# 5. SYSTEM AND AIRPORT EVALUATION

This chapter of the Oregon Aviation Plan v6.0 analyzes access to the system for residents of the state as well as evaluates facility improvement needs and airport service objectives. Some airports may meet nearly all the performance criteria for their assigned category while others may fall short on several facility and services performance criteria. The evaluation does not lessen the importance of airports based on improvement needs but does list future improvements so that each airport can continue to serve their local community, businesses, and the state's pilot community. This chapter spells out improvements needed on Oregon's airports to guide the State decision makers and airport managers on where to improve the aviation system over the next ten years.

## 5.1 User Accessibility Analysis

An important part to updating the Oregon Aviation System Plan is evaluating the state's airport system to determine its current performance. The evaluation is supported using a series of performance criteria and associated benchmarks that were established at the onset of this update. The performance criteria and associated benchmarks are generally reflective of characteristics that define an airport system that functions at a high level, meeting the state's transportation and economic needs and objectives.

For the User Accessibility Analysis, performance is measured through two lenses: accessibility by air and accessibility by ground. For ground access the FAA National Plan of Integrated Airports System (NPIAS) considers an automobile drive time of 30 minutes as the primary form of access to an airport, hence the use of this metric. Ideally airports in the NPIAS are separated by a 30-minute drive time however some NPIAS airports are closer than 30-minutes. The benchmarks associated with each performance measure are presented as follows:

**System Performance Criteria: Air Accessibility**

- Benchmarks:
  - 30-Minute Accessibility to an Airport with an Approach Supported by Vertical Guidance
  - 30-Minute Accessibility to an Airport with a Published Approach
  - 30-Minute Accessibility to an Airport with Weather Reporting

**System Performance Criteria: Community/Ground Accessibility**

- Benchmarks:
  - 120-Minute Accessibility to an Airport with Scheduled Airline Service
  - 120-Minute Accessibility to an Airport within Scheduled Airline Service (Out-of-State)
  - 120-Minute Accessibility to Out-of-State Commercial Service Airports on Borders AND Category 1 Airports
  - 30-Minute Accessibility to Any System Airport
  - 30-Minute Accessibility to Out-of-State General Aviation Airports on Borders
  - 30-Minute Accessibility to a Commercial Service Airport
  - 30-Minute Accessibility to an Urban General Aviation Airport
  - 30-Minute Accessibility to a Regional General Aviation Airport
  - 30-Minute Accessibility to a Local General Aviation Airport
  - 30-Minute Accessibility to a Remote Access/Emergency Services (RAES) General Aviation Airport

- 30-Minute Accessibility to a State-Owned Airport
- 30-Minute Accessibility to Airports Supporting Economic Development and Business Utilization of General Aviation

Using these performance criteria and benchmarks, geographic information system (GIS) analysis was used to determine current accessibility for each of the benchmarks. System performance was evaluated in a multi-step process. First, drive time service areas were developed for Oregon system airports; then, population accessibility for just Oregon airports was determined.

Next, if there were airports in adjacent states that exhibited the characteristic being measured, accessibility to both Oregon airports and airports in neighboring states was determined. For some measures, an additional step was taken to determine how accessibility could change in the future.

The results of the GIS accessibility analysis are discussed in the following sections.

### 5.1.1 Population and Pilot Population Density

Over the past decade, Oregon has been one of the fastest growing states in the country by percentage growth. Since 2006, Oregon's population has grown at an average rate of 1.1 percent annually, reaching a total of over 4.1 million as of 2017. From 2016 to 2017 the state saw a population spike, growing by 1.6 percent to mark the largest population growth in Oregon in two decades. Approximately 88 percent of the growth is due to migration to Oregon. The state's three most populous counties in the Portland metro area (Multnomah, Washington, and Clackamas) experienced the largest numerical gains, while the largest percentage growth occurred in the Central Oregon counties of Deschutes and Crook Counties. The slowest growing counties were Grant and Sherman Counties in Eastern Oregon. Portland and Bend were the fastest growing cities.[1][2]

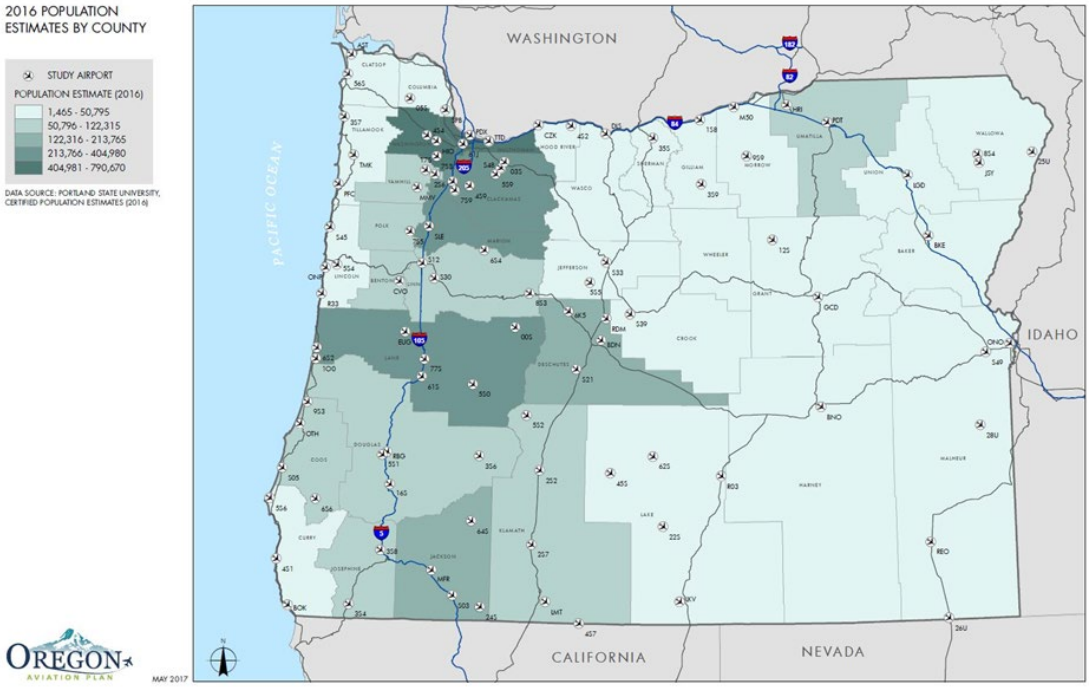
As illustrated in **Figure 5-1**, Oregon's population density is centered around the Portland metro area, the Interstate 5 corridor, and the Bend metro area in Deschutes County.

As shown in **Figure 5-2**, Oregon's pilot population density mirrors the general population density of the state, with the heaviest concentration of pilots being in Washington, Multnomah, Deschutes, Clackamas, Lane, and Jackson Counties.

[1] https://www.statesmanjournal.com/story/news/2017/11/16/oregons-population-grows-fastest-rate-20-years-fueled-new-residents/872884001/

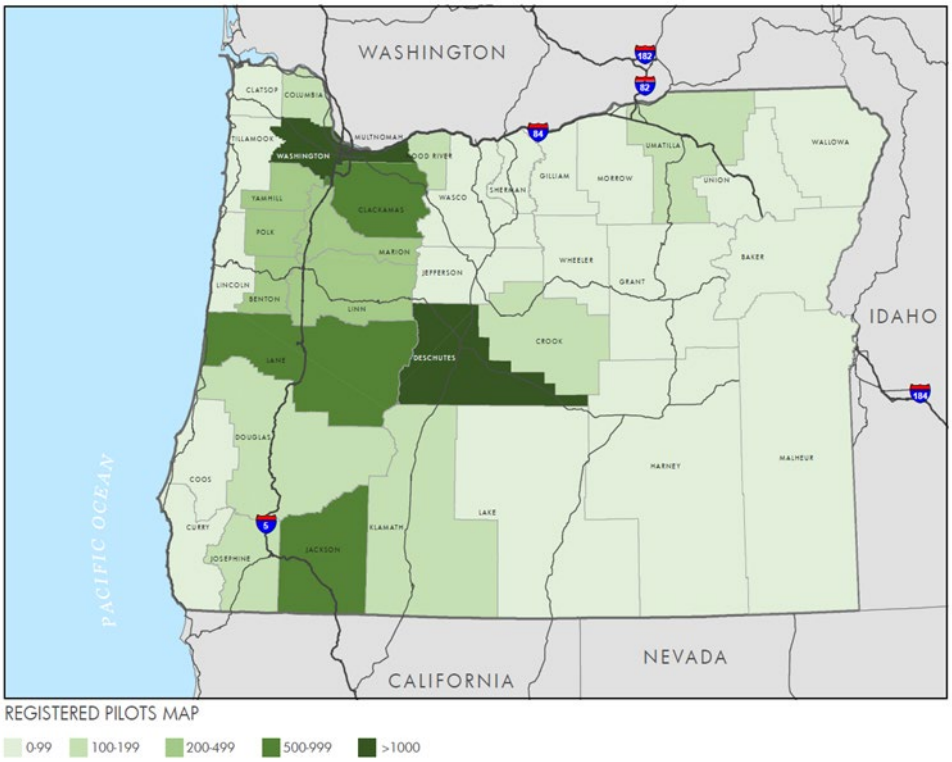
[2] Portland State University's Population Research Center

FIGURE 5-1: OREGON POPULATION DENSITY




Source: Portland State University-Population Research Center, Jviation

FIGURE 5-2: OREGON PILOT POPULATION DENSITY




Source: FAA Records, Jviation Analysis

### 5.1.2 System Performance Measure: Air Accessibility

#### *30-Minute Accessibility to an Airport with an Approach Supported by Vertical Guidance*

Current global positioning satellite-based technology (GPS) and ground-based equipment (Instrument Landing System (ILS)) enable airports to have a precision type approach (both lateral and vertical guidance). GPS based approaches are more economical since they do not require expensive ground-based equipment that previously supported a precision type approach (often an ILS). Such approaches are commonly referred to as an LPV approach. As illustrated in **Table 5-1**, there are 23 airports in Oregon with an approach supported by vertical guidance, either an ILS or GPS-based LPV approach.

TABLE 5-1: AIRPORTS WITH AN APPROACH SUPPORTED BY VERTICAL GUIDANCE

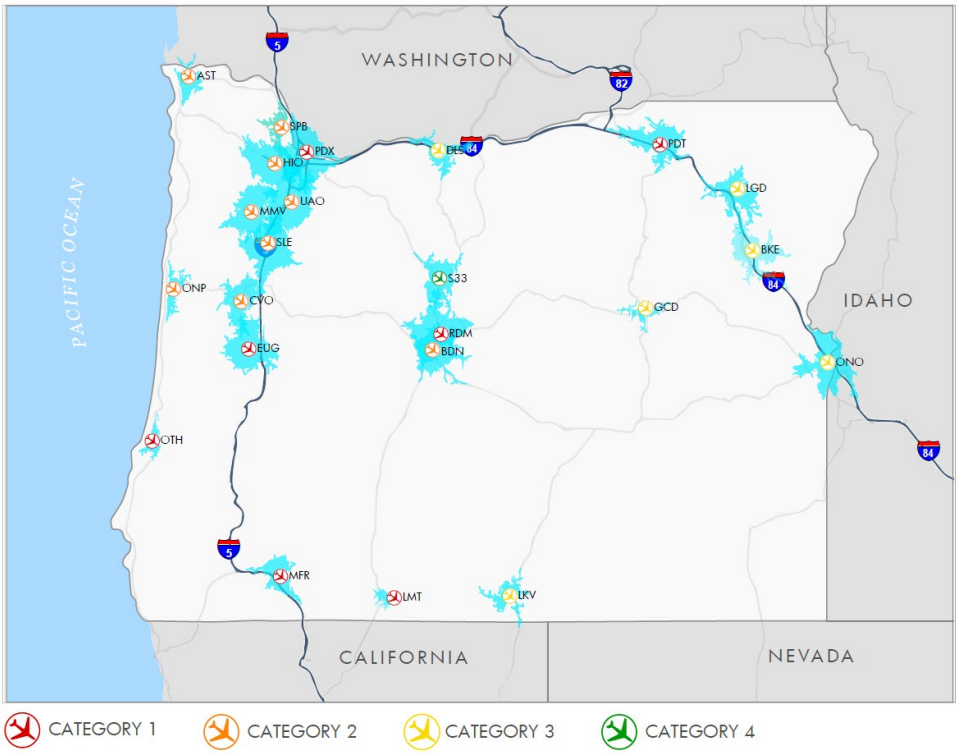
| Associated City | Airport | ILS/LPV | FAA ID |
|---|---|---|---|
| Astoria | Port of Astoria Regional Airport | ILS | AST |
| Aurora | Aurora State Airport | LPV | UAO |
| Baker City | Baker City Municipal Airport | LPV | BKE |
| Bend | Bend Municipal Airport | LPV | BDN |
| The Dalles | Columbia Gorge Regional -The Dalles | ILS | DLS |
| Corvallis | Corvallis Municipal Airport | ILS | CVO |
| Pendleton | Eastern Oregon Regional Airport at Pendleton | ILS | PDT |
| Eugene | Eugene Airport -Mahlon Sweet Field | ILS | EUG |
| Klamath Falls | Crater Lake-Klamath Regional Airport | ILS | LMT |
| La Grande | La Grande / Union County Airport | LPV | LGD |
| Lakeview | Lake County Airport | LPV | LKV |
| McMinnville | McMinnville Municipal Airport | ILS | MMV |
| Newport | Newport Municipal Airport | ILS | ONP |
| Ontario | Ontario Municipal Airport | LPV | ONO |
| Portland | Portland -Hillsboro Airport | ILS | HIO |
| Portland | Portland International Airport | ILS | PDX |
| Redmond | Redmond Municipal Airport -Roberts Field | ILS | RDM |
| Medford | Rogue Valley International -Medford | ILS | MFR |
| Salem | Salem McNary Field | ILS | SLE |
| North Bend | Southwest Oregon Regional Airport | ILS | OTH |
| John Day | Grant County Regional Airport | LPV | GCD |
| Scappoose | Scappoose Industrial Airpark | LPV | SPB |
| Madras | Madras Municipal Airport | LPV | S33 |

Source: FAA Terminal Approach Plates, Jviation

Using a 30-minute drive time service area, **Figure 5-3** illustrates current accessibility to an airport with an ILS or LPV approach in Oregon. GIS analysis indicates approximately 2,833,700 Oregon residents (70 percent) have

accessibility to one or more airports with an approach supported by vertical guidance. This population is within a 30-minute drive time service area of one or more of the 23 airports with these approach capabilities. Additionally, the 30-minute drive time service areas associated with airports with an approach supported by vertical guidance represent approximately nine percent of Oregon's total land area. **Appendix B** provides detailed drive time maps which identifies drive times and locations for all system airports.

