ordinances for use by jurisdictions around the state. This project was undertaken in the spring of 2000 and is expected to be complete by autumn.

→ Assume all responsibilities for coordinating the day-to-day activities of the state's aircraft monitoring program. This program has existed in Oregon since 1979, when Aeronautics piloted a new method of statistically sampling aircraft operations. Results from this program are used to estimate the aircraft activity at non-towered airports around the state. Aircraft operations data is collected and analyzed for an average of 25 airports annually. This data is then used for airport master plan development and state aviation system planning. The FAA also uses the information for project development.

→ Undertake the first part of what will be a multi-year effort to survey Oregon's public-use airports for the development of GPS instrument approaches. This effort is linked to a pilot program to develop national standards for GPS surveys. These approaches will help communities all around Oregon more

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effectively use their airports to meet important safety, medical, economic and other community needs.

Before GPS approaches can be developed, accurate survey data must be obtained. Our department is spearheading the survey project, which will be funded primarily by the FAA.

Pavement Maintenance Program

→ Complete work begun during FY 00 to implement the statewide Pavement Maintenance Program (PMP), awarding construction contracts to perform pavement maintenance work at 22 airports around the state by the end of the season's construction season.

→ Develop the 2001 PMP project priorities, using pavement inspection data collected under our statewide pavement inspection program. Prepare technical specifications and bid documents, advertise and award construction contract.

STATE-OWNED AIRPORTS

→ Negotiate an engineering contract and begin design of a capital improvement project at the Siletz Bay State Airport. Staff has been working with the FAA for two years to develop an improvement project for the Siletz Bay State Airport that will eliminate two safety hazards. The north end of the runway does not have an adequate safety area and abuts a steep ravine. It needs to be shifted approximately 200 feet to the south to meet FAA safety standards. A parallel taxiway also needs to be constructed to enhance safety at the airport. In addition to correction of these two safety issues, we are also requesting funding to upgrade the airport's runway lighting system. The FAA has now included the project

in their programming, which will allow our staff to begin project design.

→ Commence a noise mitigation study for the Aurora State Airport in the fall, 2000. Noise was discussed extensively as part of the 1999 Aurora airport master plan process. A decision was made at that time to address noise levels and mitigation measures as part of a separate project, to allow those issues to be addressed in more detail. This project will involve establishing noise contours around the Aurora State Airport, identifying noise sources, forecasting future noise levels, identifying potential noise mitigation measures, and developing a plan for implementing the appropriate measures. This project will be conducted by a consultant specializing in noise issues and will involve public participation and input. Project duration is expected to be one year.

→ Continue efforts to improve state-owned airport management by:

- Conducting a complete valuation of all properties and improvements located at each state-owned airport. This will allow the department to make a better assessment of the resources present at these locations.
- Completing efforts to document all easements and deeds at state-owned airports.
- Developing utility maps for each state-owned airport.

→ Complete capital improvement projects at the Independence and Aurora state airports. This will include land acquisition north of the Independence State Airport to accommodate the proposed runway shift and to protect the airport from encroachment by incompatible land uses.

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→ Submit federal grant application for land acquisition associated with the Independence airport project. Administer acquisition process and submit grant closeout documentation to the FAA

→ Complete project design for Phase II of the Aurora State Airport midfield apron improvements. Bid the project by February 2001.

Other goals for the next fiscal year include:

- Completing project close-outs for the John Day, Joseph, Cottage Grove and Independence airport construction projects, and the Aurora airport master plan project. Submitting documentation to the FAA.
- Working with local jurisdictions to help them develop and update appropriate zoning for airports within their jurisdictions.
- Comparing state and federal aircraft registration records for the purposes of increasing compliance with Oregon's aircraft registration requirements.
- Removing obstructions at the Crescent Lake State Airport to increase safety at this state warning airport.
- Increasing our use of Geographic Information Systems (GIS) to enhance our management of state-owned airports and to share information with other jurisdictions.

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PERFORMANCE MEASURES

Agency performance measures are a tool to help us track the efficiency and effectiveness of our activities. We will continue to refine the performance measures that we use to insure that they are meaningful both for the agency and the citizens to whom we are accountable.

