10. RECOMMENDED PLAN

This update to Oregon Aviation Plan (OAP v6.0) has taken a comprehensive look at how the system is performing based on current conditions. This evaluation identified various actions and projects that are recommended to improve the performance of the Oregon airport system. The process for how the recommendations were developed are summarized in this chapter.

10.1   Review of FAA ASSET Roles for Oregon Airports

The National Plan of Integrated Airport Systems (NPIAS) is a document used by the Federal Aviation Administration (FAA). The NPIAS includes airports in the United States that are open to the public and that are eligible for federal funding. Fifty-seven of the publicly-owned airports in Oregon are included in the NPIAS. This section compares roles assigned by the FAA to study airports to their current state airport roles.

There are 3,340 existing or proposed airports in the United States that are included in the NPIAS[1]; 382 of these airports have scheduled commercial airline service. Commercial airports are classified as "Primary" airports, and commercial airports in the United States are further defined by the FAA as Large, Medium, Small, and Non-Hub airports. The hub assignments are based on the number of enplanements accommodated at each commercial airport. The remaining 2,958 landing facilities (which include airports, seaplane bases, and heliports) are referred to as "Nonprimary" airports; the nonprimary airports mainly consist of the nation's general aviation airports. However, within the Nonprimary category, 127 of the airports are "Nonprimary Commercial Service" airports. Nonprimary commercial service airports always have less than 10,000 annual passenger enplanements. Eastern Oregon Regional Airport in Pendleton, and Crater Lake-Klamath Regional, are Non-Primary Commercial Service airports.

Of the remaining airports in the Nonprimary category, 259 are classified as "reliever" airports. Reliever airports are designated by the FAA as high activity general aviation airports that provide general aviation operators with alternatives to congested commercial hubs. The remaining Nonprimary airports are all classified by the FAA in the NPIAS as general aviation airports.

Recognizing the unique roles played by the general aviation airports throughout the United States, the FAA conducted a study to further classify the general aviation airports included in the NPIAS. FAA classifications apply to all reliever and general aviation airports included in the NPIAS. FAA published a report, *General Aviation Airports: A National Asset (ASSET)*, in May 2012. This report documented the following:

- The importance of the nation's general aviation airport system
- The need to establish new categories or roles for general aviation airports
- A description of each ASSET role or category
- Lists showing each airport in the NPIAS identified by its FAA ASSET category

A second study was completed by the FAA in March 2014 (*ASSET 2: In-Depth Review of the 497 Unclassified Airports*) to further consider classifications for general aviation airports, especially those that initially fell in the "Unclassified" category. Airports assigned to the Unclassified category were determined, by the FAA, to no longer meet the basic criteria for NPIAS inclusion. At this time, the Unclassified airports continue to be shown in the NPIAS, but they are not eligible for FAA entitlement funding. The Unclassified airports can still compete for discretionary funding and state apportionment from the FAA.

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[1] From the FAA's *National Plan of Integrated Airport Systems (2017-2021)*

ASSET noted five key aeronautical functions or types of activity supported by the nation's general aviation airport system. As part of ASSET, airports in the Oregon aviation system were examined by the FAA to determine their appropriate role in the national airport system; not all airports included in the state system are part of the federal system as defined in NPIAS[2].

Aeronautical functions considered for airports as part of the ASSET role assignment process included:

- Emergency preparedness and response,
- Critical community access for remote areas,
- Commercial, industrial, and economic activity functions,
- Access to tourism and special events, and
- Other aviation specific functions, including corporate flights and flight instruction.

As part of ASSET, five categories or roles were identified by the FAA to further refine and distinguish roles played by general aviation airports included in the NPIAS. New categories/roles for general aviation airports included in the NPIAS were developed to provide federal policy makers with a better understanding of the relative contribution of all airports to the nation's vast general aviation system. While more detailed than the previous category designations of only reliever and general aviation, the new federal roles established in ASSET are still broad. The five roles for general aviation airports included in the NPIAS (as established by ASSET), and the criteria used to place each airport into a role, are presented in **Table 10-1**.

TABLE 10-1: FAA ASSET AIRPORT CATEGORIES AND CRITERIA

Asset Category (# of NPIAS Airports in the United States assigned to the category)	Criteria
National (89 airports nationwide): Supports national and state airport systems by providing communities with access to national and international markets in multiple states and throughout the United States.	1) 5,000+ instrument operations, 11+ based jets, 20+ international flights, or 500+ interstate departures 2) 10,000+ enplanements OR 3) 500+ million lbs. of landed cargo
Regional (530 airports nationwide): Supports regional economies connecting communities to statewide and interstate markets.	1) Metropolitan Statistical Area (MSA) and 10+ domestic flights of 500 miles, 1,000 instrument ops, 1+ based jet, or 100+ based AC 2) Located in an MSA and meets definition of commercial service
Local (1,262 airports nationwide): Supplements local communities by providing access to intrastate and some interstate markets.	1) 10+ instrument operations and 15+ based aircraft OR 2) 2,500+ passengers
Basic (813 airports nationwide): Links the community with national airport system and supports general aviation activities.	1) 10+ based aircraft; OR 2) 4+ based helicopters; OR 3) Located 30+ miles from nearest NPIAS airport 4) Used by US Forest Service, or US Marshalls, or US Customs and Border Protection, or US Postal Service, or has Essential Air Service; OR 5) New or replacement airport activated after 1/1/01
Unclassified (256 airports nationwide): Tends to have limited activity; and does not meet NPIAS eligibility criteria.	Airports that do not meet the criteria of the Basic category

Source: FAA National Plan of Integrated Airport Systems (2017-2021), *General Aviation Airports: A National Asset (ASSET)*, and *ASSET 2: In-Depth Review of the 497 Unclassified Airports*

The FAA uses general aviation categories to "provide a baseline from which to measure changes in operations and needs." ASSET airport categories are incorporated into NPIAS reports to Congress; these reports identify five-year nationwide development and funding needs for the federal airport system. The FAA re-examines and

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[2] There are 38 additional general aviation airports included in the Oregon aviation system that are not included in the NPIAS.

updates the roles of Nonprimary airports biennially, in conjunction with the NPIAS Report to Congress. This update was last completed in 2015, in preparation of the 2017 NPIAS report.

Nine of the Nonprimary airports in Oregon that were initially designated as Unclassified in the 2012 study were re-categorized from the original ASSET study, based on a review of the criteria shown in **Table 10-1**. Airports being removed from the Unclassified category include: Illinois Valley (3S4), Lexington (9S9), and Myrtle Creek Municipal (16S). Every two years, the FAA will further evaluate airport criteria for inclusion in the NPIAS, compare historic funding levels by general aviation funding category, and look at other funding considerations.

As shown in **Table 10-1**, the criteria used to place airports in various ASSET roles are largely driven by operational activity at an airport (based aircraft and operations). State roles for Oregon airports established in the 2007 OAP are summarized below:

- **Category I – Commercial Service Airports:** These airports support some level of scheduled commercial airline service to both domestic and international destinations, in addition to a full range of general aviation aircraft operations.

- **Category II – Urban General Aviation Airports**: These airports support all general aviation aircraft and accommodate corporate aviation, including operations by business jets, helicopters, and other general aviation aircraft. The primary users are business-related and service a large geographic region, or they experience robust levels of general aviation activity

- **Category III – Regional General Aviation Airports**: These airports support most twin and single engine aircraft, may accommodate occasional business jets, and also support regional transportation needs

- **Category IV – Local General Aviation Airports**: These airports primarily support single engine, general aviation aircraft, but can accommodate smaller twin-engine general aviation aircraft. They also support local air transportation needs and special use aviation activities

- **Category V – Remote Access/Emergency Service (RAES) Airports**: These airports primarily support single-engine, general aviation aircraft, special use aviation activities, and access to remote areas and/or provide emergency service access

It is important to note there are differences in the factors used to establish FAA roles for general aviation airports, when compared to the more comprehensive list of factors used to assign airport roles within the Oregon aviation system. ASSET roles primarily consider activity, while state factors considered a more comprehensive set of unique airport and community characteristics.

There are 256 US airports in the NPIAS that do not currently fall into one of the four original ASSET airport categories described in **Table 10-1**; included in this number are six airports in Oregon. These airports are considered "Unclassified" airports. The primary factor used by FAA for assigning airports to the Unclassified category is that the airport has less than 10 based aircraft. It was noted by FAA in the ASSET report that Unclassified airports have seen an erosion of based aircraft and activity due to population decreases, economic shifts, aviation industry changes, or economic recession.

The general aviation NPIAS airports in the Oregon aviation system are listed by their corresponding ASSET category in **Table 10-2**. This table shows the current state role for each airport and compares it to the state role, as applicable, to the airport's role in ASSET. As **Table 10-2** reflects, for the most part, ASSET and state roles for Oregon airports are generally consistent. There are some instances where the FAA has a "higher" role for an Oregon airport in the federal system, but there are also instances where the state role reflects a higher level of importance. As part of this update to the OAP, information presented in **Table 10-2** will be one factor considered to determine if ODA airport role changes are appropriate.