FIGURE 5-3: AIRPORTS WITH AN APPROACH SUPPORTED BY VERTICAL GUIDANCE, 30-MINUTE DRIVE TIMES




Source: Jviation

## *30-Minute Accessibility to an Airport with a Published Approach*

During periods of reduced visibility and during nighttime operating conditions, airports that have a published approach have increased operational flexibility. Satellite-based GPS approaches have become prevalent, providing many airports in Oregon with a published approach. When accounting for all approach types, a total of 32 airports in Oregon can be considered as having a published approach. These airports are presented in **Table 5-2**.

TABLE 5-2: AIRPORTS WITH A PUBLISHED APPROACH

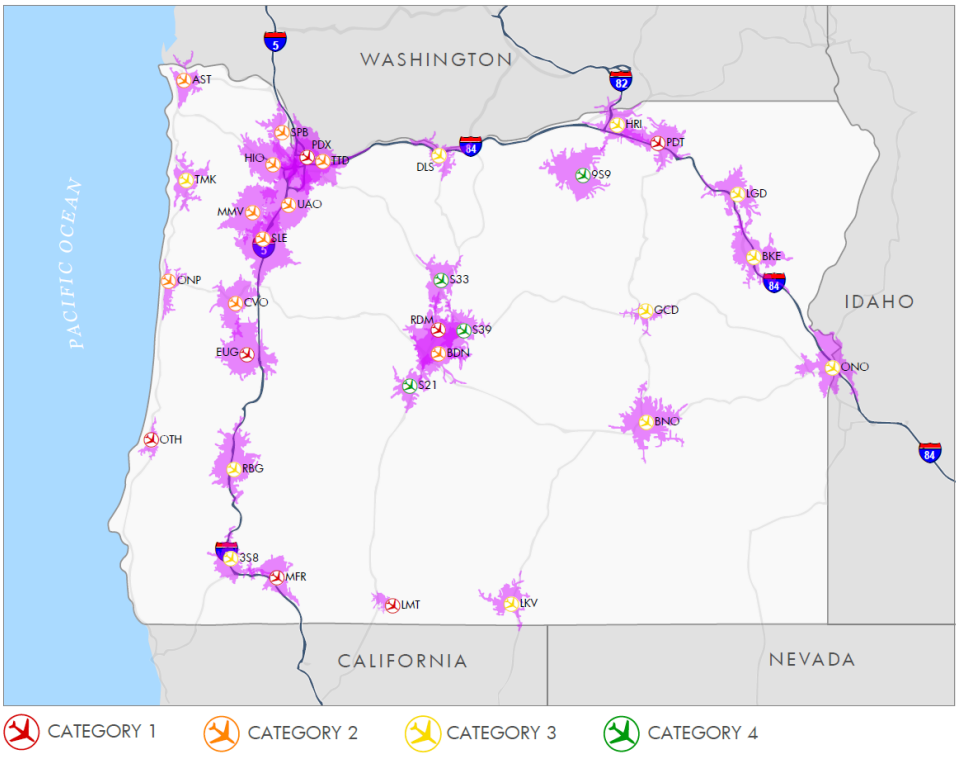
| Associated City | Airport | FAA ID |
|---|---|---|
| Astoria | Port of Astoria Regional | AST |
| Aurora | Aurora State | UAO |
| Baker City | Baker City Municipal | BKE |
| Bend | Bend Municipal | BDN |
| Burns | Burns Municipal | BNO |

| Associated City | Airport | FAA ID |
|---|---|---|
| The Dalles | Columbia Gorge Rgnl/The Dalles Muni | DLS |
| Corvallis | Corvallis Municipal | CVO |
| Klamath Falls | Crater Lake-Klamath Regional | LMT |
| Pendleton | Eastern Oregon Regional at Pendleton | PDT |
| John Day | Grant Co Regional/Ogilvie Field | GCD |
| Grants Pass | Grants Pass | 3S8 |
| Hermiston | Hermiston Municipal | HRI |
| La Grande | La Grande/Union County | LGD |
| Lakeview | Lake County | LKV |
| Lexington | Lexington | 9S9 |
| Madras | Madras Municipal | S33 |
| Eugene | Mahlon Sweet Field | EUG |
| McMinnville | McMinnville Municipal | MMV |
| Salem | McNary Field | SLE |
| Newport | Newport Municipal | ONP |
| Ontario | Ontario Municipal | ONO |
| Portland | Portland Intl | PDX |
| Portland | Portland-Hillsboro | HIO |
| Portland | Portland-Troutdale | TTD |
| Prineville | Prineville | S39 |
| Redmond | Roberts Field | RDM |
| Medford | Rogue Valley Intl-Medford | MFR |
| Roseburg | Roseburg Regional | RBG |
| Scappoose | Scappoose Industrial Airpark | SPB |
| North Bend | Southwest Oregon Regional | OTH |
| Sunriver | Sunriver | S21 |
| Tillamook | Tillamook | TMK |

Source: Jviation

**Figure 5-4** depicts current accessibility for the 32 airports with a published approach, considering a 30-minute drive time. GIS analysis indicates approximately 3,410,600 Oregon residents (84 percent of the state's population) is within a service area of one or more Oregon airports that have a published approach to at least one runway end. In terms of land area coverage, the 30-minute drive times associated with these 32 airports covers roughly 16 percent of Oregon's total land area.

FIGURE 5-4: AIRPORTS WITH A PUBLISHED APPROACH, 30-MINUTE DRIVE TIMES




Source: Jviation

## *30-Minute Accessibility to an Airport with Weather Reporting*

Automated airport weather reporting equipment is essential for the safe and efficient operation of aviation activity. Oregon's diverse geography and weather patterns increases the importance of reliable and accurate weather reporting. The two primary types of equipment are Automated Weather Observing System (AWOS) and Automated Surface Observing System (ASOS). Within Oregon's aviation system, there are 38 airports with weather reporting equipment. These 38 airports are listed in **Table 5-3**.

TABLE 5-3: AIRPORTS WITH WEATHER REPORTING EQUIPMENT

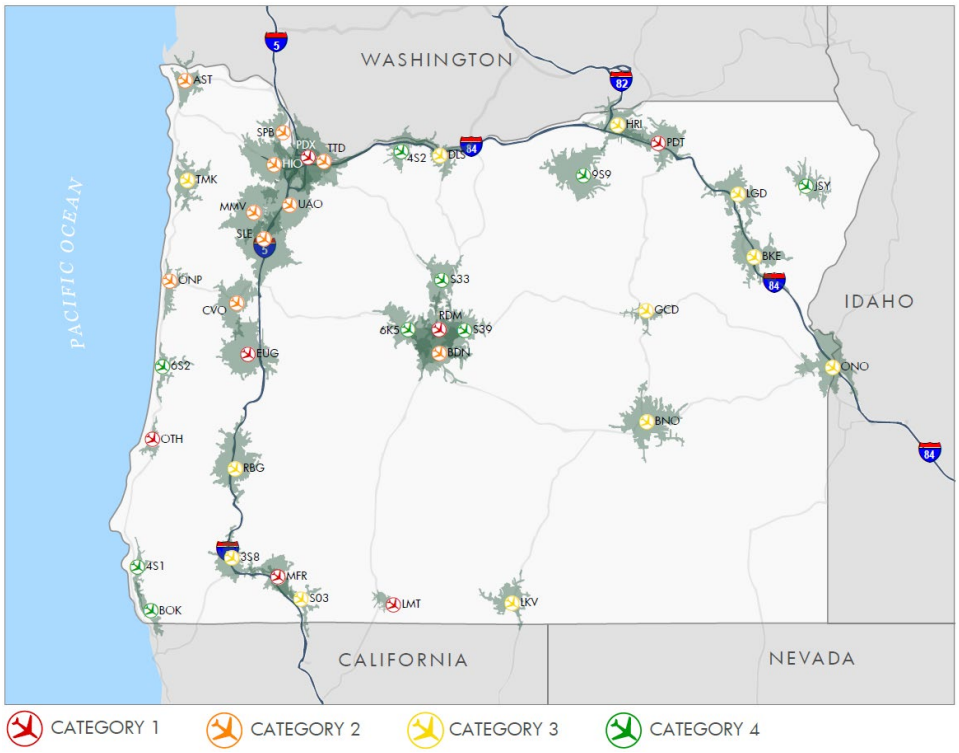
| Associated City | Airport | FAA ID |
|---|---|---|
| Ashland | Ashland Municipal Airport - Sumner Parker Field | S03 |
| Astoria | Port of Astoria Regional Airport | AST |
| Aurora | Aurora State Airport | UAO |
| Baker City | Baker City Municipal Airport | BKE |
| Bend | Bend Municipal Airport | BDN |
| Brookings | Brookings Airport | BOK |
| Burns | Burns Municipal Airport | BNO |
| The Dalles | Columbia Gorge Regional - The Dalles | DLS |
| Corvallis | Corvallis Municipal Airport | CVO |
| Pendleton | Eastern Oregon Regional Airport at Pendleton | PDT |

| Associated City | Airport | FAA ID |
|---|---|---|
| Eugene | Eugene Airport -Mahlon Sweet Field | EUG |
| Florence | Florence Municipal Airport | 6S2 |
| Gold Beach | Gold Beach Municipal Airport | 4S1 |
| John Day | Grant County Regional Airport | GCD |
| Grants Pass | Grants Pass Airport | 3S8 |
| Hermiston | Hermiston Municipal Airport | HRI |
| Joseph | Joseph State Airport | JSY |
| Hood River | Ken Jernstedt Airfield | 4S2 |
| Klamath Falls | Crater Lake-Klamath Regional Airport | LMT |
| La Grande | La Grande / Union County Airport | LGD |
| Lakeview | Lake County Airport | LKV |
| Lexington | Lexington Airport | 9S9 |
| Madras | Madras Municipal Airport | S33 |
| McMinnville | McMinnville Municipal Airport | MMV |
| Newport | Newport Municipal Airport | ONP |
| Ontario | Ontario Municipal Airport | ONO |
| Portland | Portland -Hillsboro Airport | HIO |
| Portland | Portland International Airport | PDX |
| Portland | Portland -Troutdale Airport | TTD |
| Prineville | Prineville Airport | S39 |
| Redmond | Redmond Municipal Airport -Roberts Field | RDM |
| Medford | Rogue Valley International -Medford Airport | MFR |
| Roseburg | Roseburg Regional Airport | RBG |
| Salem | Salem McNary Field | SLE |
| Scappoose | Scappoose Industrial Airpark | SPB |
| Sisters | Sisters Eagle Air Airport | 6K5 |
| North Bend | Southwest Oregon Regional Airport | OTH |
| Tillamook | Tillamook Airport | TMK |

Source: Jviation

**Figure 5-5** illustrates current accessibility for the 38 airports with a weather reporting, considering a 30-minute drive time. GIS analysis indicates approximately 3,487,700 Oregon residents (86 percent of the state's population) is within a service area of one or more Oregon airports that has weather reporting. By land area, the 30-minute drive time boundaries associated with these 38 airports covers roughly 18 percent of Oregon's total land area.

FIGURE 5-5: AIRPORTS WITH WEATHER REPORTING, 30-MINUTE DRIVE TIMES




Source: Jviation

### 5.1.3 System Performance Measure: Community/Ground Accessibility

#### *120-Minute Accessibility to an Airport within Scheduled Airline Service*

Accessibility to an airport that has scheduled commercial airline service is essential to Oregon's transportation and economic needs. Residents, visitors, and businesses all depend on commercial airline travel. Oregon has significant international and domestic tourism, and airline service is an essential underpinning to successful leisure markets. Seven of the 97 system airports have been assigned to the Category I Commercial Service functional role. Six airports have airline service provided by at least one carrier. Crater Lake-Klamath Regional Airport lost service in 2017 and is making efforts to attract a new carrier.

For this system performance measure, a 120-minute drive time was used for all commercial airports. It is worth noting that depending on the level of service and comparative fares, travelers may be willing to drive more than 120 minutes to reach a commercial service airport. The system airports assigned the Commercial Service category are presented in **Table 5-4**.