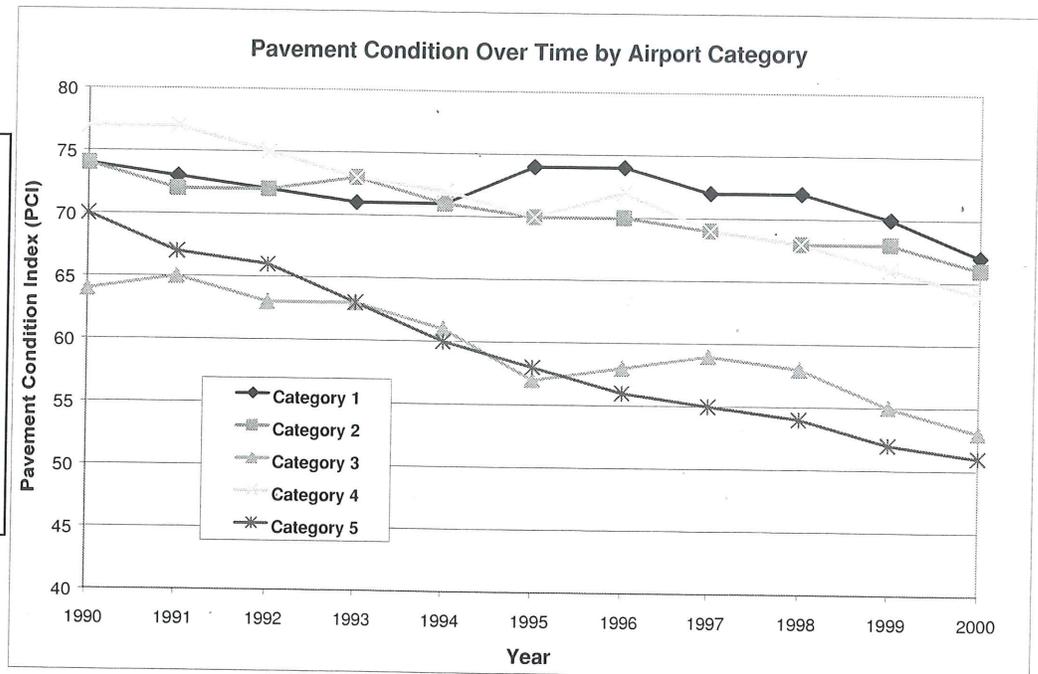
STATEWIDE PAVEMENT CONDITION

Measure: Condition of airport pavements, including runways, taxiways, and aircraft parking areas, on public-use airports throughout the state. Tracked by airport category.*

Target: No decreases in pavement condition

Key to pavement condition numerical ratings:

85-100	Excellent
70-85	Very Good
55-70	Good
40-55	Fair
25-40	Poor
10-25	Very Poor



*Oregon's 101 public-use airports serve a variety of functional roles depending on the markets they serve and their locations. The Oregon Aviation Plan establishes five categories of airports based on these different airport functions:

- Category 1 Commercial Service Airports
- Category 2 Business or High Activity General Aviation Airports
- Category 3 Regional General Aviation Airports
- Category 4 Community General Aviation Airports
- Category 5 Low Activity General Aviation Airports

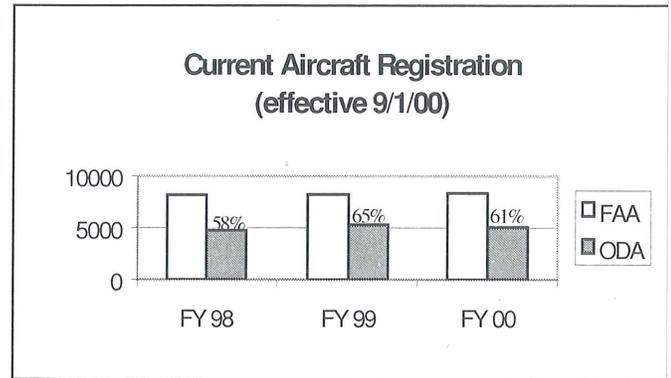
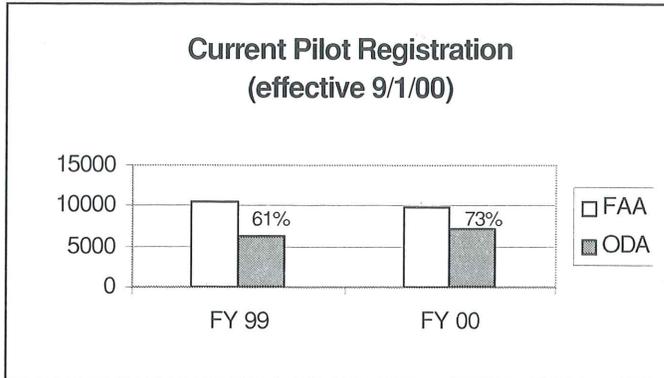
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PILOT AND AIRCRAFT REGISTRATION