TABLE 10-2: COMPARISON OF OREGON AIRPORT ROLES TO 2017 FAA ASSET ROLES (GENERAL AVIATION NPIAS)

Associated City	FAA ID	Airport Name	NPIAS 2016	FAA Asset Study	OAP v6.0 2016
Albany	S12	Albany Municipal Airport	Yes	Local	IV
Ashland	S03	Ashland Municipal-Sumner Parker Field	Yes	Local	III
Astoria	AST	Port of Astoria Regional Airport	Yes	Local	II
Aurora	UAO	Aurora State Airport	Yes	National	II
Baker City	BKE	Baker City Municipal Airport	Yes	Local	III
Bandon	S05	Bandon State Airport	Yes	Local	III
Bend	BDN	Bend Municipal Airport	Yes	Regional	II
Boardman	M50	Boardman Airport	Yes	Unclassified	IV
Brookings	BOK	Brookings Airport	Yes	Local	IV
Burns	BNO	Burns Municipal Airport	Yes	Local	III
Cave Junction	3S4	Illinois Valley Airport	Yes	Local	IV
Chiloquin	2S7	Chiloquin State Airport	Yes	Basic	V
Christmas Valley	62S	Christmas Valley Airport	Yes	Basic	IV
Condon	3S9	Condon State – Pauling Field	Yes	Basic	IV
Corvallis	CVO	Corvallis Municipal Airport	Yes	Regional	II
Cottage Grove	61S	Cottage Grove State Airport	Yes	Basic	IV
Creswell	77S	Creswell - Hobby Field	Yes	Local	IV
Florence	1O0	Florence Municipal Airport	Yes	Local	IV
Gleneden Beach	S45	Siletz Bay State Airport	Yes	Basic	IV
Gold Beach	4S1	Gold Beach Municipal Airport	Yes	Basic	IV
Grants Pass	3S8	Grants Pass Airport	Yes	Local	III
Hermiston	HRI	Hermiston Municipal Airport	Yes	Regional	III
Hood River	4S2	Ken Jernstedt Airfield	Yes	Local	IV
Independence	7S5	Independence State Airport	Yes	Local	IV
John Day	GCD	Grant County Regional / Ogilvie Field	Yes	Basic	III
Joseph	JSY	Joseph State Airport	Yes	Basic	IV
Klamath Falls	LMT	Crater Lake-Klamath Regional Airport	Yes	Regional	I
La Grande	LGD	La Grande / Union County Airport	Yes	Local	III
Lakeview	LKV	Lake County Airport	Yes	Basic	III
Lebanon	S30	Lebanon State Airport	Yes	Local	IV
Lexington	9S9	Lexington Airport	Yes	Basic	IV
Madras	S33	Madras City-County Airport	Yes	Local	IV
McDermitt	26U	McDermitt State Airport	Yes	Basic	V
McMinnville	MMV	McMinnville Municipal Airport	Yes	Regional	II
Myrtle Creek	16S	Myrtle Creek Municipal Airport	Yes	Basic	IV
Newberg	2S6	Sportsman Airpark	Yes	Unclassified	IV

Associated City	FAA ID	Airport Name	NPIAS 2016	FAA Asset Study	OAP v6.0 2016
Newport	ONP	Newport Municipal Airport	Yes	Regional	II
Ontario	ONO	Ontario Municipal Airport	Yes	Local	III
Pendleton	PDT	Eastern Oregon Regional Airport	Yes	Regional	I
Portland	61J	Portland Downtown Heliport	Yes	Unclassified	II
Portland	HIO	Portland Hillsboro Airport	Yes	National	II
Portland	4S9	Mulino State Airport	Yes	Local	IV
Portland	TTD	Portland Troutdale Airport	Yes	Local	II
Prineville	S39	Prineville Airport	Yes	Local	IV
Roseburg	RBG	Roseburg Regional Airport	Yes	Regional	III
Salem	SLE	McNary Field	Yes	Regional	II
Scappoose	SPB	Scappoose Industrial Airpark	Yes	Local	II
Seaside	56S	Seaside Municipal Airport	Yes	Unclassified	IV
Sunriver	S21	Sunriver Airport	Yes	Unclassified	IV
The Dalles	DLS	Columbia Gorge Regional Airport/The Dalles Municipal Airport	Yes	Local	III
Tillamook	TMK	Tillamook Airport	Yes	Local	III
Wasco	35S	Wasco State Airport	Yes	Unclassified	IV

Source: Jviation, 2019 FAA NPIAS REPORT (published September 2018)

Figure 10-1 shows ASSET roles for Oregon airports; this figure also shows NPIAS airports that currently are in the Unclassified category and system airports that are not included in the NPIAS.

FIGURE 10-1: FAA ASSET CATEGORY ROLES FOR OREGON PUBLIC AIRPORTS
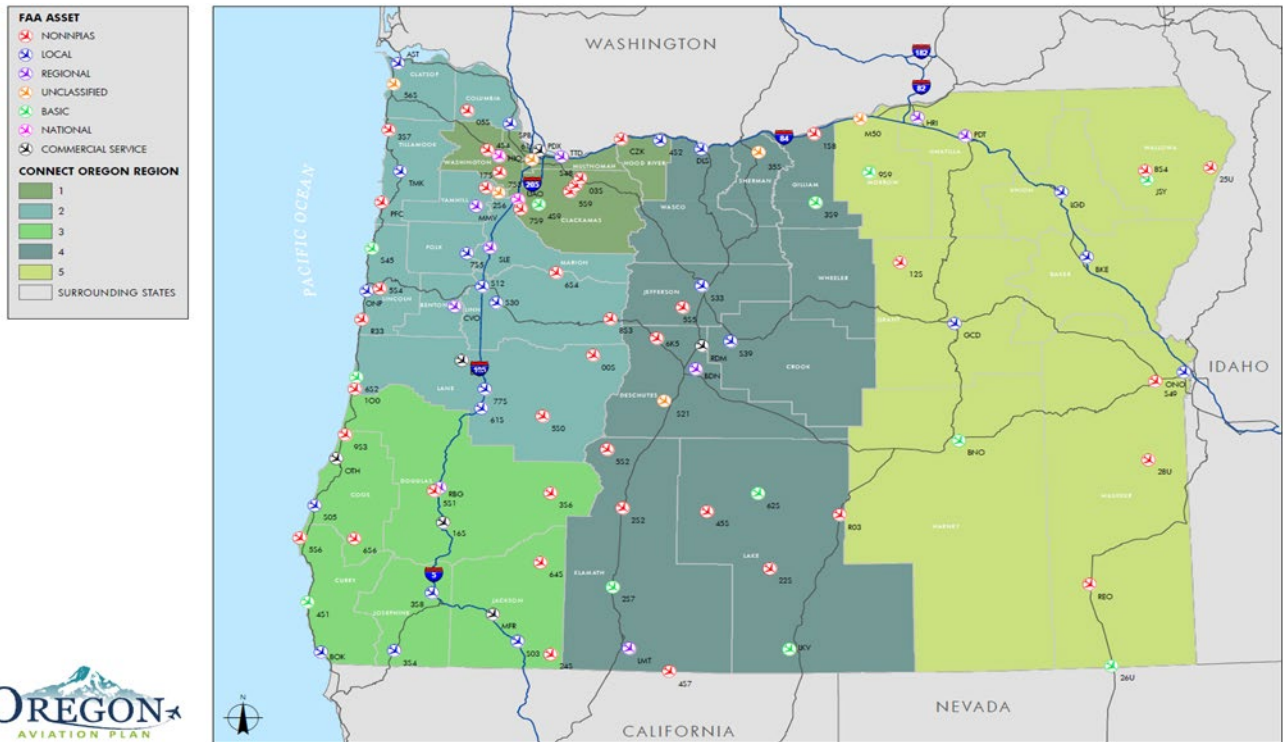
Source: FAA 2019 NPIAS Report, Jviation

Table 10-3 presents a summary of the ASSET roles compared to current state airport roles set in the OAP v6.0. As shown, two of the Oregon NPIAS airports (3.5 percent) are classified as National Airports, nine airports (15.8 percent) are classified as Regional Airports, 23 airports (40.4 percent) are Local Airports, 12 airports (21.1 percent) are Basic Airports, and six airports (10.5 percent) are Unclassified. There are 40 Non-NPIAS airports in the state system (41.2 percent) which are not presented in **Table 10-3**. This information shows that it is possible that ODA could be the only non-local source of funding for maintaining and improving 46 of the airports in the Oregon aviation system (the 40 airports that do not qualify for NPIAS inclusion and the six that are currently Unclassified in ASSET).

For comparison, according to the *FAA National Plan of Integrated Airport Systems (2017-2021),*approximately 3 percent of the general aviation airports in the United States (included in the NPIAS) fall in the National category, 16 percent are Regional Airports, 38 percent are Local Airports, 24 percent are Basic Airports, and about 7 percent are Unclassified.