TABLE 5-4: OREGON AIRPORTS WITH SCHEDULED AIRLINE SERVICE

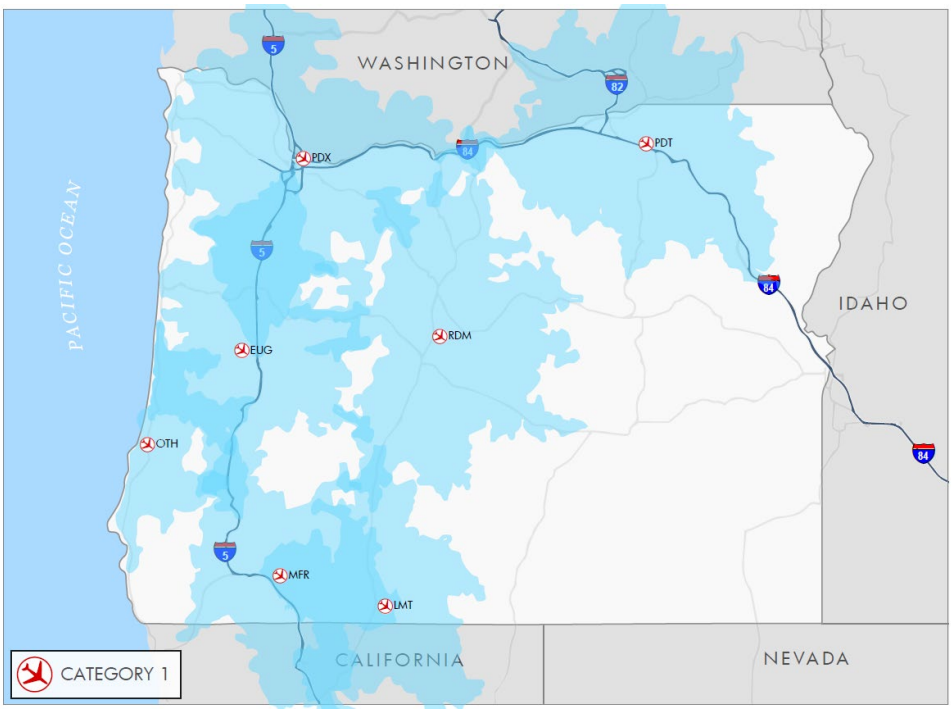
| FAA ID | Associated City | Airport | Connect Oregon Region |
|---|---|---|---|
| PDT | Pendleton | Eastern Oregon Regional Airport at Pendleton | 5 |
| EUG | Eugene | Eugene Airport-Mahlon Sweet Field | 2 |
| LMT | Klamath Falls | Crater Lake-Klamath Regional Airport | 4 |
| PDX | Portland | Portland International Airport | 1 |

| FAA ID | Associated City | Airport | Connect Oregon Region |
|---|---|---|---|
| RDM | Redmond | Redmond Municipal Airport-Roberts Field | 4 |
| MFR | Medford | Rogue Valley International-Medford Airport | 3 |
| OTH | North Bend | Southwest Oregon Regional Airport | 3 |

Source: Jviation

Current system accessibility to Oregon's commercial airports, at a 120-minute drive time, is illustrated on **Figure 5-6**. GIS analysis indicates that when 120-minute drive time service areas are considered, approximately 3,915,400 Oregon residents (96 percent) are within 120 minutes or less of an Oregon airport with scheduled commercial service. As **Figure 5-6** depicts, at a 120-minute drive time, there is some but not a significant overlap for the service areas of commercial airports in Oregon. By land area, the 120-minute drive time boundaries associated with these seven airports covers roughly 55 percent of Oregon's total land area.

FIGURE 5-6: OREGON AIRPORTS WITH SCHEDULED AIRLINE SERVICE, 120-MINUTE DRIVE TIMES




Source: Jviation

## *120-Minute Accessibility to an Out-of-State Airport within Scheduled Airline Service*

Commercial service airports in neighboring states also compete for Oregon's commercial airline travelers when factors such as proximity, fares, and levels of service are considered. As shown in **Table 5-5**, there are five neighboring-state commercial airports whose 120-minute drive time service area extends into Oregon.

TABLE 5-5: OUT-OF-STATE AIRPORTS ON BORDERS WITH SCHEDULED AIRLINE SERVICE

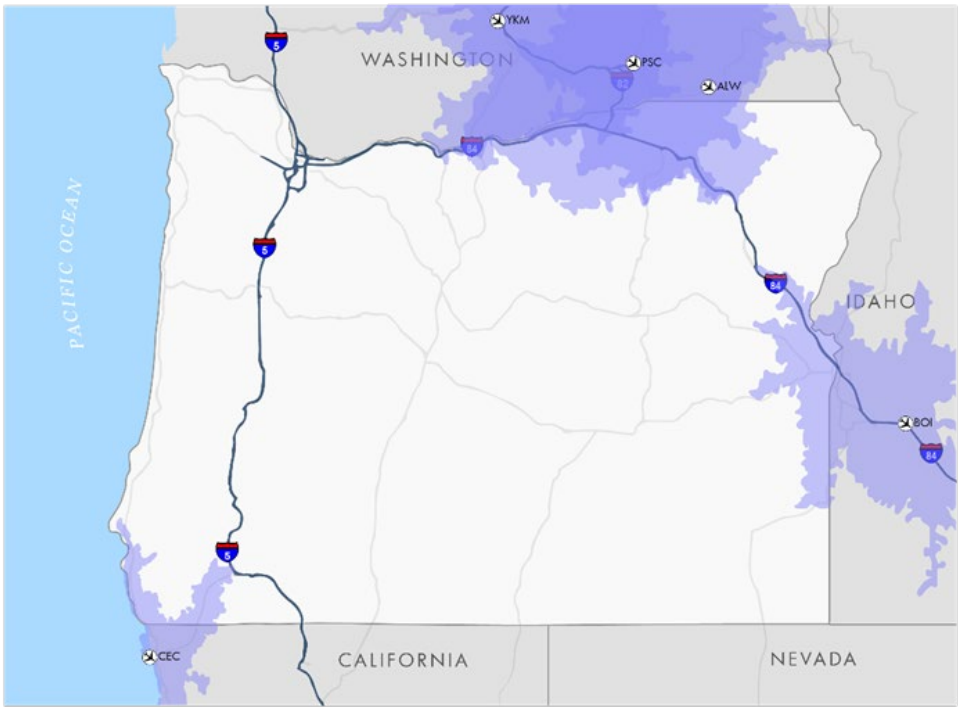
| State | Associated City | Airport | FAA ID |
|---|---|---|---|
| ID | Boise | Boise Airport | BOI |

| State | Associated City | Airport | FAA ID |
|---|---|---|---|
| WA | Yakima | Yakima Air Terminal | YKM |
| WA | Pasco/Tri-Cities | Tri-Cities Airport | PSC |
| WA | Walla Walla | Walla Walla County Airport | ALW |
| CA | Crescent City | Del Norte County Airport | CEC |

Source: Jviation

Current system accessibility to out-of-state commercial airports, at a 120-minute drive time, is shown on **Figure 5-7**. Only about 244,581 Oregon residents (six percent) are within 120 minutes or less of an out-of-state airport with scheduled commercial service. By land area, the 120-minute drive time boundaries associated with these five airports covers roughly 13 percent of Oregon's total land area.

FIGURE 5-7: OUT-OF-STATE AIRPORTS ON BORDERS WITH SCHEDULED AIRLINE SERVICE, 120-MINUTE DRIVE TIMES




Source: Jviation

## *120-Minute Accessibility to Out-of-State Commercial Service Airports on Borders AND Category 1 Airports*

When considering both out-of-state commercial service airports along the Oregon border and Category I Oregon airports, 120-minute drive time accessibility for Oregonians increases dramatically. As illustrated in **Table 5-6**, there are 12 airports—seven Category I Oregon airports and five neighboring-state commercial airports in proximity of the borders—that provide scheduled airline service to Oregon residents at a 120-minute drive time.

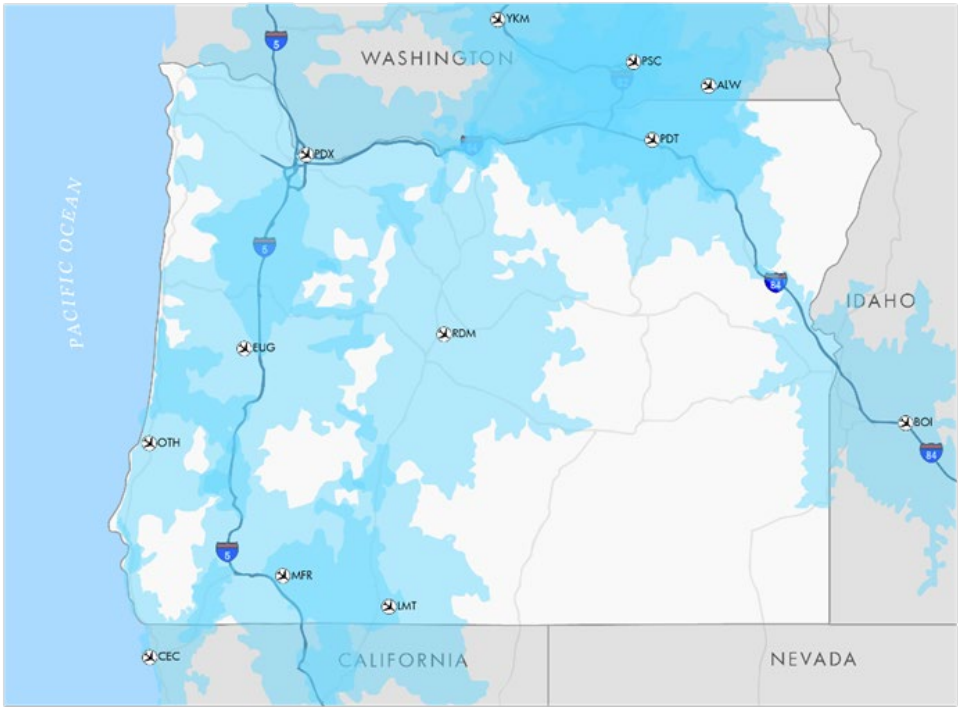
TABLE 5-6: OUT-OF-STATE AIRPORTS ON BORDERS WITH SCHEDULED AIRLINE SERVICE AND OREGON CATEGORY I AIRPORTS

| FAA ID | Associated City | Airport | OAP V6.0 Functional Role | Connect Oregon Region |
|---|---|---|---|---|
| PDT | Pendleton | Eastern Oregon Regional Airport at Pendleton | I | 5 |
| EUG | Eugene | Eugene Airport-Mahlon Sweet Field | I | 2 |
| LMT | Klamath Falls | Crater Lake-Klamath Regional Airport | I | 4 |
| PDX | Portland | Portland International Airport | I | 1 |
| RDM | Redmond | Redmond Municipal Airport-Roberts Field | I | 4 |
| MFR | Medford | Rogue Valley International-Medford Airport | I | 3 |
| OTH | North Bend | Southwest Oregon Regional Airport | I | 3 |
| CEC | Crescent City, CA | Del Norte County Regional Airport | N/A | N/A |
| BOI | Boise | Boise Airport | N/A | N/A |
| ALW | Walla Walla | Walla Walla Regional Airport | N/A | N/A |
| YKM | Yakima | Yakima Air Terminal | N/A | N/A |
| PSC | Pasco/Tri-Cities | Tri-Cities Airport | N/A | N/A |

Source: Jviation analysis, Connect Oregon

Current system accessibility to the combined list of out-of-state commercial airports on the border and Category I Oregon airports, at a 120-minute drive time, is shown on **Figure 5-8**. Approximately 3,994,800 Oregon residents (98 percent) are within 120 minutes or less of a Category I Oregon airport or an out-of-state airport with scheduled commercial service. By land area, the 120-minute drive time boundaries associated with these 12 airports covers roughly 58 percent of Oregon's total land area.

FIGURE 5-8: OUT-OF-STATE COMMERCIAL AIRPORTS ON BORDERS AND CATEGORY I OREGON AIRPORTS, 120-MINUTE DRIVE TIMES

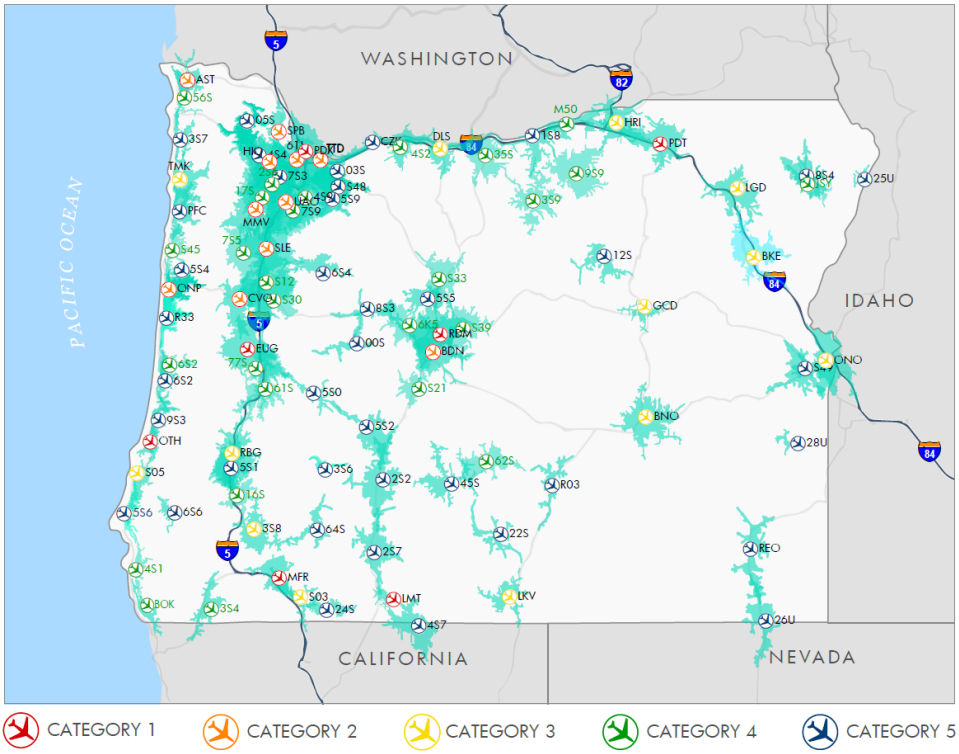



Source: Jviation

## *30-Minute Accessibility to Any System Airport*

This performance measure considers accessibility to any Oregon airport given a 30-minute drive time; this measure is intended to demonstrate the robust nature of the Oregon Airport System. The system consists of 97 public-use airports, falling under a wide variety of ownership types, including: City, County, Port, Private, State, and U.S. Forest Service (USFS). **Figure 5-9** illustrates accessibility at a 30-minute drive time to any of the Oregon system airports. As illustrated, accessibility at a 30-minute drive time to any Oregon airport is measured at 89 percent of all Oregonians (3,627,900 residents). By land area, the 30-minute drive time boundaries associated with these 97 airports covers roughly 22 percent of Oregon's total land area.