Measure: Number of Oregon resident pilots and aircraft owners registered with Aeronautics, compared to the number shown in FAA records.

Target: To equal the number of pilots and aircraft owners registered with the FAA who are required by Oregon law to register with the Oregon Department of Aviation.

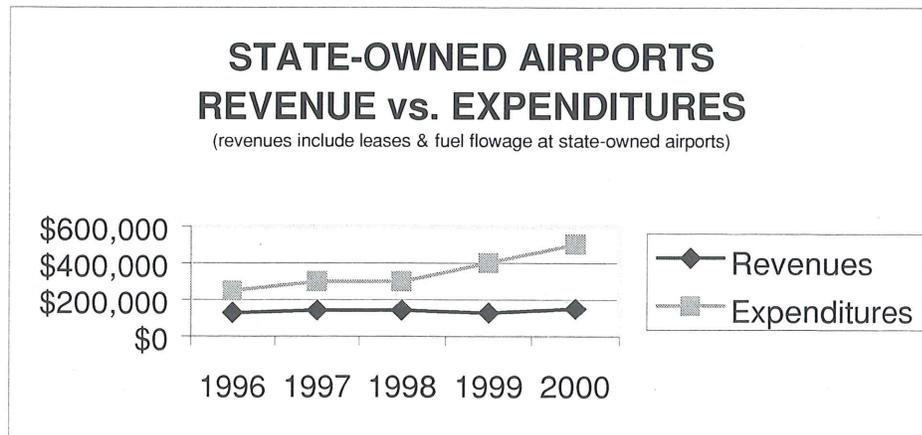


STATE-OWNED AIRPORTS

Measures: Revenue vs. expenditures on state-owned airports.

Targets: → Maximize revenues

→ Expenditures comparable with safety standards, needs.*



*The gap between revenues and expenditures is expected to increase when state-owned airports are transferred to local ownership.

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GENERAL INFORMATION

LAWS AND REGULATIONS

The laws governing Aeronautics operation are found primarily in Oregon Revised Statutes Title 62, which contains four chapters:

- 835 Aeronautics Administration
- 836 Airports and Landing Fields
- 837 Aircraft Operation
- 838 Airport Districts

Additional guidance for the agency is found in Oregon Administrative Rules, Chapter 738:

- Division 1 General procedures
- Division 10 Rates and fees for state-owned airports
- Division 20 Airport minimum standards
- Division 30 Commercial activity on state-owned airports
- Division 40 Seaplane operation
- Division 50 Aurora State Airport aircraft operation regulations
- Division 60 Aircraft dealer's license
- Division 70 Physical hazards to air navigation
- Division 80 Aircraft registration
- Division 100 Notice to airport owners on public hearings

HISTORY

Oregon Aeronautics originated in 1921 as the Oregon State Board of Aeronautics. At the time of its creation there was no federal aviation agency of any kind. The Aeronautics Board was formed to test the competency of pilots and the airworthiness of aircraft. Later, when the federal government took over these functions, the duties of the division were modified to deal with aviation-related matters of state concern.

The Oregon Legislature gave Aeronautics the responsibility to establish and maintain a program for air search and rescue (SAR) after an October 28, 1947 private aircraft accident that killed Oregon's governor, secretary of state, and senate president. Statewide coordination of

air SAR was a key focus of division activities until 1994. Highlights from the 1950s include the formulation of a Master Search and Rescue Plan, the production and publication of an airport directory and state airways map and an air marking plan that included a complete survey of the state.

By the 1950s, there were 155 airports in Oregon, a number of which had been constructed by Aeronautics. Aircraft and pilot registrations numbered 1500 and 2800. There was a state aviation education program in place. The board was also a member of the National Association of State Aviation Officials (NASAO).