TABLE 10-3: SUMMARY COMPARISON OF ASSET AND OAP V6.0 AIRPORT ROLES FOR OREGON NPIAS AIRPORTS

NPIAS/ASSET Category						Oregon	US NPIAS
	CS	Cat II	Cat III	Cat IV	Cat V	Total	Total
CS*	5					5	382
National		2				2	88
Regional	2	5	2			9	492
Local		3	9	11		23	1,278

NPIAS/ASSET Category						Oregon	US NPIAS
	CS	Cat II	Cat III	Cat IV	Cat V	Total	Total
Basic			2	8	2	12	840
Unclassified		1		5		6	243
	7	11	13	24	2	57	3,323
Percentage of Oregon Total							
CS*	8.8%	0%	0%	0%	0%	8.8%	11.5%
National	0.0%	3.5%	0%	0%	0%	3.5%	2.6%
Regional	3.5%	8.8%	3.5%	0%	0%	15.8%	14.8%
Local	0%	5.3%	15.8%	19.3%	0%	40.4%	38.5%
Basic	0%	0%	3.5%	14.0%	3.5%	21.1%	25.3%
Unclassified	0%	1.8%	0%	8.8%	0%	10.5%	7.3%
						100.0%	100.0%

Source: 2019-2023 NPIAS Report, https://www.faa.gov/airports/planning_capacity/npias/reports/ , Jviation analysis
Note: * Crater Lake-Klamath Regional and Eastern Oregon Airport at Pendleton are Commercial Service airports in the OAP v6.0 but are listed as Regional airports in the FAA ASSET categories.

As **Table 10-3** shows, when compared to the national distribution of airports by ASSET role, Oregon's NPIAS airports are within approximately four percentage points of the US NPIAS. For example, 14.8 percent of the airports in the US NPIAS are in the Regional category while 15.8 percent of Oregon's NPIAS Airports are in the Regional category. Should FAA move to a system for distributing FAA grants to eligible airports that is ASSET-based, Oregon airports may be able to compete relatively well. On the other hand, the state's percentage of airports in the "Unclassified" category is higher than the national average. Historically, the Unclassified airports in the Oregon system were each eligible for $150,000 in annual general aviation entitlement funding; this is no longer the case.

10.1.1 Unclassified Airports

There are six Oregon NPIAS airports that are in the Unclassified ASSET category; these airports are included in **Table 10-4**. As **Table 10-4** shows, only two of the Unclassified airports, Sportsman's Airpark and Sunriver, meet the FAA minimum ASSET inclusion criteria of 10 or more based aircraft. Two of the Unclassified airports (Seaside Municipal and Sportsman Airpark) shown in **Table 10-4** are also each relatively close to another NPIAS airport. Three of the airports are greater than 20 miles driving distance from another airport and are not considered to have an overlapping service area.

Based on available data, ownership status, and current characteristics for the Unclassified airports in Oregon, there does not appear, at this time, to be justification for requesting FAA to reconsider the Unclassified status for these Oregon airports.

TABLE 10-4: FAA UNCLASSIFIED CATEGORY AIRPORT SUMMARY

City	Airport	FAA ID	Ownership	Based Aircraft	Distance to Closest NPIAS Airport in Miles
Boardman	Boardman	M50	Port	0	HRI - Hermiston Municipal Airport (30)
Newberg	Sportsman Airpark	2S6	Private	44	UAO - Aurora State Airport (15)
Portland	Portland Downtown	61J	City	0	PDX - Portland International Airport (8)
Seaside	Seaside Municipal	56S	City	3	AST – Port of Astoria Regional Airport (10)

Sunriver	Sunriver	S21	Private	28	BDN - Bend Municipal Airport (24)
Wasco	Wasco State	35S	State	4	DLS - Columbia Gorge Regional/The Dalles Municipal Airport (31)

Source: Jviation analysis, MapQuest.com

10.1.2 Non-NPIAS Airport Review

Forty Non-NPIAS airports are analyzed for their ability to meet NPIAS candidacy. Non-NPIAS airports with more than 10 based aircraft currently, (or forecasted to have more than 10 based aircraft by 2025), are reviewed for their ownership, activity in terms of based aircraft, and proximity to NPIAS airports in Oregon. While these airports are included in Oregon's state airport system, they are not included in NPIAS. These airports are shown in **Table 10-5**, which provides basic information on these airports as it was collected as part of this study's inventory effort.

The FAA's criteria for an airport's inclusion in the NPIAS are based on a variety of factors such as operational demand, geographic location, airport sponsorship, as well as other criteria. The following sections discuss criteria considered for an airport's inclusion in the NPIAS:

- Airport formerly in the NPIAS
- Airport's location in relation to the nearest NPIAS airport (serves a community located at least 20 miles or a 30-minute drive from the nearest existing or proposed NPIAS airport)
- Reliever airport
- Airports receiving US Mail Service
- Airports with a National Defense Role

TABLE 10-5: CHARACTERISTICS OF OREGON NON-NPIAS AIRPORTS

FAA ID	Associated City	Non-NPIAS Airport	Based Aircraft	Nearest NPIAS Airport	Driving Distance in Miles	Drive Time in Minutes
17S	Newberg	Chehalem Airpark	31	Sportsman's	6	12
7S9	Hubbard	Lenhardt Airpark	113	Aurora	8	14
6K5	Sisters	Sisters Eagle Air Airport	17	Redmond	21	27
S48	Sandy	Country Squire Airpark	27	Portland-Troutdale	20	25
8S4	Enterprise	Enterprise Municipal	31	Joseph State Airport	7	10
5S1	Roseburg	George Felt	17	Roseburg	5	7
5S5	Culver	Lake Billy Chinook	10	Madras	25	37
03S	Sandy	Sandy River	20	Portland-Troutdale	18	25
7S3	Hillsboro	Stark's Twin Oaks	113	Portland-Hillsboro	13	17
5S4	Toledo	Toledo State*	9	Newport	13	24
5S9	Estacada	Valley View	33	Portland-Troutdale	20	29

Source: Jviation analysis, www.mapquest.com
Note: *only non-NPIAS airport in Oregon forecast to exceed 10 based aircraft by 2025

An existing or proposed airport not meeting the criteria above may be included in the NPIAS if it meets all the following:

- It is included in the state airport system plan (SASP)

- It serves a community more than 30 minutes from the nearest NPIAS airport
- It is forecast to have 10 or more based aircraft within the short-term planning period (five years)
- There is an eligible public sponsor willing to undertake the ownership and development of the airport

Airports that do not meet any of the previously discussed entry criteria may be considered for inclusion in the NPIAS based on a special justification. This justification must show that there is a significant national interest in the airport. Special justifications include:

- A determination that the benefits of the airport will exceed its development costs
- Written documentation describing isolation
- Airports serving the needs of Native American communities
- Airports needed to support recreational areas
- Airports needed to develop or protect important national resources

For the 40 Oregon airports that are not currently included in the NPIAS, 11 of the airports meet the minimum NPIAS inclusion criteria of having, or are forecast to have, 10 based aircraft. However, 10 of these 11 airports are 30 minutes or less from another airport already included in the NPIAS. The single airport which is greater than thirty minutes from a NPIAS airport is Lake Billy Chinook Airport near Culver, Oregon. The nearest NPIAS airport is Madras, which is a 37-minute drive. Lake Billy Chinook Airport currently has 10 based aircraft which are mainly stored in "through-the-fence" hangars adjacent to the airport. Lake Billy Chinook Airport is a privately-owned facility, and although there are other privately-owned airports in Oregon currently in the NPIAS, it is unlikely the FAA would consider an additional privately-owned airport for NPIAS inclusion.

The next section discusses and identifies any suggested changes to current ASSET role classifications for the Oregon airports included in NPIAS.

10.2 Analysis and Recommendations for Changes to Current State Airport Roles

Aviation is a dynamic industry and airports and the role they play in meeting the state's transportation and economic needs and objectives can change over time. A review of current airport roles was undertaken to determine if changes to current roles appear to be appropriate. Current roles for Oregon airports are shown in **Table 10-2.** The need to change state airport roles identified in the OAP v6.0 considered several factors which include:

- Outside influences on an airport.
- Significant improvements in airport infrastructure.
- Current aviation activity on the airport.

This section explains the process used to incorporate these factors.

An OAP Category Change Matrix was developed using a ranking by level of importance to determine whether an airport's OAP v6.0 Category should be elevated. The OAP Category Change Matrix is presented in **Table 10-8**. The three main factors had more than one component to address changes at an airport since the 2007 study. The OAP Category Change Matrix assigned points to each component. For example, if an airport extended its runway since 2007 it received two points. The following provides an explanation of the three ranking factors.

Outside Influences on Airports

Airports are influenced by off airport activity as well public policies over which the airport sponsor may have little control. These range from population growth in the airport's service area, to the FAA's classification in the NPIAS and ASSET. Outside influences considers the following three factors:

- Population growth
- FAA NPIAS Inclusion, ASSET category
- ASSET category

Population growth: The OAP Category Change matrix analysis assigned 1 point to the airport in the matrix if the population of the county the airport is located in experienced a growth rate greater then than the State's growth rate experienced between 2010 and 2016. This growth rate for Oregon was 6.4 percent over the six-year period. Only 17 airports of the 97 facilities are located in counties that met or exceeded this growth rate.

NPIAS Inclusion: There are 56 airports and one heliport in the NPIAS in Oregon for a total of 57 facilities. If an airport is included in the NPIAS, it was assigned one point. Non-NPIAS airports receive no points.

FAA ASSET Category Analysis: A review to determine changes to current state airport roles considered the airport's role as assigned by FAA in the ASSET study. The review found that airport roles in the OAP v6.0 are generally aligned with FAA ASSET roles. In some instances, however, FAA-assigned roles show more federal significance for some Oregon airports. If this was the case the airport received one point in the OAP Category Change matrix. **Table 10-6** compares the FAA ASSET Role with the OAP v6.0 Category.