FIGURE 5-9: ALL OREGON SYSTEM AIRPORTS, 30-MINUTE DRIVE TIMES




Source: Jviation

## *30-Minute Accessibility to Out-of-State General Aviation Airports on Borders*

Accessibility to nearby general aviation airports in neighboring states, given a 30-minute drive time, provides notable benefit to Oregon residents living near state boundaries. As illustrated in **Table 5-7**, there are 15 out-of-state airports within 20 miles or 30 minutes of the Oregon border that are accessible to Oregon residents.

TABLE 5-7: OUT-OF-STATE GENERAL AVIATION AIRPORTS ON BORDERS

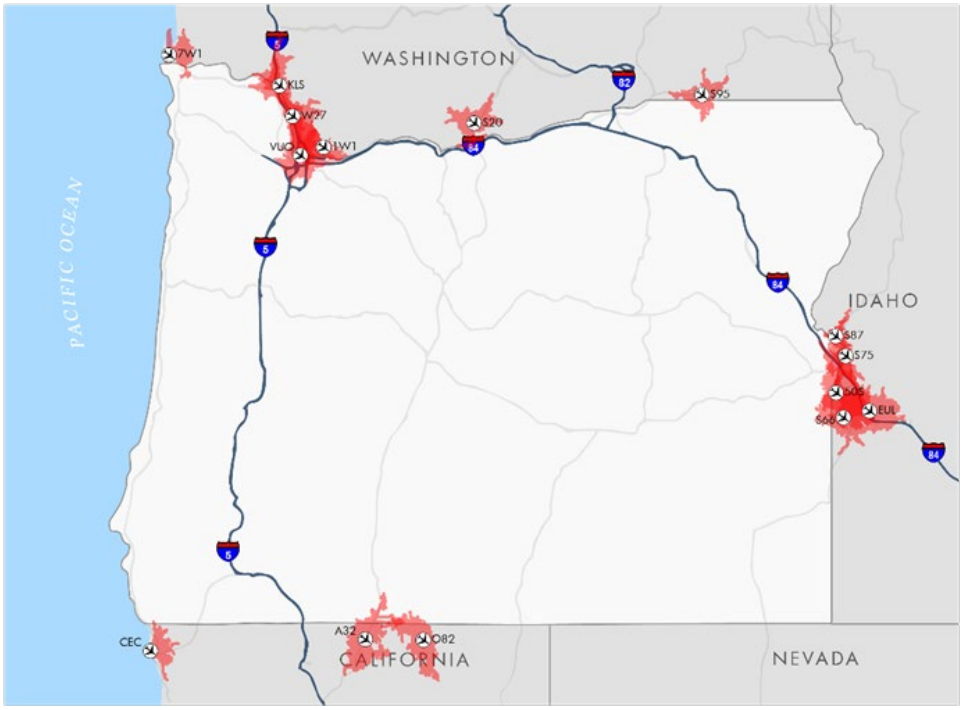
| State | Airports within 20 miles of Oregon | FAA ID |
|---|---|---|
| WA | Port of Ilwaco | 7W1 |
| WA | Kelso-Longview | KLS |
| WA | Woodland | W27 |
| WA | Pearson Field | VUO |
| WA | Grove Field | 1W1 |
| WA | Goldendale | S20 |
| WA | Martin Field | S95 |
| ID | Homedale | S66 |
| ID | Parma | 50S |
| ID | Payette | S75 |
| ID | Weiser | S87 |

| State | Airports within 20 miles of Oregon | FAA ID |
|---|---|---|
| ID | Caldwell Industrial Airport | EUL |
| CA | Jack McNamara Field Airport | CEC |
| CA | Tulelake Municipal Airport | O82 |
| CA | Butte Valley Airport | A32 |

Source: Jviation

Current system accessibility to nearby out-of-state general aviation airports on the Oregon border, at a 30-minute drive time, is shown on **Figure 5-10**. Approximately 978,300 Oregon residents (24 percent) are within 30 minutes or less of a nearby neighboring-state general aviation airport. The majority of this population coverage is centered on the downtown Portland area, Oregon's most populous city. By land area, the 30-minute drive time service areas associated with these 15 airports covers roughly four percent of Oregon's total land area.

FIGURE 5-10: OUT-OF-STATE GENERAL AVIATION AIRPORTS, 30-MINUTE DRIVE TIMES




Source: Jviation

## *30-Minute Accessibility to a Category I: Commercial Service Airport*

As previously noted, commercial service airports are vital to the transportation needs of the state's economy. Accessibility to commercial service airports—both in-state and out-of-state—is quite robust across Oregon as most of the state's population is within two hours (120-minute drive time) of scheduled airline service. Despite the fact that travelers are often willing to drive this far for commercial airline service, for a significant number of Oregonians it is not necessary. Given a more reasonable 30-minute drive time, scheduled airline service is still accessible to a significant portion of Oregon's population. Oregon's Category I airports also support significant general aviation operations and many aircraft owners with aircraft based at these airports prefer to be within 30 minutes of their airport.

For this system performance measure, a 30-minute drive time was used for all commercial airports. The seven commercial service airports in the Oregon Airport System, six of which currently have scheduled airline service, are presented in **Table 5-8**.

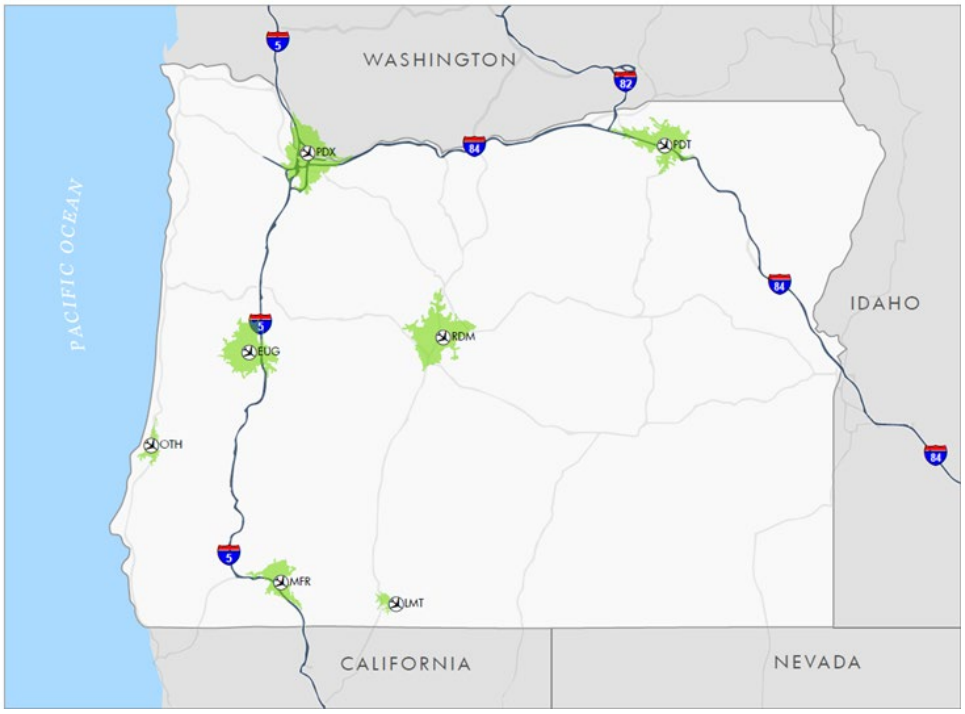
TABLE 5-8: OREGON AIRPORTS WITH SCHEDULED AIRLINE SERVICE

| FAA ID | Associated City | Airport | OAP V6.0 Functional Role |
|---|---|---|---|
| PDT | Pendleton | Eastern Oregon Regional Airport at Pendleton | I |
| EUG | Eugene | Eugene Airport -Mahlon Sweet Field | I |
| LMT | Klamath Falls | Crater Lake-Klamath Regional Airport | I |
| PDX | Portland | Portland International Airport | I |
| RDM | Redmond | Redmond Municipal Airport -Roberts Field | I |
| MFR | Medford | Rogue Valley International -Medford Airport | I |
| OTH | North Bend | Southwest Oregon Regional Airport | I |

Source: Jviation

Current system accessibility to Oregon's commercial airports, at a 30-minute drive time, is shown on **Figure 5-11**. GIS analysis indicates approximately 1,671,300 (41 percent) Oregonians reside within 30 minutes or less of a commercial service airport in the state. By land area, the 30-minute drive time boundaries associated with these seven airports covers roughly 2.2 percent of Oregon's total land area.

FIGURE 5-11: CATEGORY I: COMMERCIAL SERVICE AIRPORTS, 30-MINUTE DRIVE TIMES




Source: Jviation

## *30-Minute Accessibility to a Category II: Urban General Aviation Airport*

Category II: Urban General Aviation Airports support all general aviation aircraft and accommodate corporate aviation activity, including piston and turbine engine aircraft, business jets, helicopters, gliders, and other general aviation activity. The most demanding aircraft user requirements are business-related. These airports provide facilities that enable users to reach destinations in a large/multi-state geographic region or experience high levels of general aviation activity. There are 11 Urban General Aviation Airports in Oregon, which are presented in **Table 5-9**.

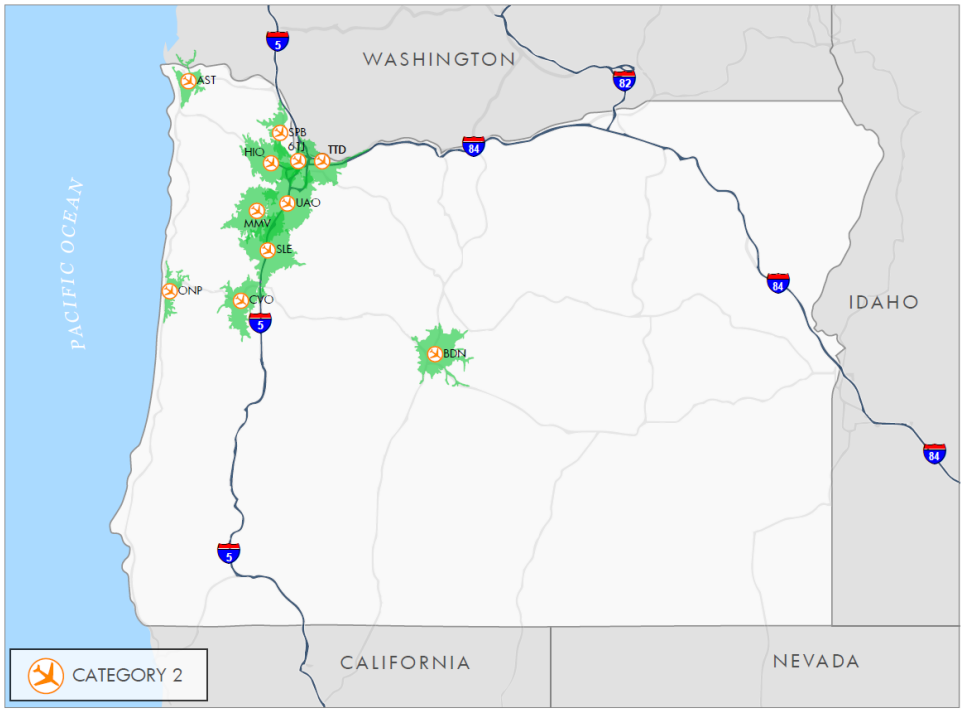
TABLE 5-9: CATEGORY II: URBAN GENERAL AVIATION AIRPORTS

| FAA ID | Associated City | Airport | Ownership | Connect Oregon Region |
|---|---|---|---|---|
| AST | Astoria | Port of Astoria Regional Airport | Port | 2 |
| UAO | Aurora | Aurora State Airport | State | 2 |
| BDN | Bend | Bend Municipal Airport | City | 4 |
| CVO | Corvallis | Corvallis Municipal Airport | City | 2 |
| MMV | McMinnville | McMinnville Municipal Airport | City | 2 |
| ONP | Newport | Newport Municipal Airport | City | 2 |
| 61J | Portland | Portland Downtown Heliport | City | 1 |
| HIO | Portland | Portland -Hillsboro Airport | Port | 1 |
| TTD | Portland | Portland -Troutdale Airport | Port | 1 |
| SLE | Salem | Salem McNary Field | City | 2 |
| SPB | Scappoose | Scappoose Industrial Airpark | Port | 1 |

Source: Jviation

Current system accessibility to Category II: Urban General Aviation Airports, at a 30-minute drive time, is shown on **Figure 5-12**. Approximately 2,459,600 Oregon residents (61 percent) are within 30 minutes or less of an Urban General Aviation Airport. By land area, the 30-minute drive time boundaries associated with these 11 airports cover roughly six percent of Oregon's total land area. By definition, Urban General Aviation Airports are located in the most populous parts of the state, providing a high-level of accessibility to a large percentage of Oregon residents, despite covering minimal land area.