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In the 1960s the board awarded hundreds of thousands of dollars in grants and helped provide lighting systems and radios for community airports. By this time there were 26 state-owned airports. Aeronautics built the first heliport at a hospital in the Northwest and began promoting the development of additional hospital heliports. (Currently there are 36 such facilities statewide.)

The 1970s saw the establishment of the Oregon Department of Transportation. The Aeronautics Board was dissolved and the Aeronautics Division was created within the new department in order to promote integrated transportation planning and development. By the end of the decade the division owned 36 airports and licensed 110 public-use airports. Major areas of concern were the development of airports and heliports and education of the public and government agencies about the role of air transportation in the overall transportation system. The division began its statewide aviation system planning efforts in 1978.

By the 1980s Aeronautics was participating in the Oregon Airport Management Association, whose creation had been encouraged by the division. Aeronautics staff also oversaw preparation of the nationally acclaimed guide **Airport Compatibility Planning**. This guide contained recommended Guidelines and Procedures for Airport Land-use Planning and Zoning and was distributed to all airport owners and municipalities in the state.

In 1991 the division helped to plan and organize the first Oregon Air Fair, and helped to organize 24 different aviation organizations into the Oregon Aviation Alliance, an aviation advocacy group.

1993 saw the computerization of the program to measure the condition of airport pavements in the state.

From 1994 to 1998, Aeronautics transferred air search and rescue responsibilities to the Oregon State Police Office of Emergency Management (OEM), which oversees all other search and rescue activities in the state. Three state-owned airports were transferred to local ownership.

During 1998 the division began development of the Oregon Aviation Plan. This statewide aviation policy document will refine the goals and policies of the Oregon Transportation Plan related to aviation.

Two significant aviation-related legislative proposals were passed in 1999:

- A constituent-driven effort to create a separate Department of Aviation was launched as Senate Bill 108.
- The Aeronautics Division sponsored a proposal to create a statewide aviation pavement maintenance program, funded by a six-cent increase in the avgas rate and a half-cent increase in the jet fuel rate.

During Fiscal Year 2000, the new agency prepared for its official transition out of ODOT. In addition, staff prepared to implement the new statewide Pavement Maintenance Program and co-sponsored a conference with Oregon State University. The conference, appropriately called "The Revolution in General Aviation," highlighted some of the significant developments in general aviation that will impact the new agency, all of Oregon, and the entire nation, in the 21st century.

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STRUCTURE

Aeronautics' 16 staff positions are divided into five operating units with diverse areas of responsibility:

Statewide Services

The employees within this unit are responsible for:

- Management of the agency.
- Multi-modal coordination.
- Advocating for a safe, viable aviation system within the state.
- Community-based problem solving on statewide aviation issues.
- Coordination and oversight of aviation-related legislation.
- Information and outreach for aviation constituents, airport owners/sponsors, aviation system users and the public.

State-owned Airports

This unit handles the many responsibilities associated with the division's ownership of 31 airports:

Airport Services

- Management of the 31 state-owned airports
- Preparation and oversight of leases and other property agreements
- Compliance inspections
- Coordination of construction projects at state-owned airports

Airport Maintenance

- Mowing
- Spraying
- Obstruction removal
- Lights/wind socks/beacons
- Compliance with environmental regulations

Aviation Planning

Aviation planning within Aeronautics falls into two broad areas: system planning and land-use planning.

System Planning

- Development and oversight of the Oregon Aviation Plan to provide long-range policy guidance for the maintenance, preservation and development of Oregon's aviation system.
- Statewide pavement maintenance program.
- State-owned airport master plans.
- Management of airport layout plan (ALP) and master plan development or updates for non state-owned airports.
- Development of studies to assess issues such as economic impact or airport feasibility.
- Aerial photography of airports statewide.
- Aviation planning assistance and coordination with state, regional and local agencies, port districts, and the public.

Land-use Planning

- Evaluation and comment on land uses, planning, and zoning issues that may impact airports or aviation safety.
- Assistance to local governments in applying Oregon's Airport Land Use Compatibility Guidelines to areas surrounding their airports.
- Analysis and comment on proposed federal or state legislation affecting land use or airspace obstructions near airports.
- Technical assistance to local governments and airport owners on land use and zoning matters.
- Evaluation and comment on potential hazards to air navigation.
- Help with reporting requirements for obstructions around airports.