TABLE 10-6: OAP V6.0 CATEGORIES COMPARISON TO FAA ASSET ROLES

FAA ASSET Role	National	Regional	Local	Basic	Unclassified
OAP Category	II	II	III	IV	V

OAP v6.0 Category I Commercial Service does not apply in the FAA ASSET since its focus is primarily on general aviation airports. For example, Albany Municipal has an OAP v6.0 category of IV, while the FAA ASSET role is considered a Local role. Since Albany Municipal has a relatively higher ASSET role than OAP v6.0 role, it is assigned one point in the matrix to reflect its higher federal significance. There are 15 OAP airports with more federal significance than OAP categorization and each are assigned one point. These are identified in **Table 10-8**.

Significant Airport Infrastructure and Improvements in Airport Infrastructure

Since the 2007 OAP, several airports have made significant facility improvements. Improvements such as runway extensions, Runway End Identifier Lights (REIL) and weather equipment installations, and global positioning system (GPS) approaches were included in the OAP Category Change Matrix. These improvements may lead to increased airport operations as well as attract aircraft owners to base their aircraft at the airport. Points were assigned to airports for the following factors. (Two points were assigned for each of these factors):

Installation of Weather Reporting Equipment: Automated Weather Observing System (AWOS) and Automated Surface Observing System (ASOS) are fully configurable airport weather system that provides continuous, real time information and reports on airport weather conditions. AWOS stations are mostly operated, maintained and controlled by aviation service providers. Installing weather reporting equipment improves operational safety at an airport for pilots. Weather reporting equipment also enhances GPS and instrument landing system (ILS) approaches at an airport. Two points were assigned to an airport in the matrix if weather equipment were installed since 2007.

Installation of Runway End Identification Lights: The REIL system provides rapid and positive identification of the end of the runway. The system consists of two synchronized, unidirectional flashing lights. These lighting systems are important for night time operations and operations during inclement weather. Two points were assigned to an airport in the matrix if REILs were installed since 2007.

Installation of a GPS based approach: Improved approaches to airports, which significantly increase operational benefits and safety, are now being implemented even at remote locations where conventional ground-based NAVAIDs such as ILS are unavailable. Since 2007 OAP, five Oregon airports have improved aircraft approaches with certificated GPS approaches. Two points were assigned to an airport in the matrix if GPS approaches were installed since 2007.

Extending the runway more than 400 fee: A runway extension of 400 feet or greater is used to identify significant improvements by the airport sponsor and FAA. Only two Oregon airports had runway extensions that met the criteria since the 2007 OAP. Two points were assigned to each of these airports.

Having a primary runway 5,000 in length or greater: A 5,000-foot paved runway is the typical minimum for business jet operations and longer runways are generally required for jets used by air carriers. Runway length for business jet aircraft can be based on an insurance industry requirement for a minimum length of 5,000 feet for aircraft greater than 12,500 pounds. Two points were assigned to an airport in the matrix if an airport has a primary runway 5,000 or greater in length.

Based aircraft increasing to more than 10 since 2007 OAP: Airports with less than 10 based aircraft in 2007 and increasing to over 10 based aircraft by 2017 were assigned two points. Five airports in Oregon met this criterion.

Current Aviation Activity on the Airport

Key aviation activities that benefit the local economy and welfare of the community were included in the OAP Category Change Matrix. These activities were given the most weight in the matrix since it they are tied to off-airport needs such as patient transport to hospitals, protection of property and natural resources as well as direct links to the national economy.

Scheduled Air Cargo: There are 14 airports in Oregon that support regularly scheduled air cargo service. PDX is the only airport in Oregon with cargo jet activity. There are 13 airports in Oregon with contracted air cargo feeder aircraft activity. These contractors utilize turboprop or piston engine aircraft. Three points were assigned to an airport in the matrix if it has scheduled air cargo service.

Air Ambulance Based: There are 15 Oregon airports that support emergency services through a local air ambulance service provider with air ambulance aircraft based on the airport. Three points were assigned to an airport in the matrix if it has an air ambulance based on the airport.

Based Aerial Wildland Firefighting: There are 15 airports in Oregon that support wildland firefighting services through a full-time based firefighting aircraft operation. These airports support on a year-round basis either a single engine attack (SEAT) aircraft or a multi-engine aerial tanker. Three points were assigned to an airport in the matrix if it has wildland firefighting aircraft based on the airport.

United States Coast Guard (USCG) Station: Three airports in on or near the Oregon Coast have either a US Coast Guard Station or Facility with based USCG aircraft. Three points were assigned to an airport in the matrix if it has a USCG Station or Facility.

10.2.1   OAP Category Change Matrix Review

A review of airports was undertaken and presented in a matrix to determine whether airports in the OAP v6.0 should be elevated to a higher role in the OAP v6.0 Airport Category. The analysis applied to system airports in Category V, IV and III. The analysis did not apply to airports in Category I since there is no higher category nor does it apply to Category II airports since these airports need to have scheduled airline service to meet the Category I requirements. Additionally, airports that are privately owned will remain within their current OAP v6.0 Categories. Lowering airport categories was not considered in the analysis since the focus was on airport system improvements that have been made and or where key aviation activities exist.

A matrix was developed based on a point system. The maximum points possible is 27 if an airport were to have points added for each factor. Changing an airport's Category is considered significant in airport system planning and the OAP Category Change Matrix developed for the analysis applies a stringent threshold for category changes. In order for a Category V airport to be elevated to a Category IV it needed to reach more than 5 points, while Category IV airports need to have more than 10 points to reach Category III status. For a Category III airport to be elevated to Category II it would need more than 15 points.

Results of the analysis are presented in **Table 10-8** while summaries for each OAP v6.0 category are provided as follows.

OAP v6.0 Category Matrix Results Summary

Category V – RAES Airports: There are 40 Category V airports in the OAP v6.0 (and one seaplane base) with 30 of these being publicly owned and considered in this analysis. Most of these airports, 24 in all, had no improvements since the 2007 OAP study nor significant aviation activity. These airports received no points. Category V airports need to have more than five points to reach Category IV status. Six airports received points, but none crossed the threshold of greater than five points. McDermitt State Airport has four points as a result of having both a paved runway greater than 5,000 feet in length and the airport's inclusion in the FAA NPIAS and ASSET. **Figure 10-2** identifies the six airports that received points in Category V. More detail of the point distribution is presented in the OAP Category Change Matrix in **Table 10-8**.
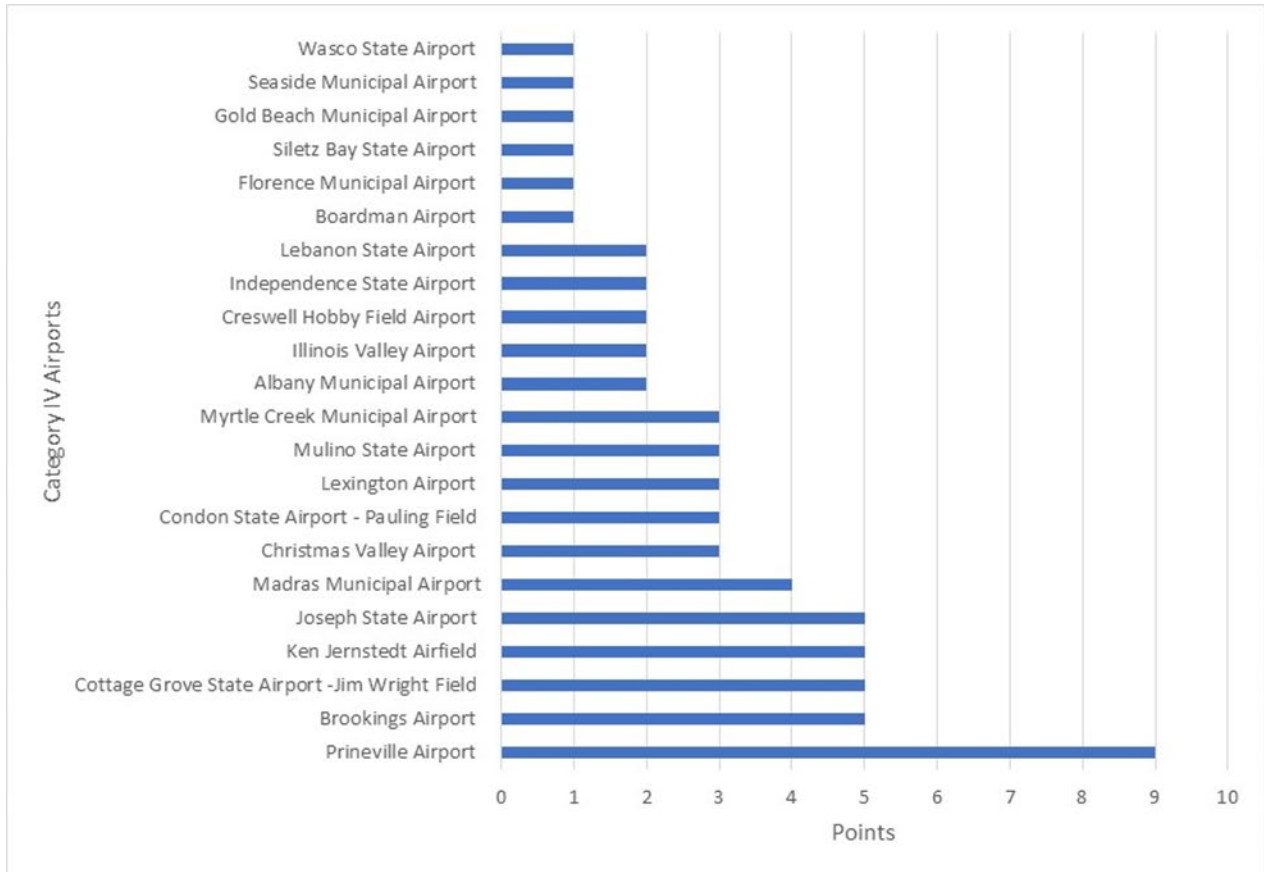
FIGURE 10-2: OAP CATEGORY CHANGE MATRIX RESULTS SUMMARY - CATEGORY V AIRPORTS
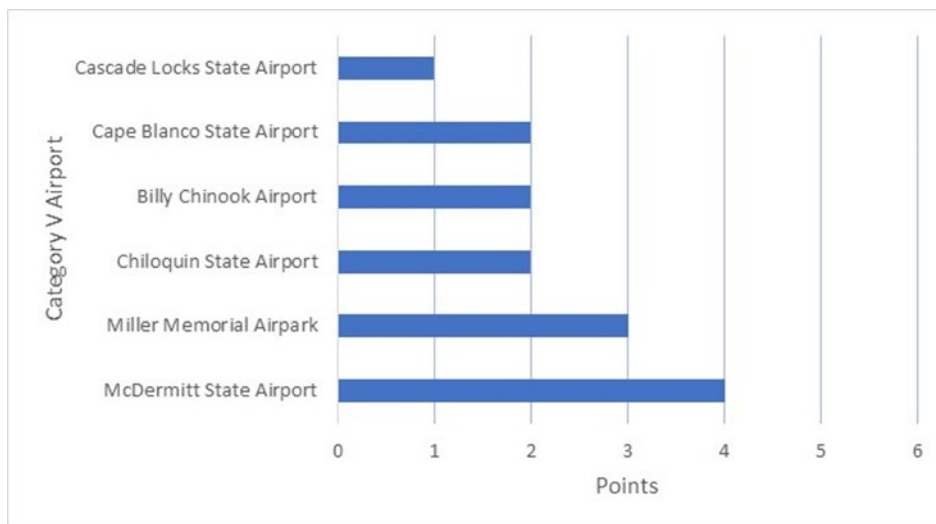
Source: Jviation