FIGURE 5-12: CATEGORY II: URBAN GENERAL AVIATION AIRPORTS, 30-MINUTE DRIVE TIMES




Source: Jviation

## *30-Minute Accessibility to a Category III: Regional General Aviation Airport*

Category III: Regional General Aviation Airports support most twin and single-engine aircraft and may accommodate occasional business jets. These airports support regional transportation needs for often sparsely populated service areas. The 13 Regional General Aviation Airports in Oregon are presented in **Table 5-10**.

TABLE 5-10: CATEGORY III: REGIONAL GENERAL AVIATION AIRPORTS

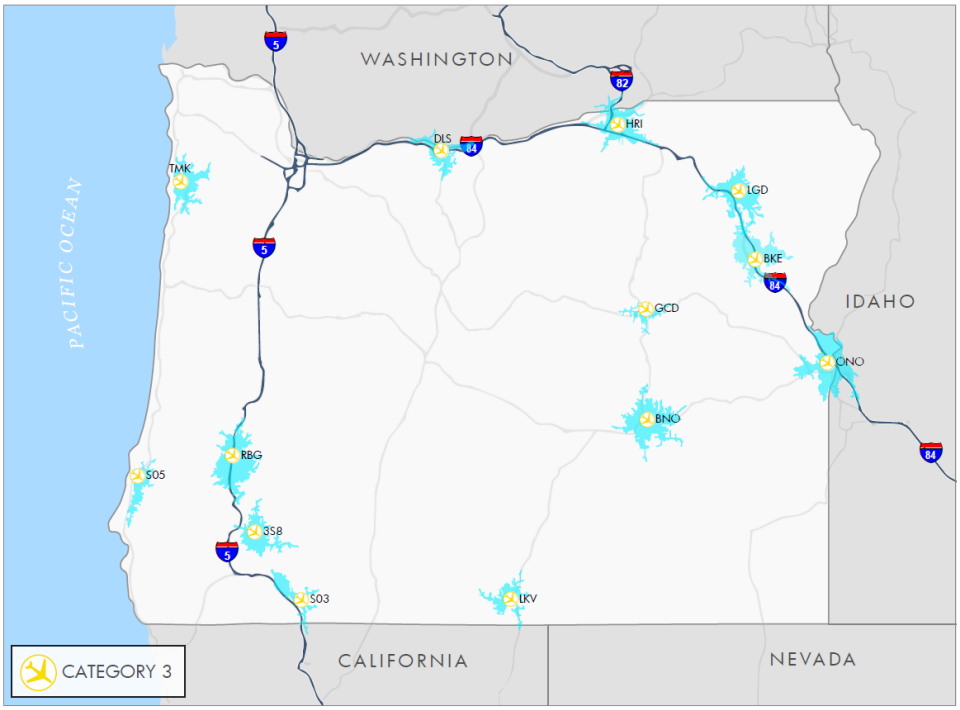
| FAA ID | Associated City | Airport | 2015 Airport Operations | Based Aircraft | Ownership | Connect Oregon Region |
|---|---|---|---|---|---|---|
| S03 | Ashland | Ashland Municipal Airport - Sumner Parker Field | 25,900 | 59 | City | 3 |
| BKE | Baker City | Baker City Municipal Airport | 16,100 | 30 | City | 5 |
| S05 | Bandon | Bandon State Airport | 7,100 | 37 | State | 3 |
| BNO | Burns | Burns Municipal Airport | 8,000 | 17 | City | 5 |
| DLS | The Dalles | Columbia Gorge Regional - The Dalles | 16,400 | 59 | City/County | 4 |
| GCD | John Day | Grant County Regional Airport | 8,800 | 18 | County | 5 |
| 3S8 | Grants Pass | Grants Pass Airport | 24,800 | 207 | County | 3 |
| HRI | Hermiston | Hermiston Municipal Airport | 24,800 | 45 | City | 5 |
| LGD | La Grande | La Grande / Union County Airport | 16,000 | 70 | County | 5 |
| LKV | Lakeview | Lake County Airport | 6,000 | 15 | County | 4 |
| ONO | Ontario | Ontario Municipal Airport | 12,800 | 66 | City | 5 |
| RBG | Roseburg | Roseburg Regional Airport | 31,800 | 92 | City | 3 |

| FAA ID | Associated City | Airport | 2015 Airport Operations | Based Aircraft | Ownership | Connect Oregon Region |
|---|---|---|---|---|---|---|
| TMK | Tillamook | Tillamook Airport | 25,600 | 39 | Port | 2 |

Source: Jviation

Current system accessibility to Regional General Aviation Airports, at a 30-minute drive time, is shown on **Figure 5-13**. Analysis indicates that 470,357 Oregon residents (12 percent) are within 30 minutes or less of a Regional General Aviation Airport. The 30-minute drive time boundaries associated with these 13 airports also cover roughly 12 percent of Oregon's total land area.

FIGURE 5-13: CATEGORY III: REGIONAL GENERAL AVIATION AIRPORTS, 30-MINUTE DRIVE TIMES




Source: Jviation

## *30-Minute Accessibility to a Category IV: Local General Aviation Airport*

Category IV: Local General Aviation Airports support primarily single-engine general aviation aircraft, but they are capable of accommodating smaller twin-engine general aviation aircraft. These airports support local air transportation needs and special-use aviation activities. As shown in **Table 5-11**, there are 27 Local General Aviation Airports throughout Oregon.

TABLE 5-11: CATEGORY IV: LOCAL GENERAL AVIATION AIRPORTS

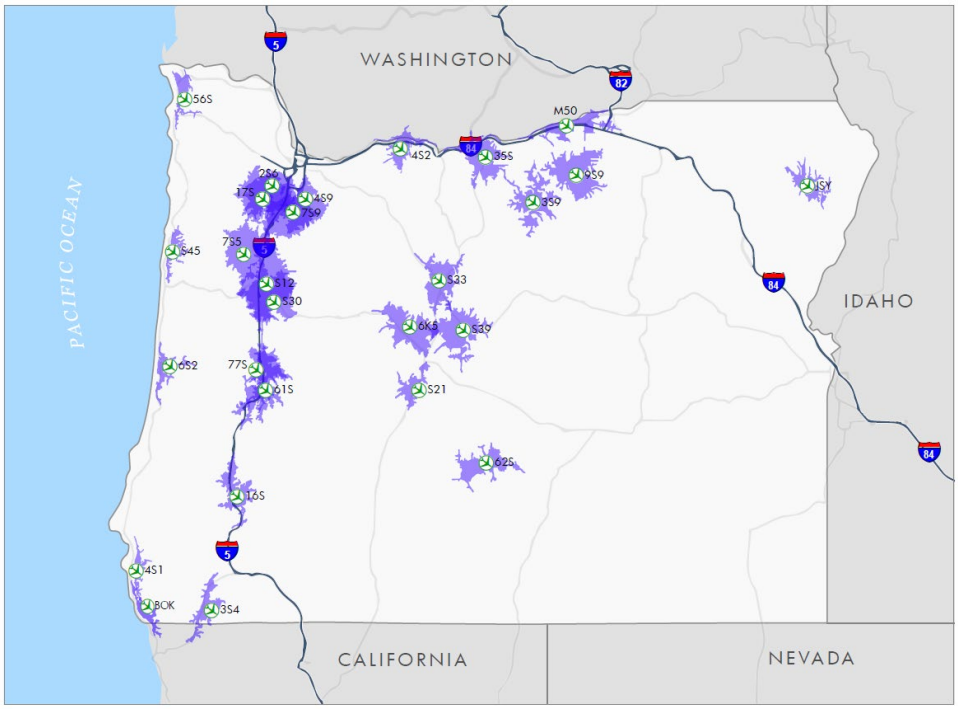
| FAA ID | Associated City | Airport | Ownership | Connect Oregon Region |
|---|---|---|---|---|
| S12 | Albany | Albany Municipal Airport | City | 2 |
| M50 | Boardman | Boardman Airport | Port | 5 |
| BOK | Brookings | Brookings Airport | County | 3 |
| 17S | Newberg | Chehalem Airpark | Private | 2 |

| FAA ID | Associated City | Airport | Ownership | Connect Oregon Region |
|---|---|---|---|---|
| 62S | Christmas Valley | Christmas Valley Airport | City | 4 |
| 3S9 | Condon | Condon State Airport - Pauling Field | State | 4 |
| 61S | Cottage Grove | Cottage Grove State Airport -Jim Wright Field | State | 2 |
| 77S | Creswell | Creswell Hobby Field Airport | City | 2 |
| 6S2 | Florence | Florence Municipal Airport | City | 2 |
| 4S1 | Gold Beach | Gold Beach Municipal Airport | Port | 3 |
| 3S4 | Cave Junction | Illinois Valley Airport | County | 3 |
| 7S5 | Independence | Independence State Airport | State | 2 |
| JSY | Joseph | Joseph State Airport | State | 5 |
| 4S2 | Hood River | Ken Jernstedt Airfield | Port | 1 |
| S30 | Lebanon | Lebanon State Airport | State | 2 |
| 7S9 | Hubbard | Lenhardt Airpark | Private | 1 |
| 9S9 | Lexington | Lexington Airport | County | 5 |
| S33 | Madras | Madras Municipal Airport | City | 4 |
| 4S9 | Mulino | Mulino State Airport | State | 1 |
| 16S | Myrtle Creek | Myrtle Creek Municipal Airport | City | 3 |
| S39 | Prineville | Prineville Airport | County | 4 |
| 56S | Seaside | Seaside Municipal Airport | City | 2 |
| S45 | Gleneden Beach | Siletz Bay State Airport | State | 2 |
| 6K5 | Sisters | Sisters Eagle Air Airport | Private | 4 |
| 2S6 | Newberg | Sportsman Airpark | Private | 2 |
| S21 | Sunriver | Sunriver Airport | Private | 4 |
| 35S | Wasco | Wasco State Airport | State | 4 |

Source: Jviation

Current system accessibility to Category IV: Local General Aviation Airports, at a 30-minute drive time, is shown on **Figure 5-14**. Analysis indicates that 1,595,700 Oregon's residents (39 percent) are within 30 minutes or less of a Local General Aviation Airport. By land area, the 30-minute drive time boundaries associated with these 27 airports also cover roughly 16 percent of Oregon's total land area.

FIGURE 5-14: CATEGORY IV: LOCAL GENERAL AVIATION AIRPORTS, 30-MINUTE DRIVE TIMES




Source: Jviation

## *30-Minute Accessibility to a Category V: Remote Access/Emergency Services (RAES) General Aviation Airport*

Category V: Remote Access/Emergency Services (RAES) General Aviation Airports support primarily single-engine general aviation aircraft, special-use aviation activities, access to remote areas, or provide emergency service access. As shown in **Table 5-12**, there are 39 RAES General Aviation Airports throughout Oregon.

TABLE 5-12: CATEGORY V: REMOTE ACCESS/EMERGENCY SERVICES (RAES) GENERAL AVIATION AIRPORTS

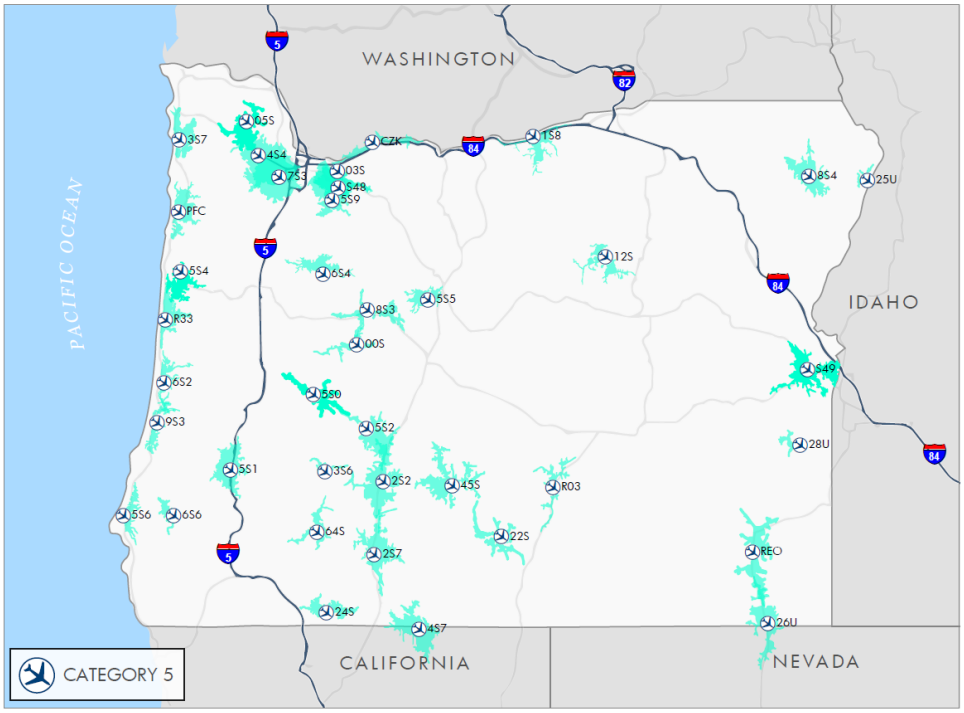
| FAA ID | Associated City | Airport | Ownership | Connect Oregon Region |
|---|---|---|---|---|
| R03 | Alkali Lake | Alkali Lake State | State | 4 |
| 1S8 | Arlington | Arlington Municipal | City | 4 |
| 2S2 | Beaver Marsh | Beaver Marsh | Private | 4 |
| 5S6 | Sixes | Cape Blanco State Airport | State | 3 |
| CZK | Cascade Locks | Cascade Locks State Airport | State | 1 |
| 2S7 | Chiloquin | Chiloquin State Airport | State | 4 |
| S48 | Sandy | Country Squire Airpark | Private | 1 |
| 5S2 | Crescent Lake | Crescent Lake State Airport | State | 4 |
| 6S4 | Gates | Davis Field | Private | 2 |
| 8S4 | Enterprise | Enterprise Municipal | City | 5 |
| 5S1 | Roseburg | George Felt | Private | 3 |