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- General information regarding land-use planning around airports.

Airport Safety & Operations

This unit provides assistance in a broad range of safety-related and operational areas:

- Site investigations of all proposed airports or heliports.
- Airport registration and licensing.
- Airport safety inspections (Aeronautics acts as a contractor for the FAA in doing these “5010” inspections.)
- Technical advice and assistance to airport owners and aircraft operators.

5010 Inspections are conducted under a contract with the FAA. NPIAS airports are inspected on a rotating schedule, and data is reported back to the FAA. The number of inspections scheduled is dependent on the availability of federal funds.

- Annual Certified Flight Instructor (CFI) refresher clinics.
- Aircraft accident investigation on state-owned airports.

Pilot and Aircraft Registration

Oregon law requires every pilot operating within the state to register with Aeronautics within 60 days of the date of arrival within the state. Net funds from the pilot registration program are transferred to the Oregon State Police Office of Emergency Management. The funds may only be used for expenses related to air search and rescue.

Oregon law also requires registration of non-military aircraft based in Oregon. The registration fee is based on the class of aircraft.

Funds from aircraft registration support agency programs.

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CONCLUSION

The purpose of this annual report is to provide important information about the many areas of Aeronautics' responsibility and oversight during the fiscal year ending June 30, 2000.

Anyone with questions or comments about the information contained in this report is encouraged to contact our staff. Comments or suggestions for future reports are also welcome.

To assist the reader in contacting Aeronautics staff members on particular issues, a staff directory indexed by subject areas is provided on the following page. In addition, Aeronautics staff can be contacted through the agency's web site, located at [www.aviation.state.or.us].

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WHO TO TALK TO

SUBJECT	STAFF MEMBER	EXTENSION NUMBER (FOR ALL STAFF, DIAL 503-378-8689 + EXTENSION)
Aircraft registration	Debbie Schoenborn	503-378-4880
Airport construction projects	Teddie Baker	234
Airport inspections	Jerry Eames	231
Airport safety issues	Jerry Eames	231
Aviation education	Marilyn Lorance	223
Aviation town hall meetings	Marilyn Lorance	223
Aviation-related legislation	Marilyn Lorance	223
FAM Grant program	Rebecca Jasso	237
Federal airport grants	Teddie Baker	234
Flight safety	Jerry Eames	231
<i>Flightlines</i> OREGON newsletter	Marilyn Lorance	223
Ingress/egress or other permits on state-owned airports	Lindy Zimmerman	238
Land use around airports	Tom Highland	240
Leases on state-owned airports	Lindy Zimmerman	238
National aviation issues	Ann Crook	226
New airport sites	Jerry Eames	231
News releases	Marilyn Lorance	223
Oregon Air Fair	Jerry Eames	231
Oregon Aviation Plan	Gary Viehdorfer	230
Pavement Maintenance Program	Teddie Baker Or Gary Viehdorfer	234 230
Pilot registration	Debbie Schoenborn	503-378-4880
Special uses of state-owned airports	Lindy Zimmerman	238
State-owned airport maintenance	Dan Evey	233
State-owned airport management	Daren Griffin	229
Statewide aviation issues	Ann Crook	226
System planning	Gary Viehdorfer	230
Tall towers, utility wires or other airspace obstructions	Tom Highland	240
Web site questions	Marilyn Lorance	223
Zoning around airports	Tom Highland	240