Category IV – Local General Aviation Airports: There are 27 Category IV airports in the OAP v6.0 with 22 being publicly owned and; therefore, considered in this OAP Category Change Matrix analysis. All 22 airports had improvements since the 2007 OAP study and/or some level of significant aviation activity identified. Category IV airports need to have more than 10 points to be upgraded to Category III status. Prineville Airport was assigned nine points and is the highest scoring airport in the Category IV analysis. Five airports trailed Prineville with just five points each. **Figure 10-3** identifies the 22 airports with points for Category IV airports. More detail of the point distribution is presented in **Table 10-8**.

FIGURE 10-3: OAP CATEGORY CHANGE MATRIX RESULTS SUMMARY - CATEGORY IV AIRPORTS
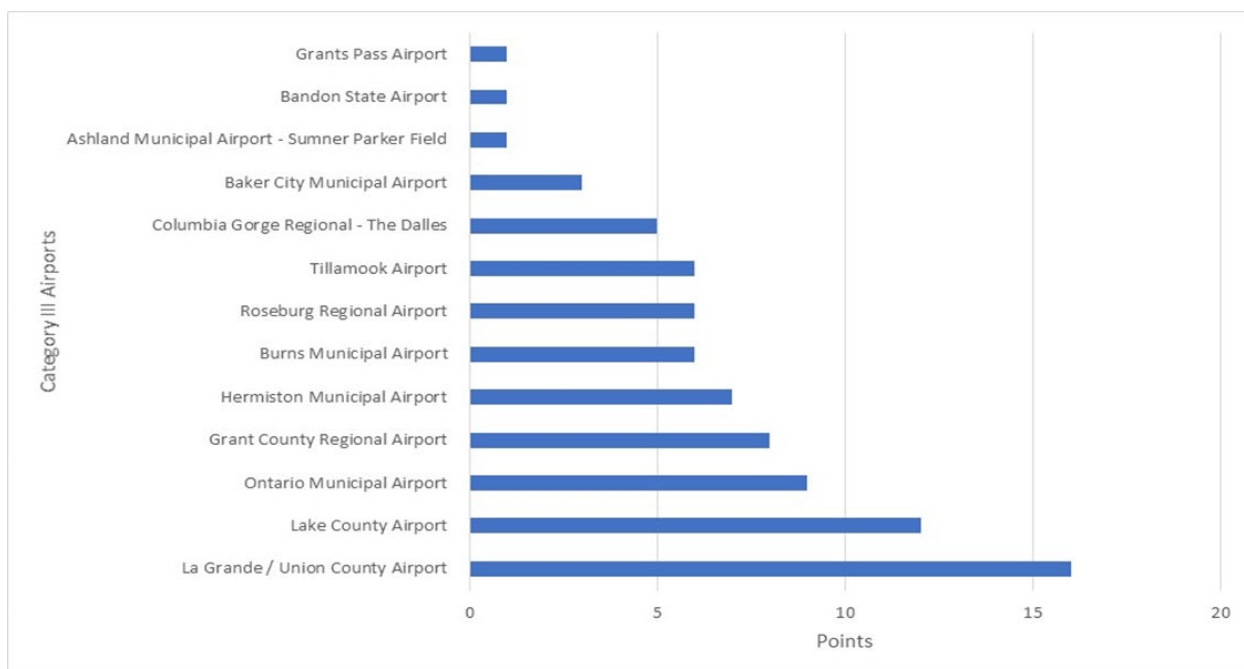

Source: Jviation

Category III – Regional General Aviation Airports: There are 13 Category III airports in the OAP v6.0 with all being publicly owned and therefore included in the OAP Category Change Matrix analysis. Each of these airports received points based on facility improvements since the 2007 OAP study and/or identified significant aviation activity. Category III airports need to have more than 15 points to reach Category II status. La Grande / Union County Airport was assigned 16 points, qualifying it for Category II status. La Grande is the highest scoring airport in the Category III analysis. La Grande has scheduled air cargo activity, an air ambulance based on the airport and the USFS has an Air Tanker Base located on the airport. Improvements at the airport since the 2007 OAP include a runway extension and a GPS approach. La Grande is the only airport in the matrix analysis reaching the threshold to be upgraded to a higher level.

Based on the OAP Category Change Matrix analysis it is recommended that La Grande / Union County Airport be assigned to the Category II – Urban General Aviation Airport. By assigning La Grande to Category II, the airport will be the only Category II airport in eastern Oregon on the Interstate 84 Corridor and will increase the

population coverage for Category II airports from 2,459,600 to 2,481,848. Re-classifying the airport to Category II will require greater commitment by ODA, the FAA and the airport sponsor incoming years related to funding future improvements and annual maintenance. The following chapter will include information on airport funding of airports by OAP v6.0 Category.

Figure 10-4 identifies the 13 airports the points for Category III airports. More detail of the point distribution is presented in the matrix **Table 10-8**.

FIGURE 10-4: OAP CATEGORY CHANGE MATRIX RESULTS SUMMARY - CATEGORY III AIRPORTS

Source: Jviation

10.2.2   Land Use Compliance Recommendations

Based on the number of jurisdictions with land use authority over an ODA system airport that are not currently in compliance with State regulations, there is a significant amount of work needed to achieve statewide compliance. Fortunately, there are existing tools, programs, and grant opportunities that can be leveraged to enhance local compliance with the APR. The following sections describe these opportunities as well as the limitations associated with these tools, and what actions the ODA, as well as local jurisdictions, may pursue to meet mutually beneficial goals of enhancing safety around the State's public use airports.

State Programs

The ODA Airport Land Use Compatibility Guidebook includes model code language for safety overlay zones and land use and development requirements. These comprehensive model ordinances are an excellent starting point for jurisdictions undertaking policy and regulatory updates to protect airport operations. However, lack of funding and weak regulatory triggers to initiate or prioritize local updates make planning projects focused on APR compliance unlikely without incentives.

As discussed in this report, updating airport policies and protections in local comprehensive plans and regulatory development codes could be included as part of a local jurisdiction's Periodic Review, which is to be

completed every 7-10 years, depending on the jurisdiction's size. The limitation of this approach includes the fact that it is not compulsory for all jurisdictions and the program, as noted by past participants in the League of Oregon Cities survey, suffers from complexity and length, as well as lack of funding. However, there is a regulatory requirement for some jurisdictions to undertake Periodic Review and the recent survey indicates that some cities remain interested in the program to update their long-range plans and implementing ordinances and that there are proponents of increased program funding. Funding for periodic review is typically procured through the Department of Land Conservation and Development (DLCD).

A more promising planning approach to APR compliance is addressing deficiencies as part of local Transportation System Plan (TSP) updates[3]. A TSP can be updated as a task in a local jurisdiction's Periodic Review program, but more typically the impetus is a need to update and fund transportation improvement lists. Funding for TSPs often comes through the Oregon Department of Transportation (ODOT) or through Transportation Growth Management (TGM), a joint ODOT/DLCD program.