| FAA ID | Associated City | Airport | Ownership | Connect Oregon Region |
|---|---|---|---|---|
| 5S5 | Culver | Lake Billy Chinook | State | 4 |
| 1O0 | Florence | Lake Woahink SPB | Private | 5 |
| 9S3 | Lakeside | Lakeside Municipal Airport | City | 3 |
| 4S7 | Malin | Malin | City | 4 |
| 26U | McDermitt | McDermitt State Airport | State | 5 |
| 00S | McKenzie Bridge | McKenzie Bridge State | State | 2 |
| 25U | Imnaha | Memaloose USFS | USFS | 5 |
| S49 | Vale | Miller Memorial Airpark | City | 5 |
| 12S | Monument | Monument Municipal | City | 5 |
| 3S7 | Manzanita | Nehalem Bay State Airport | State | 2 |
| 5S0 | Oakridge | Oakridge State | State | 2 |
| 28U | Owyhee Reservoir | Owyhee Reservoir State | State | 5 |
| PFC | Pacific City | Pacific City State Airport | State | 2 |
| 22S | Paisley | Paisley | County | 4 |
| 24S | Pinehurst | Pinehurst State Airport | State | 3 |
| 6S6 | Powers | Powers Hayes Field | Port | 3 |
| 64S | Prospect | Prospect State Airport | State | 3 |
| REO | Rome | Rome State | State | 5 |
| 03S | Sandy | Sandy River | Private | 1 |
| 8S3 | Santiam Junction | Santiam Junction State | State | 2 |
| 45S | Silver Lake | Silver Lake USFS | USFS | 4 |
| 4S4 | Cornelius | Skyport | Private | 1 |
| 7S3 | Hillsboro | Stark's Twin Oaks | Private | 1 |
| 3S6 | Clearwater | Toketee State | USFS | 3 |
| 5S4 | Toledo | Toledo State Airport | State | 2 |
| 5S9 | Estacada | Valley View | Private | 1 |
| 05S | Vernonia | Vernonia Municipal | City | 1 |
| R33 | Waldport | Wakonda Beach State | State | 2 |

Source: Jviation

Current system accessibility to Category V: General Aviation Airports, at a 30-minute drive time, is shown on **Figure 5-15**. GIS analysis indicates that about 1,105,229 Oregon residents (27 percent) are within 30 minutes or less of a RAES General Aviation Airport. Although most of these airports are in rural parts of the state, six airports are in proximity to the Portland metro area. By land area, the 30-minute drive time service areas associated with these 39 airports also cover roughly 17 percent of Oregon's total land area.

FIGURE 5-15: REMOTE ACCESS/EMERGENCY SERVICES (RAES) GENERAL AVIATION AIRPORTS, 30-MINUTE DRIVE TIMES




Source: Jviation

## *30-Minute Accessibility to a State-Owned Airport*

Oregon is unique in that there are numerous airports owned by the state. As shown in **Table 5-13**, there are 28 State-Owned Airports throughout Oregon.

TABLE 5-13: STATE-OWNED AIRPORTS, GENERAL AVIATION AIRPORTS

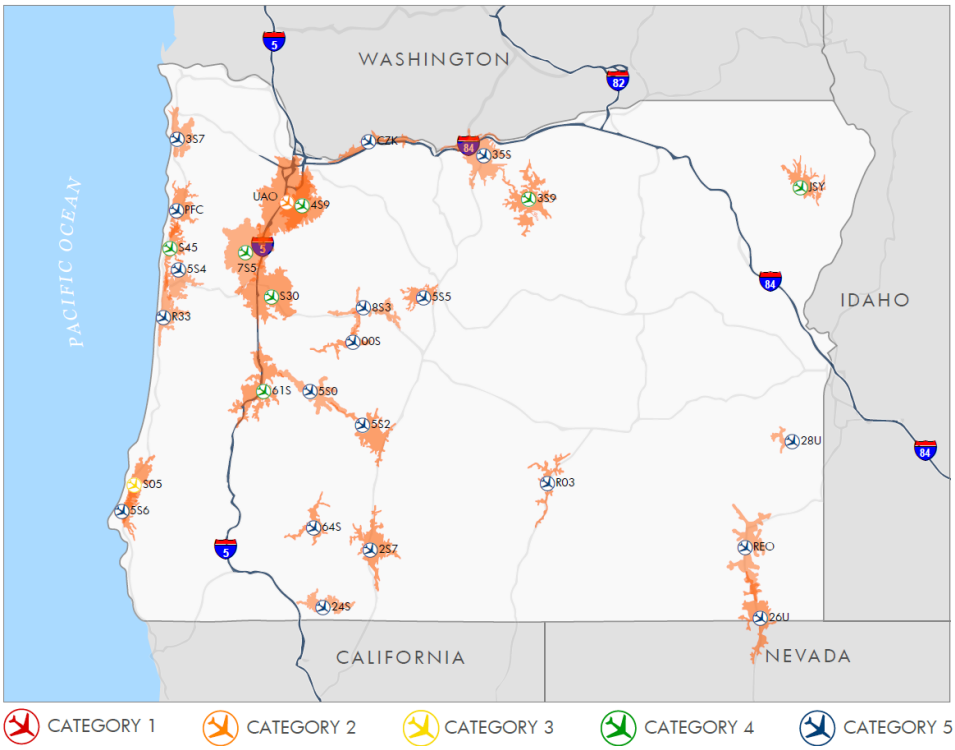
| FAA ID | Associated City | Airport | Connect Oregon | OAP V6.0 Functional Role |
|---|---|---|---|---|
| UAO | Aurora | Aurora State Airport | 2 | II |
| S05 | Bandon | Bandon State Airport | 3 | III |
| 3S9 | Condon | Condon State Airport - Pauling Field | 4 | IV |
| 61S | Cottage Grove | Cottage Grove State Airport -Jim Wright Field | 2 | IV |
| 7S5 | Independence | Independence State Airport | 2 | IV |
| JSY | Joseph | Joseph State Airport | 5 | IV |
| S30 | Lebanon | Lebanon State Airport | 2 | IV |
| 4S9 | Mulino | Mulino State Airport | 1 | IV |
| S45 | Gleneden Beach | Siletz Bay State Airport | 2 | IV |
| 35S | Wasco | Wasco State Airport | 4 | IV |
| R03 | Alkali Lake | Alkali Lake State | 4 | V |
| 5S6 | Sixes | Cape Blanco State Airport | 3 | V |

| FAA ID | Associated City | Airport | Connect Oregon | OAP V6.0 Functional Role |
|---|---|---|---|---|
| CZK | Cascade Locks | Cascade Locks State Airport | 1 | V |
| 2S7 | Chiloquin | Chiloquin State Airport | 4 | V |
| 5S2 | Crescent Lake | Crescent Lake State Airport | 4 | V |
| 5S5 | Culver | Lake Billy Chinook | 4 | V |
| 26U | McDermitt | McDermitt State Airport | 5 | V |
| 00S | McKenzie Bridge | McKenzie Bridge State | 2 | V |
| 3S7 | Manzanita | Nehalem Bay State Airport | 2 | V |
| 5S0 | Oakridge | Oakridge State | 2 | V |
| 28U | Owyhee Reservoir | Owyhee Reservoir State | 5 | V |
| PFC | Pacific City | Pacific City State Airport | 2 | V |
| 24S | Pinehurst | Pinehurst State Airport | 3 | V |
| 64S | Prospect | Prospect State Airport | 3 | V |
| REO | Rome | Rome State | 5 | V |
| 8S3 | Santiam Junction | Santiam Junction State | 2 | V |
| 5S4 | Toledo | Toledo State Airport | 2 | V |
| R33 | Waldport | Wakonda Beach State | 2 | V |

Source: Jviation

Current system accessibility to State-Owned Airports, at a 30-minute drive time, is shown on **Figure 5-16**. Approximately 1,407,400 Oregon residents (34 percent) are within 30 minutes or less of a State-Owned General Aviation Airport. By land area, the 30-minute drive time boundaries associated with these 28 airports covers roughly seven percent of Oregon's total land area.

FIGURE 5-16: MAP OF STATE-OWNED AIRPORTS, 30-MINUTE DRIVE TIMES




Source: Jviation

## *30-Minute Accessibility to Airports Supporting Economic Development/Businesses Utilizing Aviation*

Current system accessibility to airports supporting economic development and business aviation; this 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)

Using a 30-minute drive time service area, **Figure 5-17** identifies accessibility to an airport with the five service and infrastructure attributes that support businesses using general aviation aircraft. Interestingly, these are the same airports identified in **Table 5-1** (Airports with an Approach Supported by Vertical Guidance) and **Figure 5-3**. There are six airports, presented in **Table 5-14**, that meet all the facilities and service attributes except for a vertical guidance approach. These six airports (identified in **Table 5-14**) all have published RNAV approaches, which provide pilots with guidance to align with the runway, but no ILS or LPV approach, which guide the pilot down to the runway. Airports listed in **Table 5-14** that lack the desired approach capabilities will be addressed in the recommendations element of this report.

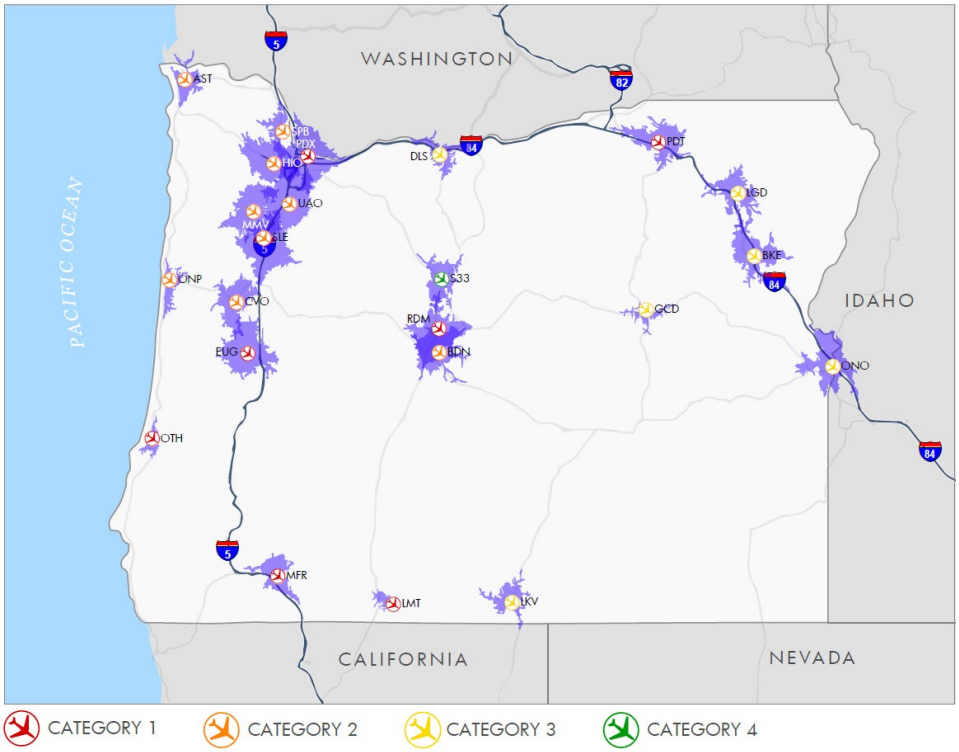
TABLE 5-14: GENERAL AVIATION AIRPORTS NOT MEETING ECONOMIC DEVELOPMENT/BUSINESSES UTILIZING AVIATION ATTRIBUTES DUE TO LACK OF VERTICAL GUIDANCE APPROACHES

| FAA ID | OAP V6.0 Category | City | Airport |
|---|---|---|---|
| TTD | II | Portland | Portland - Troutdale Airport |
| S39 | IV | Prineville | Prineville Airport |
| RBG | III | Roseburg | Roseburg Regional Airport |
| TMK | III | Tillamook | Tillamook Airport |
| S21 | IV | Sunriver | Sunriver Airport |
| BNO | III | Burns | Burns Municipal Airport |

Source: Jviation analysis

Approximately 2,833,700 Oregon residents (70 percent) have accessibility to one or more airports with on-airport services and infrastructure supporting economic development and business aviation, as shown on **Figure 5-17**. This also represents approximately nine percent of Oregon's total land area.

FIGURE 5-17: AIRPORTS SUPPORTING ECONOMIC DEVELOPMENT/BUSINESSES UTILIZING GENERAL AVIATION, 30-MINUTE DRIVE TIMES




Source: Jviation

## *Accessibility to Airports Summary*

Analysis of airport service areas using geographic information systems provides a picture of how well Oregon's airport system is currently performing and of the accessibility it is providing. **Table 5-15** summarizes the findings of this analysis. Commercial Service airports serve the state well, with 96 percent of the state's

population being within a two-hour drive of these airports, and 41 percent of the state's population being within a 30-minute drive of these airports. Overall, 98 percent of the state's population is within a two-hour drive of a commercial service airport, when taking into consideration the five out-of-state commercial service airports. Airports with an approach supported by vertical guidance serve 70 percent of Oregon's residents, while airports with FAA published approaches serve an additional 14 percent of the state's population. The entire system of 95 airports, one heliport, and one seaplane base (97 total system airport facilities) supports 89 percent of Oregon residents living within 30 minutes of these airports. **Appendix C** provides additional information on each population and labor force within the 30-minute service area for each airport.