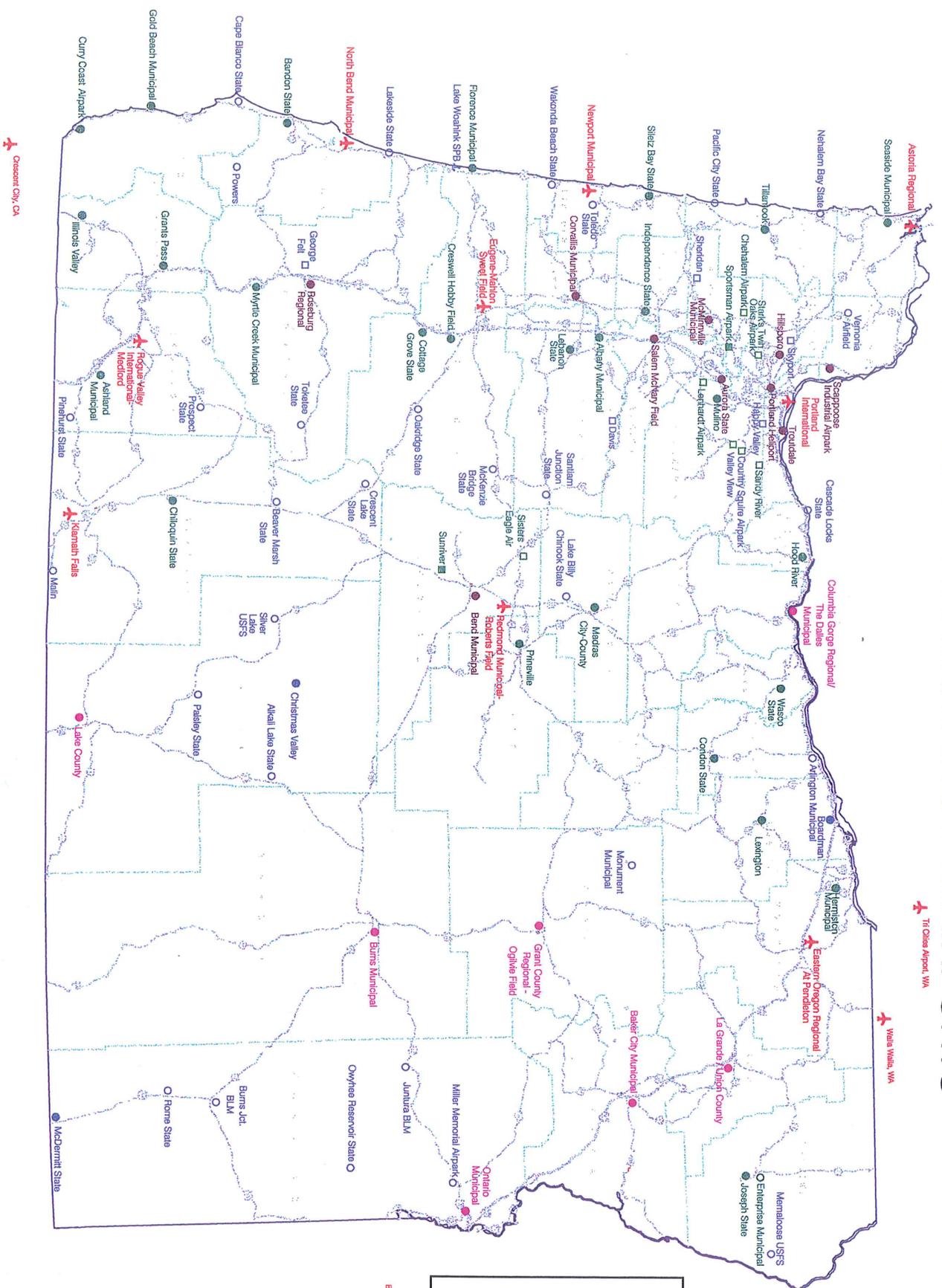
NOT SURE WHO TO TALK TO?
CALL 503-378-4880, or TOLL-FREE (OR/WA only) 800-874-0102
You'll also find us on the web at [www.aviation.state.or.us]

APPENDIX A: OREGON AVIATION SYSTEM AIRPORTS

See map insert on next page

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APPENDIX A OREGON AVIATION SYSTEM AIRPORTS



LEGEND	
●	COMMERCIAL BUSINESS/HIGH ACTIVITY G.A.
○	REGIONAL G.A.
□	COMMUNITY G.A.
○	LOW ACTIVITY G.A.
●	NPIAS (57)
■	PRIVATELY OWNED (5)
○	NON - NPIAS (44)
□	PUBLICLY OWNED (3)
○	PRIVATELY OWNED (12)
↓	SEAPLANE BASE - PVT (1)

REvised FEBRUARY 2000

Bozoi, ID

Oregon City, OR

Tillamook, OR

Walla Walla, WA

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APPENDIX B: STATE WARNING AIRPORTS

STATE WARNING AIRPORTS



These airports do not meet normal dimensional standards and have been designated as "WARNING AIRPORTS". They require special techniques, procedures, and pilot understanding for safe use. Users are encouraged to make proper inquiry for full understanding of safety factors involved before use.