The TPR dictates that airport districts—as well as public transit and port districts—participate in the development of TSPs for the facilities and services they provide. Local TSPs must be consistent with the policies in the OAP v6.0, and during the TSP update process development requirements are supposed to be reviewed and, if necessary, updated to be consistent with the APR. A TSP update must include an evaluation of the airport's consistency with state, regional, and local transportation and land use plans and the airport's function regarding meeting state, regional, and local air travel needs. The "Air" modal element of the TSP must be consistent with any facility master plans for all existing and planned public use airports within the jurisdiction's planning area and should address multi-modal access[4] to those airports as well as airport operations and protections. A good example of a TSP with a well-integrated airport plan is the 2012 Florence TSP, in which the Florence Municipal Airport Master Plan and Airport Layout Plan are summarized and specific projects related to the airport are listed as part of the City's transportation system.

Undertaking a robust modal element for Air, or an Air Plan section—as is found in the Florence TSP—as part of a TSP planning process is more of an exception than the rule. TSP planning projects are directed by the TPR and, while a required TSP element, the airport-related requirements are not typically a focus of a local TSP project scope. The reasons for the lack of focus on airport planning depend on the scope of the TSP project and the jurisdiction, limited project funding, the pressing need for funding for roadway projects and maintenance, and the more recent focus on active transportation modes (bicycle, walking, and transit).

Land Use Recommended Actions

State

- Continue coordination with DLCD
  - Schedule regular meetings between the Directors of ODA and DLCD to discuss where program objectives overlap.
  - Share with DLCD the findings of this report and identify "high priority" local jurisdictions that may be primed to undertake legislative updates that could include airport-related protections.
  - Develop systems to regularly communicate with DLCD to increase awareness of available state moneys that could be used by local jurisdictions to address needed airport protections in policy and regulatory requirements. In particular, coordinate with the TGM Program to align the

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[3] TSP Guidelines can be used as a tool for developing Air modal elements in TSPs. The guidelines were updated in 2018. https://www.oregon.gov/ODOT/Planning/TSP-Guidelines/Pages/default.aspx
[4] https://www.oregon.gov/ODOT/Planning/TSP-Guidelines/Documents/TSP-Guidelines.pdf , page 10

priorities of this program with the objectives identified in this report and establish regular communications related to the TGM grant cycle and available funding.

- Engage with Regional Solutions

  o Establish regular communications with Regional Solutions staff and articulate ODA's interest in being "at the table" when issues arise that are related to, or have an impact on, airports within the State.

- Communicate with local planners

  o In communities that are just beginning, or have plans to begin, a new or updated airport master plan, communicate directly with planners—department heads or project managers in particular—regarding opportunities for updating policy and code language as part of the funded project.

  o Engage planners in the State through membership associations, such as the League of Oregon Cities, Association of Oregon Counties, and the Oregon chapter of the American Planning Association to communicate needs related to protecting the State's airports. Take advantage of both informal and formal speaking opportunities afforded by these organizations through regularly held meetings, special events, and annual conferences.

  o Use mailing lists and email contacts to communicate the findings of this report and promote ODA objectives related to improving local policies and regulatory requirements related to airports, as well as funding opportunities for regulatory updates that may be available.

- Explore partnership between ODA and Business Oregon

  o Correlate economic opportunities and initiatives (available industrial land, Enterprise Zones) with High Priority jurisdictions/airports and identify ways to coordinate and fund needed plan and ordinance updates.

- Explore partnership between ODA and ODOT

  o Coordinate the scoping of TSP projects (both new and updated local plans) to enhance the Air modal element in TSP planning projects.

  o Explore the option of ODA contributing funding to TSP projects for enhanced Air modal elements.

  o Consider TPR and APR Rulemaking to clarify and enhance the use of TSP planning and TSP updates to "trigger" consistency with and adoption of APR provisions.

- Enhance resources available to local jurisdictions

  o Create "how to" informational sheets regarding access to and use of model code language for safety overlay zones and land use and development requirements.

  o Encourage the use of centralized mapping for public use airport boundaries, runway protection zones, horizontal surfaces, future expansion areas, and noise contours.

  o Identify additional funding needed to help with local mapping and/or code updates and consider a legislative ask to secure funding.

Local

- Consider using the model ordinance language developed by ODA when updating local land use ordinances to ensure compliance with APR regulations regarding land use compatibility, height limitations, safety zones, etc.

- Seek state grant funding through sources such as ODOT and TGM to bring local comprehensive plans and development ordinances into compliance with the APR, either as a standalone project or as a component of a larger TSP update. Because the APR was developed to aid in the implementation of the State's TPR, projects aimed at bringing local codes into compliance with the APR fall under Category 1 of the TGM grant program.

- Regulatory updates to local land use and development codes could be coordinated with larger legislative code update projects.
- Consider exemplary ordinance or development code language that has been adopted by a local jurisdiction for the protection of airport operations. Two such examples are the Washington County Community Development Code's Public Use Airport Overlay District and Public Use Airport Safety and Compatibility Overlay District and the Sisters Development Code's Airport Overlay District and Airport District.

10.2.3 Additional Recommendations

Analysis in previous chapters resulted in several recommendations which are expanded on in this section.

Recommendation: Airport Wind Coverage Analysis

Airports with a single runway in Oregon may lack adequate wind coverage since the runway may not be oriented to local prevailing winds. Airport wind coverage was discussed in **Chapter 5** and four airports which lack adequate wind coverage where identified. A review of the wind coverage data collected during the inventory for Category I through Category IV study airports is presented in **Table 10-8**. Reliable wind data is not available for Category V airports; therefore, they were not evaluated in this analysis. As part of the OAP v6.0 it is recommended that a future wind coverage analysis be prepared to provide more accurate information for airports currently lacking enough wind and climate data. The four airports in the OAP v6.0 that do not meet the wind coverage objective, based on current analysis, include:

- 3S9   Condon   Condon State Airport - Pauling Field
- S30   Lebanon   Lebanon State Airport
- 56S   Seaside   Seaside Municipal Airport
- 35S   Wasco   Wasco State Airport

Wind studies are recommended for these four airports.

Recommendation: Airport Geographic Coverage Gaps

As presented in **Chapter 6 , Special Considerations** there are large areas of the State which lack an airport in the Oregon system of Airports. While these areas are sparsely populated, airports within these areas would provide alternates for pilots needing an emergency landing facility. Two primary gap areas that lack a state or NPIAS system airports are in South Central Oregon, primarily Harney County, and an area east of Bend/Redmond north of US 20, primarily Crook County (See **Figure 10-5**). Other areas of the state have been considered in the past for adding airports to the system. In 2003, the state contracted with W&H Pacific to conduct the *Jordan Valley Airport Siting Study* which considered a new airport on the Oregon/Idaho border where a large gap in system airports exists in both Southeast Oregon and Southwest Idaho. Although there are private airports and airstrips in these areas, they lack state or federal funding support. Further study of coverage gaps eastern Oregon is recommended to address these extensive areas lacking system airports.
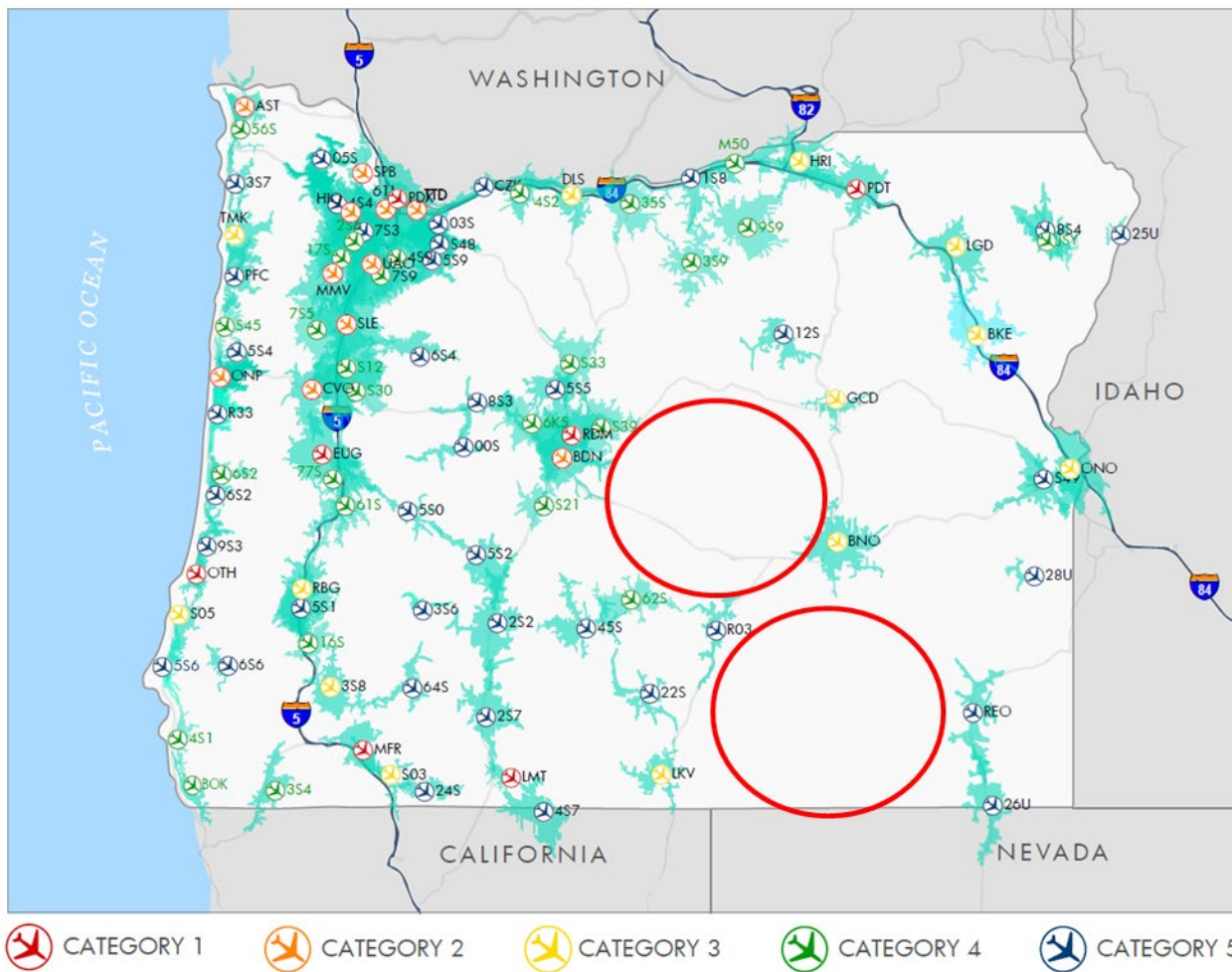
Source: Jviation