TABLE 5-15: ACCESSIBILITY TO OREGON AIRPORTS SUMMARY

| | Number of Airports | Oregon Population | Percentage of Population | Percentage of Oregon's Total Land Area |
|---|---|---|---|---|
| **Accessibility by Air: 30-Minute Drive Time** | | | | |
| Airport with an Approach Supported by Vertical Guidance | 23 | 2,833,700 | 70% | 9% |
| Airport with a Published Approach | 32 | 3,410,600 | 84% | 16% |
| Airport with Weather Reporting | 38 | 3,487,700 | 86% | 18% |
| **Accessibility by Ground: 120-Minute Drive Time** | | | | |
| Airport with Scheduled Airline Service | 7 | 3,915,400 | 96% | 55% |
| Airport with Scheduled Airline Service (Out-of-State) | 5 | 244,581 | 6% | 13% |
| Out-of-State Commercial Service Airports on Borders AND Category I Airports | 12 | 3,994,800 | 98% | 58% |
| **Accessibility by Ground: 30-Minute Drive Time** | | | | |
| Any System Airport | 97 | 3,600,123 | 88% | 22% |
| Out-of-State General Aviation Airports on Borders | 15 | 978,300 | 24% | 4% |
| Category I: Commercial Service Airport | 7 | 1,671,300 | 41% | 2% |
| Category II: Urban General Aviation Airport | 11 | 2,459,600 | 61% | 6% |
| Category III: Regional General Aviation Airport | 13 | 470,357 | 12% | 12% |
| Category IV: Local General Aviation Airport | 27 | 1,595,700 | 39% | 16% |
| Category V: Remote Access/Emergency Services (RAES) General Aviation Airport | 39 | 1,105,229 | 27% | 17% |
| State-Owned Airport | 28 | 1,407,400 | 34% | 7% |
| Airports Supporting Economic Development/Businesses Utilizing General Aviation | 23 | 2,833,700 | 70% | 9% |

Source: US Census data, Jviation Analysis

## 5.2 Airport Facility and Service Objectives

As part of the prior Oregon Aviation Plan (OAP), objectives (performance criteria) were established to enable airports to best fulfill their assigned role in the state airport system. Recommended roles for all system airports were identified in Chapter 4. Facility and service objectives were developed for airports in each of the five role categories: Category I-Commercial Service, Category II-Urban General Aviation, Category III-Regional General Aviation, Category IV-Local General Aviation, and Category V-Remote Access/Emergency Services (RAES). The facility and service adequacies and deficiencies identified in this chapter provide the foundation for final system plan recommendations for improving individual study airports.

It is possible that the recommendations from local airport planning efforts (airport master plans and ALPs) could result in additional and/or different improvements other than those identified through the Oregon Aviation Plan v6.0. The objectives established for Oregon airports, by role, are presented in **Table 5-16**, **Table 5-17**, and **Table 5-18**. Results for each airport's facilities and services objectives analysis are also presented in each airport's OAP V6.0 Individual Airport Summary. These documents are available from ODA.

TABLE 5-16: AIRSIDE FACILITY OBJECTIVES BY AIRPORT ROLE

| Facility | Category I | Category II | Category III | Category IV | Category V |
|---|---|---|---|---|---|
| FAA – ARC | C-II | C-II | B-II | B-I | A-I |
| NPIAS | Yes | Yes | Yes | Not an objective | Not an objective |
| Based Aircraft | Not an objective | ≥10 (NPIAS standard) | ≥10 (NPIAS standard) | ≥10 (NPIAS standard); not an objective (Non-NPIAS) | Not an objective |
| Runway Orientation | 95% wind coverage (combined primary/secondary) | 95% wind coverage (combined primary/secondary) | 95% wind coverage (combined primary/secondary) | 95% wind coverage | Varies by airport |
| Runway Length | 6,000 feet | 5,000 feet | 4,000 feet | 3,000 feet paved; 2,500 feet turf | 2,500 feet turf |
| Runway Width | 100 feet | 100 feet | 75 feet | 60 feet paved; 120 feet turf | 60 feet turf |
| Runway Pavement Type | Bituminous, concrete | Bituminous, concrete | Bituminous, concrete | Bituminous, concrete, turf | Turf, gravel, dirt |
| Runway Pavement Strength | Varies by airport*/ design aircraft | Varies by airport* (≥30,000 lbs.) | Varies by airport* (≥12,5,00 lbs.) | ≥12,5,00 lbs. (hard surface only) | Varies by airport |
| Runway Pavement PCI | 65 | 60 | 60 | 60 | 55 |
| Taxiways | Full parallel | Full parallel | Partial parallel or turnarounds | Exit taxiway(s) | Not an objective |
| Approach Type | Precision | Precision | Non-precision | Visual | Visual |
| Visual Approach Aids | Both runway ends | One runway end | One runway end | One runway end | Not an objective |
| Instrument Approach Aids | One runway end | Not an objective | Not an objective | Not an objective | Not an objective |
| Runway Lighting | MIRL/HIRL | MIRL/HIRL | MIRL | LIRL | Not an objective |
| Taxiway Lighting | MITL/HITL | MITL/HITL | MITL | LITL/Reflectors | Not an objective |

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

TABLE 5-17: GENERAL FACILITY OBJECTIVES BY AIRPORT ROLE

| Facility | Category I | Category II | Category III | Category IV | Category V |
|---|---|---|---|---|---|
| Rotating Beacon | Yes | Yes | Yes | Yes | Not an objective |
| Lighted Wind Indicator | Yes | Yes | Yes | Yes | Not an objective |
| Weather Reporting | AWOS/ASOS | AWOS/ASOS | AWOS/ASOS | Not an objective | Not an objective |
| Hangared Aircraft Storage | 75% of based aircraft | 75% of based aircraft | 75% of based aircraft | 75% of based aircraft | Not an objective |
| Apron Parking/Storage | 75% of daily transient | 75% of daily transient | 30% of daily transient | 30% of based aircraft | Not an objective |

| Facility | Category I | Category II | Category III | Category IV | Category V |
|---|---|---|---|---|---|
| Terminal Building | Yes | Yes | Small meeting area | Not an objective | Not an objective |
| Auto Parking | Moderate | Moderate | Minimal (tenant/public) | Minimal (tenant/public) | Not an objective |
| Fencing | Perimeter; controlled access | Perimeter; controlled access | Terminal area; controlled access | Not an objective | Not an objective |
| Cargo | Small handling facility w/apron | Designated apron area | Space on existing apron | Not an objective | Not an objective |
| Deicing Facility | Yes | Not an objective | Not an objective | Not an objective | Not an objective |

TABLE 5-18: SERVICE OBJECTIVES BY AIRPORT ROLE

| Facility | Category I | Category II | Category III | Category IV | Category V |
|---|---|---|---|---|---|
| Fuel | 100 LL & Jet A | 100 LL & Jet A | 100 LL & Jet A | 100 LL | Not an objective |
| FBO | Full service (normal business hours) | Full service (normal business hours) | Full service (normal business hours) | Not an objective | Not an objective |
| Ground Transportation | Rental car, taxi, or other | Offsite rental car, taxi, or other | Courtesy car or offsite rental car | Not an objective | Not an objective |
| Food Service | Coffee shop/deli & cold foods | Vending | Vending | Not an objective | Not an objective |
| Restrooms | Yes | Yes | Yes | Yes | Not an objective |
| Pilot Lounge | Yes w/weather reporting station | Yes w/weather reporting station | Yes w/weather reporting station | Not an objective | Not an objective |
| Snow Removal | Yes | Yes | Yes | Yes | Not an objective |
| Telephone | Yes | Yes | Yes | Not an objective | Not an objective |

### 5.2.1 Airside Facilities

Airside facility planning is largely driven by criteria and standards developed by the Federal Aviation Administration (FAA) that emphasize safety and efficiency, while protecting federal investment in airport transportation infrastructure. The following airside facilities play a significant role in determining the ability of Oregon airports to support system needs.

- Airport Reference Code (ARC)
- NPIAS Role
- Based Aircraft
- Runway Orientation
- Runway Length
- Runway Width
- Runway Pavement Type
- Runway Pavement Strength
- Runway Pavement PCI
- Taxiways
- Approach Type
- Visual Approach Aids
- Instrument Approach Aids
- Runway Lighting
- Taxiway Lighting

## FAA Airport Reference Code (ARC) Standards for the OAP V6.0

Airports included in the FAA's National Plan of Integrated Airports System (NPIAS) are encouraged by the FAA to meet all applicable federal design and development standards. In its advisory circulars, the FAA provides specific guidance on which safety-related standards and dimensional requirements are applicable to airports in the federal system. Each airport's individual design standards are based on the most demanding aircraft that operates at the airport on a regular basis (500 operations per year). This aircraft is known as the airport's critical aircraft.

Once an airport's critical aircraft is established, during the development of an airport master plan or airport layout plan (ALP), applicable design standards related to runways and taxiways are identified. Each airport's design standards are related to the approach speed (aircraft approach category or AAC), wingspan, and tail height (airplane design group or ADG) of its critical aircraft. Within FAA's planning guidelines, these parameters are used to determine each airport's reference code (ARC), which signifies the airport's highest runway design code (RDC). The following ARC objectives apply to Oregon airports:

- Category I: Commercial Service Airports: ARC of C-II
- Category II: Urban General Aviation Airports: ARC of C-II
- Category III: Regional General Aviation Airports: ARC of B-II
- Category IV: Local General Aviation Airports: ARC of B-I
- Category V: Remote Access/Emergency Service Airports: ARC of A-I

There are many factors to consider related to an airport's ARC. High on this list is activity by a critical aircraft that dictates the need for the particular ARC. In other instances, an airport may not be able to achieve a particular ARC because of development/site constraints. Airport master plans are the appropriate forum for determining an airport's ARC and then investigating if the airport is able to achieve the dimensional and design setback requirements needed for that ARC.

A review of the current ARC at each study airport is presented in **Table 4-9**. Airports which do not meet the OAP ARC objective for their category are presented in **Table 5-19**. For example, in the Category II airports, five of the ten airports in this category have ARC design objectives less than the C-II ARC. Future master plans for these five airports should consider increasing the airport's ARC, if demand warrants. As noted, some airports now exceed their ARC objective.

As shown in **Figure 5-18**, 68 percent of Oregon system airports meet their FAA ARC objective while 30 percent do not. This objective is not applicable to one Category II airport (Portland Downtown Heliport) and one Category V airport (Lake Woahink Seaplane Base); these airports account for the remaining percentage of all system airports

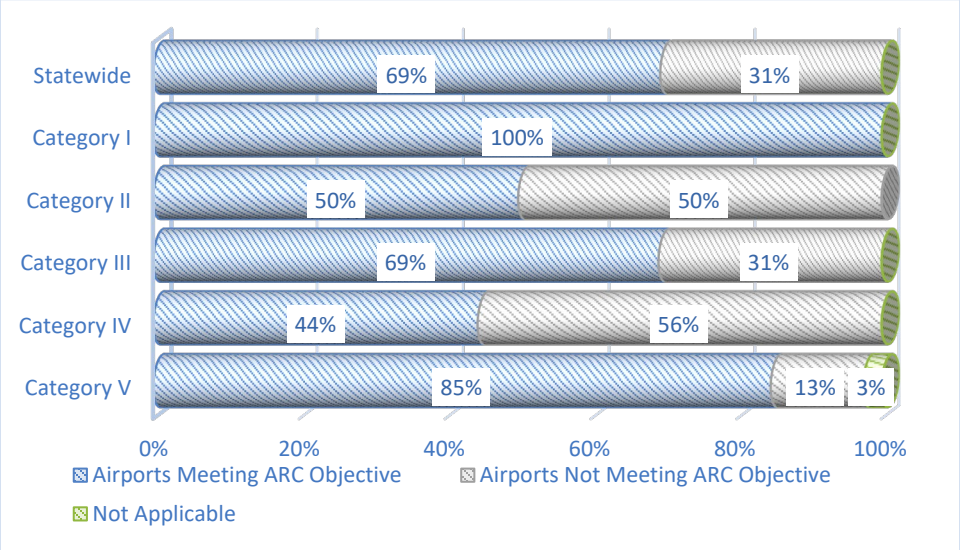
TABLE 5-19: AIRPORTS BY ROLE THAT DO NOT MEET OAP V6.0 FAA ARC OBJECTIVE

| FAA ID | City | Airport | OAP v6.0 Category | Current ARC | OAP ARC Objective |
|---|---|---|---|---|---|
| AST | Astoria | Port of Astoria Regional Airport | II | B-II | C-II |
| BDN | Bend | Bend Municipal Airport | II | B-II | C-II |
| ONP | Newport | Newport Municipal Airport | II | B-II | C-II |
| TTD | Portland | Portland -Troutdale Airport | II | B-II | C-II |
| SPB | Scappoose | Scappoose Industrial Airpark | II | B-II | C-II |
| S03 | Ashland | Ashland Municipal Airport-Sumner Parker Field | III | B-I (Small) | B-II |
| S05 | Bandon | Bandon State Airport | III | B-I | B-II |

| FAA ID | City | Airport | OAP v6.0 Category | Current ARC | OAP ARC Objective |
|---|---|---|---|---|---|
| BNO | Burns | Burns Municipal Airport | III | A-II | B-II |
| GCD | John Day | Grant County Regional Airport | III | B-I | B-II |
| S12 | Albany | Albany Municipal Airport | IV | B-I (Small) | B-I |
| BOK | Brookings | Brookings Airport | IV | B-I (Small) | B-I |
| 17S | Newberg | Chehalem Airpark | IV | A-I | B-I |
| 62S | Christmas Valley | Christmas Valley Airport | IV | B-I (Small) | B-I |
| 61S | Cottage Grove | Cottage Grove State Airport -Jim Wright Field | IV | B-I (Small) | B-I |
| 77S | Creswell | Creswell Hobby Field Airport | IV | B-I (Small) | B-I |
| 6S2 | Florence | Florence Municipal Airport | IV | B-I (Small) | B-I |
| 3S4 | Cave Junction | Illinois Valley Airport | IV | B-I (Small) | B-I |
| 7S5 | Independence | Independence State Airport | IV | B-I (Small) | B-I |
| 4S2 | Hood River | Ken Jernstedt Airfield | IV | A-II (Small) | B-I |
| 16S | Myrtle Creek | Myrtle Creek Municipal Airport | IV | A-I (Small) | B-I |
| 56S | Seaside | Seaside Municipal Airport | IV | B-I (Small) | B-I |
| S45 | Gleneden Beach | Siletz Bay State Airport | IV | B-I (Small) | B-I |
| 2S6 | Newberg | Sportsman Airpark | IV | A-I | B-I |
| 35S | Wasco | Wasco State Airport | IV | B-I (Small) | B-I |
| R03 | Alkali Lake | Alkali Lake State | V | A-I (Small) | A-I |
| CZK | Cascade Locks | Cascade Locks State Airport | V | B-I (Small) | A-I |
| 5S2 | Crescent Lake | Crescent Lake State Airport | V | A-I (Small) | A-I |
| 8S3 | Santiam Junction | Santiam Junction State | V | A-I (Small) | A-I |
| 3S6 | Clearwater | Toketee State | V | A-I (Small) | A-I |