CASCADE LOCKS STATE AP

Elev.. 151'

Rwy: 06 /24 1800'X 30' ASPH

UNATTENDED. RWY 24 - RGT TRFC. **WARNING AIRPORT**- Only 1800' long. Surrounded by trees. In Columbia gorge-frequent high winds & turbulence.

CRESCENT LAKE STATE AP

Elev.. 4810'

Rwy: 13 /31 3760'X 80' ASPH- DIRT

UNATTENDED. CLOSED WINTERS. 1710' X 30 ASPH STRIP SUPERIMPOSED ON SE END OF RWY. ASPH PORTION ROUGH, LOOSE GRVL. RWY31 THLD DSPLCD 240'. **WARNING AIRPORT**. SLOPES UP TO NW. SURROUNDED BY 80' TREES. EXTREME VARIABLE WINDS. TURBULANCE AND DOWNDRAFTS POSSIBLE WITH ANY CROSS WIND. DUSTY.

MCKENZIE BRIDGE STATE AP

Elev.. 1620'

Rwy: 06 /24 2600'X 90' TURF

UNATTENDED. LAND TO EAST, T/O TO WEST ; RWY SLOPES UP TO EAST. HILLS & TREES TO EAST. **WARNING AIRPORT**. WEST END SOFT IN WINTER. MAY BE ELK ON RWY IN WINTER. +500' RIDGE LINE PARALLEL TO RWY 1000' TO SOUTH.

OWYHEE RESERVOIR STATE AP

Elev.. 2680

Rwy: 13 /31 1840X 30 DIRT

MUDDY AFTER RAIN, RWY SUBJECT TO WASHOUTS & RUTTING; REMOTE SITE , NO GROUND ACCESS. **WARNING AIRPORT**. SHORT AND NARROW. APPROACHES ARE OVER WATER. UNATTENDED

PACIFIC CITY STATE AP

Elev.. 5'

Rwy: 14 /32 1875X 30 ASPH

UNATTENDED. RWY MAY BE UNDER WATER DURING WINTER HIGH TIDES. RWY14 - THLD DSPLCD 300'. 75' GRVL STOPWAY ON SE END. **WARNING AIRPORT**. SHORT RWY- 1575' AVAILABLE LANDING TO SOUTH. RWY 14 HAS P-LINES, ROAD & BLDGS. ON END. RESTAURANTS ADJACENT.

PINEHURST STATE AP

Elev.. 3650

Rwy: 04 /22 2800X 30 ASPH

UNATTENDED. **WARNING AIRPORT**. MAY BE CLOSED BY SNOW IN WINTER. SURROUNDED BY TREES. MAY HAVE SEVERE LOW LEVEL TURBULANCE WHEN WIND OVER 8 MPH. RWY SLOPES UP TO SW. ABRUPT 4% RISE ON SW HALF OF RWY. CAUTION FOR LIVESTOCK ON RWY. SHORT FOR ELEVATION.

SANTIAM JUNCTION STATE AP

Elev.. 3770

Rwy: 06 /24 2800X 150 GRVL

UNATTENDED. LAND EAST , TAKEOFF WEST; CLOSED WINTERS. **WARNING AIRPORT** RWY SLOPES UP TO EAST. TREES AND MOUNTAIN TO EAST. SHORT (-450'), OBSTRUCTIONS 6:1. AP SURROUNDED BY TREES AND HIGH TERRAIN.

TOLEDO STATE AP

Elev.. 7

Rwy: 13 /31 1750'X 40 ASPH

UNATTENDED. **WARNING AIRPORT**. ...SHORT RWY... TREES & TERRAIN IN APPROACHES. RECOMMEND CURVED APPROACH FROM OVER RIVER TO BOTH RWYS. NUMEROUS DEER & WATERFOWL IN VIC. OF AP

WAKONDA BEACH STATE AP

Elev.. 41'

Rwy: 16 /34 2000'X 50 TURF

UNATTENDED. LNDG TO SOUTH & T/O NORTH NOT RECOMMENDED. **WARNING AIRPORT**. ROAD AND TREES ON NORTH END. RISING TERRAIN TO SOUTH.

Oregon Department of Aviation
3040 25th Street SE
Salem, Oregon 97302-1125
Telephone 503-378-4880
Internet: www.aviation.state.or.us