Recommendation: Study Six Airports for Lateral Precision Performance with Vertical Guidance (LPV) Approaches Related to Enhance Local Economic Development

Chapter 5, System Evaluation provides analysis of 30-minute accessibility to airports supporting economic development/businesses utilizing aviation. The analysis includes airports with the following facility and services attributes:

1. Airports with a runway of at least 5,000 feet long
2. Airports with an approach supported by vertical guidance
3. Airports with FBO services
4. Airports with jet fuel sales
5. Airports with rental car service (on-site or pre-arranged)

There are 23 airports in the Oregon system of airports meeting all the facility and service attributes for airports enhancing local economic development in the state. There are six airports, however, that meet all the facilities and service attributes except for a vertical guidance approach. These six airports (identified in **Table 10-7**) all have published area navigation (RNAV) approaches, which provide pilots with guidance to align with the

runway, but no ILS or LPV approach, which guide the aircraft down to the runway. An approach with vertical guidance would better support all-weather operations at these airports by crucial aircraft such as air ambulance, aerial firefighting and air cargo flights. Airports listed in **Table 10-7** that lack the desired approach capabilities may be able to have their RNAV, lateral navigation (LNAV) and localizer performance (LP) approaches improved to LPV status, providing vertical guidance.

The RNAV, LNAV and LP approaches listed in **Table 10-7** may lack the vertical portion of the approach due to obstructions near the airport approach surface or a conservative evaluation by the FAA when the Instrument Flight Procedure (IFP) was analyzed. It is recommended that further evaluation of approaches for airports in **Table 10-7** be obtained through protocols and forms as determined by the FAA Center in Oklahoma City. It is possible that re-survey of airports may be required. [5]

TABLE 10-7: OREGON AIRPORTS NEEDING VERTICAL GUIDANCE APPROACHES TO SUPPORT ECONOMIC DEVELOPMENT/BUSINESSES

FAA ID	OAP v6.0 Category	City	Airport Name	Population within 30 minutes	Approach Type
TTD	II	Portland	Portland -Troutdale Airport	831,290	RNAV
S39	IV	Prineville	Prineville Airport	9,540	LP
RBG	III	Roseburg	Roseburg Regional Airport	83,389	RNAV
TMK	III	Tillamook	Tillamook Airport	18,838	RNAV
S21	IV	Sunriver	Sunriver Airport	29,985	LNAV
BNO	III	Burns	Burns Municipal Airport	7,216	LNAV

Source: Jviation, US Census Data, FAA

Recommendation: NPIAS Airport Realignment

Geographic coverage of Oregon by NPIAS airports could be improved through the designation of one OAP v6.0 system airport to the NPIAS. Should the opportunity present itself, Cape Blanco State Airport should be considered for inclusion in the NPIAS. The following discussion provides the rationale and strategies to include Cape Blanco State Airport into the NPIAS in the near future.

Cape Blanco State Airport (5S6) is a non-NPIAS, state-owned airport that is located on the southern portion of the Oregon Coast. The nearest NPIAS airport is Bandon which is 30 minutes to the north. Cape Blanco currently has seven based aircraft and is a Category V-Remote Access/Emergency Service airport in the OAP v6.0. The airport has a concrete runway 5,100 feet in length which was constructed during World War II between 1944 and 1945 for the US Navy. This airport offers the only runway along the south Oregon Coast greater than 5,000 feet in length that is outside the tsunami inundation zone. The airport is bordered by state park land on three sides and has approximately 3,380 residents within a 30-minute drive of the airport.

Cape Blanco is listed by the Oregon Legislature Airport Resiliency Workgroup as a Tier 1 airport which will support emergency and economic recovery in the event of a Cascadia Event earthquake or Tsunami. The airport is significantly higher in elevation than other OAP airports located along the coast giving it a prime location outside of the Tsunami zone. The two closest NPIAS airports to Cape Blanco, Bandon State Airport to the north and Gold Beach Municipal to the south have relatively short runways in comparison to Cape Blanco's runway length of 5,100 feet and are much lower in elevation placing them at risk to tsunami.

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[5] https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/

As presented in **Chapter 6** of this study, Tier 1 airports are also referred to as Incident Staging Bases by the Federal Emergency Management Agency (FEMA), Base Support Installation (by the Department of Defense), Type 1 Federal Staging Area (by FEMA), or National Guard Logistics Staging Base (by the State). These are functioning as Aerial Port of Embarkation / Departure for the response and simultaneously Tier 3 resupply points. Tier 1 airports are capable of the full spectrum of response operations. In this resiliency role, Cape Blanco State Airport could function in multiple uses in recovery such as distribution point to local communities, as a Responder Base Camp and as a "joint reception, staging, onward movement, and integration" / or Relief in Place Location[6].

Including Cape Blanco in the NPIAS would allow for this important airport to receive federal funds for facility improvements and preservation. NPIAS inclusion would also elevate the significance of the airport in the national system and acknowledge the importance the airport related to the Cascadia Event and tsunami recovery.

Two Options for Cape Blanco NPIAS Inclusion

The OAP v6.0 recommends considering two options to provide NPIAS status for Cape Blanco Airport. These options do not add another Oregon airport to the NPIAS but offer an exchange of an existing NPIAS airport for a non-NPIAS airport already in the Oregon system of airports.

Option 1 - Cape Blanco NPIAS Inclusion: The first option under consideration, and the ODA preferred option, is for discontinuing Wasco as a NPIAS airport in exchange for adding Cape Blanco to the NPIAS. Both Wasco State Airport and Cape Blanco State are owned and operated by ODA. Wasco State Airport is listed as an Unclassified airport in the 2019 NPIAS Report[7]. Unclassified airports in the NPIAS are not eligible for FAA funds, however, the airport's sponsor, ODA, currently provides funding for improvements on the airport. If Wasco State Airport were to be dropped from the NPIAS, the funding options for this airport remains unchanged, since ODA, the airport's sponsor, would continue its future capital improvement plan (CIP) funding. The population within a 30-minute drive time of the airport is approximately 1,600 residents. The airport has four based aircraft in 2017.

Since Wasco is an Unclassified airport in the FAA NPIAS, should the realignment based on this option be implemented, Cape Blanco would need to be added as a Basic airport in the NPIAS which would enable it to be eligible for FAA Entitlement funds for capital improvements.

Option 2 - Cape Blanco NPIAS Inclusion: The second option is for discontinuing Chiloquin as a NPIAS airport in exchange for adding Cape Blanco to the NPIAS. Chiloquin is listed as a Basic airport in the 2019 NPIAS report and has six based aircraft, thus falling short of the NPIAS goal of 10 based aircraft. The airport serves a population of approximately 4,800 residents within a 30-minute drive. The nearest NPIAS airport to Chiloquin is Crater Lake-Klamath Regional (LMT) which is 35 minutes directly to the south. If Chiloquin State Airport were to be removed from the NPIAS, it would rely entirely on ODA, the airport's sponsor, for its future CIP funding.

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[6] Airport Resiliency Workgroup, ftp://ftp.odot.state.or.us/State_Aviation_Board/Strategic%20Retreat%202017/Identify%20Airports-%20Airport%20Resiliency%20Workgroup.pdf

[7] https://www.faa.gov/airports/planning_capacity/npias/reports/

10.2.4   Recommendations Summary

This OAP v6.0 has taken a comprehensive look at how the system is performing based on current conditions. The evaluation identified various actions and projects that are recommended to improve the performance of the Oregon airport system. The recommendations are summarized and include:

Upgrade La Grande to Category II airport: Based on the OAP Category Change Matrix analysis, it is recommended that La Grande / Union County Airport be assigned to the Category II – Urban General Aviation Airport. By assigning La Grande to Category II, the airport will be the only Category II airport in eastern Oregon on the Interstate 84 Corridor. La Grande has scheduled air cargo activity, an air ambulance based on the airport and the USFS has an Air Tanker Base located there. Capital improvements at the airport since the 2007 OAP include a runway extension and a GPS approach.

Additional study for airport wind coverage: As part of the OAP v6.0 it is recommended that future wind coverage analyses be prepared to provide more accurate wind coverage information for airports lacking current wind and climate data. There are four airports in the statewide OAP that do not meet the wind coverage objective. Further wind coverage analysis for these airports will more accurately depict local wind conditions at these airports.

Additional study for airport geographic coverage: There are large areas of the state which lack an airport in the Oregon system of Airports. Two primary gap areas that lack a state or NPIAS system airports are in South Central Oregon, primarily Harney County, and an area east of Bend/Redmond north of US 20, primarily Crook County. Although there are private airports and airstrips in these areas, they lack state or federal funding. A study of coverage gaps in eastern Oregon is recommended to address these large areas without system airports.

Realign NPIAS Airports in Oregon to include Cape Blanco State Airport: Coverage of Oregon by NPIAS airports could be improved through the designation of one OAP v6.0 system airport to the NPIAS. Should the opportunity present itself, Cape Blanco State Airport should be considered for inclusion in the NPIAS. Including Cape Blanco State Airport in the NPIAS would allow for this important facility to receive federal funds for capital improvements and preservation. NPIAS inclusion would also elevate the significance of the airport in the national system and acknowledge the importance the airport related to the Cascadia Event and tsunami recovery.

Study Six Airports for LPV Approaches Related to Enhancing Local Economic Development: There are 23 airports meeting all the facility and service attributes in the state. There are six airports, however, that meet all the facilities and service attributes except for a vertical guidance approach. These six airports all have published RNAV approaches, which provide pilots with guidance to align with the runway, but no ILS or LPV approach, which guide the aircraft down to the runway. An approach with vertical guidance would support operations at these airports for critical aircraft such as air ambulance, aerial firefighting and air cargo flights.

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TABLE 10-8: OAP V6.0 AIRPORT CATEGORY CHANGE MATRIX

FAA ID	City	Airport Name	Population growth > than State Rate	FAA Asset Category Lower than OAP	NPIAS Airport	Increased past 10 Based Aircraft?	GPS Approach since 2007	>400' Primary Runway Extension	Paved Runway >4999'	Added Weather Equip since 2007	Installed REILs	Scheduled Air Cargo	Air Ambulance Based	Based Aerial Firefighting	USCG Station	Total Points
Category III to II																
LGD	La Grande	La Grande / Union County Airport	0	0	1	0	2	2	2	0	0	3	3	3	0	**16**
LKV	Lakeview	Lake County Airport	0	0	1	0	2	0	2	2	2	0	0	3	0	**12**
ONO	Ontario	Ontario Municipal Airport	0	0	1	0	0	0	2	0	0	0	3	3	0	**9**
GCD	John Day	Grant County Regional Airport	0	0	1	0	0	0	2	0	2	0	0	3	0	**8**
HRI	Hermiston	Hermiston Municipal Airport	0	1	1	0	0	0	0	0	2	3	0	0	0	**7**
BNO	Burns	Burns Municipal Airport	0	0	1	0	0	0	2	0	0	0	0	3	0	**6**
RBG	Roseburg	Roseburg Regional Airport	0	0	1	0	0	2	0	0	0	3	0	0	0	**6**
TMK	Tillamook	Tillamook Airport	0	0	1	0	0	0	2	0	0	0	3	0	0	**6**
DLS	The Dalles	Columbia Gorge Regional - The Dalles	0	0	1	0	0	0	2	2	0	0	0	0	0	**5**
BKE	Baker City	Baker City Municipal Airport	0	0	1	0	0	0	2	0	0	0	0	0	0	**3**
S03	Ashland	Ashland Municipal Airport - Sumner Parker Field	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
S05	Bandon	Bandon State Airport	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
3S8	Grants Pass	Grants Pass Airport	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
Category IV to III																
S39	Prineville	Prineville Airport	0	1	1	0	0	0	2	2	0	0	0	3	0	**9**
BOK	Brookings	Brookings Airport	0	1	1	0	0	0	0	0	0	0	3	0	0	**5**
61S	Cottage Grove	Cottage Grove State Airport -Jim Wright Field	0	1	1	0	0	0	0	0	0	0	3	0	0	**5**
4S2	Hood River	Ken Jernstedt Airfield	1	1	1	0	0	0	0	0	2	0	0	0	0	**5**
JSY	Joseph	Joseph State Airport	0	0	1	2	0	0	2	0	0	0	0	0	0	**5**

FAA ID	City	Airport Name	Population growth > than State Rate	FAA Asset Category Lower than OAP	NPIAS Airport	Increased past 10 Based Aircraft?	GPS Approach since 2007	>400' Primary Runway Extension	Paved Runway >4999'	Added Weather Equip since 2007	Installed REILs	Scheduled Air Cargo	Air Ambulance Based	Based Aerial Firefighting	USCG Station	Total Points
S33	Madras	Madras Municipal Airport	0	1	1	0	0	0	2	0	0	0	0	0	0	4
62S	Christmas Valley	Christmas Valley Airport	0	0	1	0	0	0	2	0	0	0	0	0	0	3
3S9	Condon	Condon State Airport - Pauling Field	0	0	1	2	0	0	0	0	0	0	0	0	0	3
9S9	Lexington	Lexington Airport	0	0	1	2	0	0	0	0	0	0	0	0	0	3
4S9	Mulino	Mulino State Airport	1	1	1	0	0	0	0	0	0	0	0	0	0	3
16S	Myrtle Creek	Myrtle Creek Municipal Airport	0	0	1	2	0	0	0	0	0	0	0	0	0	3
S12	Albany	Albany Municipal Airport	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3S4	Cave Junction	Illinois Valley Airport	0	1	1	0	0	0	0	0	0	0	0	0	0	2
77S	Creswell	Creswell Hobby Field Airport	0	1	1	0	0	0	0	0	0	0	0	0	0	2
7S5	Independence	Independence State Airport	0	1	1	0	0	0	0	0	0	0	0	0	0	2
S30	Lebanon	Lebanon State Airport	0	1	1	0	0	0	0	0	0	0	0	0	0	2
M50	Boardman	Boardman Airport	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6S2	Florence	Florence Municipal Airport	0	0	1	0	0	0	0	0	0	0	0	0	0	1
S45	Gleneden Beach	Siletz Bay State Airport	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4S1	Gold Beach	Gold Beach Municipal Airport	0	0	1	0	0	0	0	0	0	0	0	0	0	1
56S	Seaside	Seaside Municipal Airport	0	0	1	0	0	0	0	0	0	0	0	0	0	1
35S	Wasco	Wasco State Airport	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Category V to IV																
26U	McDermitt	McDermitt State Airport	0	1	1	0	0	0	2	0	0	0	0	0	0	4
S49	Vale	Miller Memorial Airpark	0	0	0	0	0	0	0	0	0	0	0	3	0	3
2S7	Chiloquin	Chiloquin State Airport	0	1	1	0	0	0	0	0	0	0	0	0	0	2

FAA ID	City	Airport Name	Population growth > than State Rate	FAA Asset Category Lower than OAP	NPIAS Airport	Increased past 10 Based Aircraft?	GPS Approach since 2007	>400' Primary Runway Extension	Paved Runway >4999'	Added Weather Equip since 2007	Installed REILs	Scheduled Air Cargo	Air Ambulance Based	Based Aerial Firefighting	USCG Station	Total Points
5S5	Culver	Lake Billy Chinook	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**
5S6	Sixes	Cape Blanco State Airport	0	0	0	0	0	0	2	0	0	0	0	0	0	**2**
CZK	Cascade Locks	Cascade Locks State Airport	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
R03	Alkali Lake	Alkali Lake State	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1S8	Arlington	Arlington Municipal	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3S6	Clearwater	Toketee State	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5S2	Crescent Lake	Crescent Lake State Airport	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8S4	Enterprise	Enterprise Municipal	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
25U	Imnaha	Memaloose USFS	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9S3	Lakeside	Lakeside Municipal Airport	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4S7	Malin	Malin	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3S7	Manzanita	Nehalem Bay State Airport	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00S	McKenzie Bridge	McKenzie Bridge State	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12S	Monument	Monument Municipal	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5S0	Oakridge	Oakridge State	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
28U	Owyhee Reservoir	Owyhee Reservoir State	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PFC	Pacific City	Pacific City State Airport	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
22S	Paisley	Paisley	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
24S	Pinehurst	Pinehurst State Airport	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6S6	Powers	Powers Hayes Field	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
64S	Prospect	Prospect State Airport	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

FAA ID	City	Airport Name	Population growth > than State Rate	FAA Asset Category Lower than OAP	NPIAS Airport	Increased past 10 Based Aircraft?	GPS Approach since 2007	>400' Primary Runway Extension	Paved Runway >4999'	Added Weather Equip since 2007	Installed REILs	Scheduled Air Cargo	Air Ambulance Based	Based Aerial Firefighting	USCG Station	Total Points
REO	Rome	Rome State	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8S3	Santiam Junction	Santiam Junction State	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
45S	Silver Lake	Silver Lake USFS	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5S4	Toledo	Toledo State Airport	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
05S	Vernonia	Vernonia Municipal	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
R33	Waldport	Wakonda Beach State	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Source: Jviation Analysis