Source: Airport Management Survey, Century West, Jviation and Marr Arnold Planning Analysis 2017

FIGURE 5-18: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET OR EXCEED FAA ARC OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

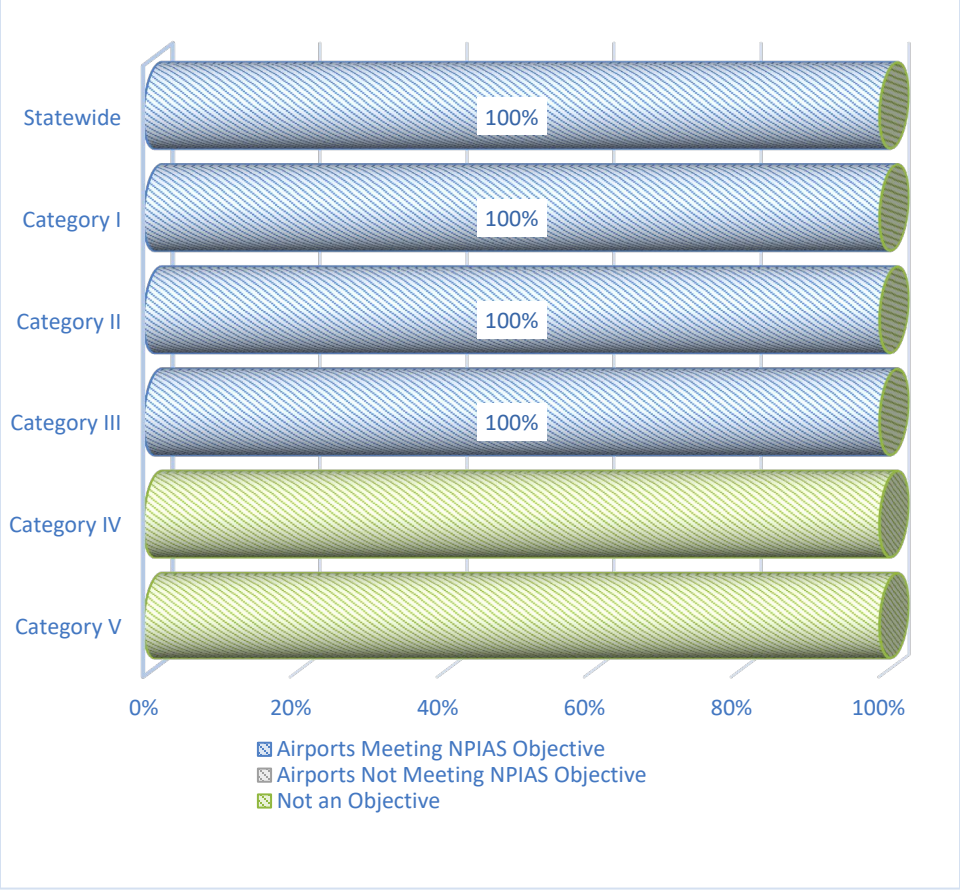
## *FAA National Plan of Integrated Airport System (NPIAS)*

Airports that are included in the NPIAS have been identified by the FAA as being "significant" to the national air transportation system, and these airports are eligible to receive federal grants for facility improvements. There are 57 Oregon airports currently in the NPIAS. The following NPIAS inclusion objectives apply to Oregon airports:

- Category I: Include in the NPIAS
- Category II: Include in the NPIAS
- Category III: Include in the NPIAS
- Category IV: Not an objective
- Category V: Not an objective

A review of the current NPIAS status for airports for all categories, except Category IV and Category V, is presented in **Table 5-35**. As shown in **Figure 5-19**, all Category I, Category II, and Category III airports meet their NPIAS inclusion objective; this means that all applicable airports in the OAP v6.0 meet the NPIAS inclusion objective. It is not an objective for Category IV or Category V airports to be included in the NPIAS. It is noteworthy to point out that of the 27 airports in Category IV, 24 are NPIAS airports. In Category V, two airports are the in NPIAS and 37 are not included in the NPIAS.

FIGURE 5-19: PERCENTAGE OF APPLICABLE AIRPORTS BY ROLE MEETING THE NPIAS INCLUSION OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

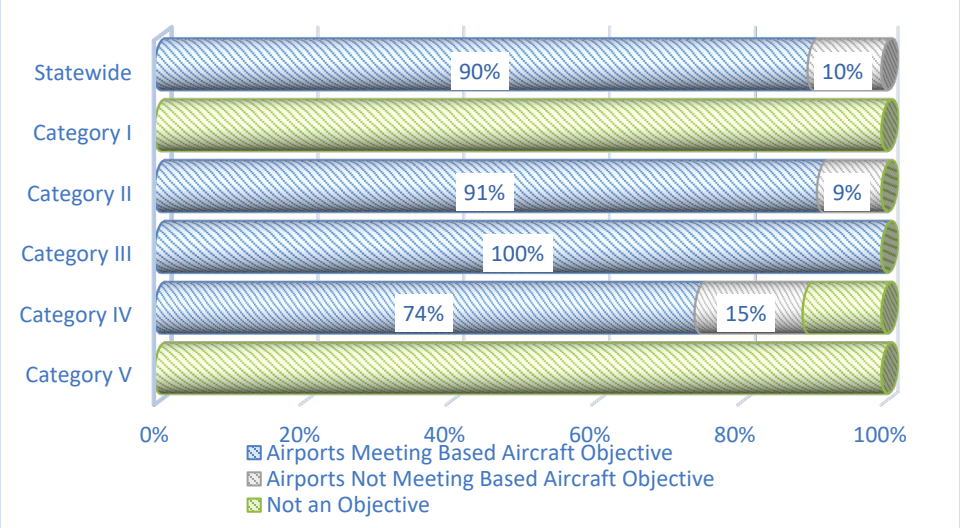
## *Based Aircraft*

The number of aircraft based at an airport is one of the criteria used evaluate activity occurring at the airport. The number of aircraft based at an airport also provides insight into the function of the airport as it pertains to serving its community and region. Airports may control rates for aircraft storage which might attract aircraft owners to base at their facility; but in general, based aircraft at an airport reflect local market conditions which include population density, employment, and aircraft owners within an airport's market area. The following based aircraft objectives apply to Oregon airports, and these objectives are predicated on FAA NPIAS requirements for 10 based aircraft:

- Category I: Not an objective
- Category II: 10 or more based aircraft
- Category III: 10 or more based aircraft
- Category IV: 10 or more based aircraft NPIAS only airports; sot an objective for non-NPIAS airports
- Category V: Not an objective

A review of the based aircraft at study airports in Category II, Category III, and Category IV is presented in **Table 5-35**. As shown in **Figure 5-20**, 91 percent of Category II airports, 100 percent of Category III airports, and 74 percent of Category IV airports meet their based aircraft objective. There is not a based aircraft objective for Category I, Category V, or non-NPIAS airports in Category IV. Statewide, 90 percent of the applicable airports meet the based aircraft objective. NPIAS Airports with less than 10 based aircraft are presented in **Table 5-20**.

FIGURE 5-20: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE BASED AIRCRAFT OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

TABLE 5-20: AIRPORTS BY ROLE NOT MEETING OAP V6.0 BASED AIRCRAFT OBJECTIVE

| FAA ID | City | Airport | Total Based Aircraft |
|---|---|---|---|
| **Category II: 10 or more based aircraft** | | | |
| 61J | Portland | Portland Downtown Heliport | 0 |
| **Category IV: 10 or more based aircraft NPIAS airports; not an objective for Non-NPIAS airports** | | | |
| M50 | Boardman | Boardman Airport | 0 |

| FAA ID | City | Airport | Total Based Aircraft |
|---|---|---|---|
| 62S | Christmas Valley | Christmas Valley Airport | 0 |
| 56S | Seaside | Seaside Municipal Airport | 3 |
| 35S | Wasco | Wasco State Airport | 4 |

Source: Basedaircraft.com, Jviation and Marr Arnold Planning Analysis

## *Runway Wind Coverage*

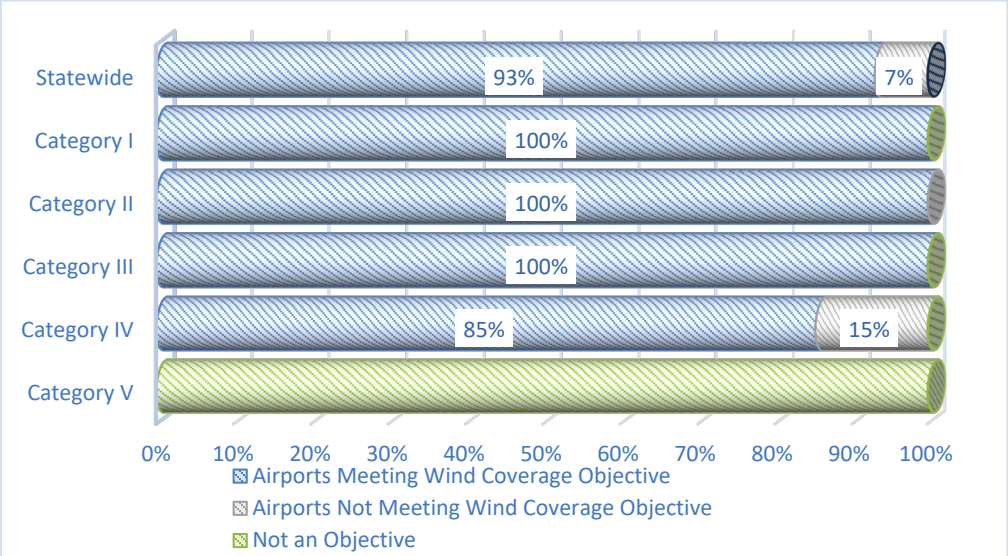
The orientation of runways for aircraft operations is primarily a function of wind velocity and prevailing direction, coupled with the ability of aircraft to operate under adverse weather conditions. Generally, the primary runway is aligned as closely as practical in the direction of the prevailing winds. The optimum runway orientation is one which provides the airport at least 95 percent wind coverage at a crosswind component value not exceeding 12 mph (10.5 knots) for ARC A-I and B-I aircraft and 15 mph (13.0 knots) for ARC A-II and B-II.

The following wind coverage objectives apply to Oregon airports:

- Category I: 95% wind coverage (combined primary/secondary runway)
- Category II: 95% wind coverage (combined primary/secondary runway)
- Category III: 95% wind coverage (combined primary/secondary runway)
- Category IV: 95% wind coverage
- Category V: Varies by airport

A review of the wind coverage data collected during the inventory for Category I, Category II, Category III, and Category IV study airports is presented in **Table 5-35**. Reliable wind data is not available for Category V airports; therefore, they were not evaluated in this analysis. As shown in **Figure 5-21**, only 7 percent of all study airports do not meet their wind coverage objective. **Table 5-21** lists airports in the statewide OAP v6.0 that do not meet the wind coverage objective, based on current analysis. Wind studies are recommended for these four airports for further evaluation. This objective is not applicable to one Category II airport, Portland Downtown Heliport nor is it applicable to the Lake Woahink seaplane base.

FIGURE 5-21: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE WIND COVERAGE OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

TABLE 5-21: SUMMARY OF AIRPORTS NOT MEETING WIND COVERAGE OBJECTIVES

| FAA ID | City | Airport |
|---|---|---|
| **Category IV: 95% wind coverage** | | |
| 3S9 | Condon | Condon State Airport - Pauling Field |
| S30 | Lebanon | Lebanon State Airport |
| 56S | Seaside | Seaside Municipal Airport |
| 35S | Wasco | Wasco State Airport |

Source: Airport ALPs, Century West, Jviation, Marr Arnold Planning

## *Runway Length*

Adequate runways are key components of the facility objectives established in the OAP v6.0. Study objectives for runway length and width were established in the *2007 Oregon Aviation Plan*. Runway objectives are based loosely on Federal Aviation Administration (FAA) runway length requirements for various types of planes in the general aviation fleet. Actual runway length requirements are best identified through the master planning process, as lengths are determined by the critical aircraft operating at each airport. Runway length objectives, set by the Oregon Aviation Plan v6.0, provide general guidance to all airports as it relates to accommodating the types of planes and users they most frequently serve. It is possible that some airports, based on local need and justification, will actually exceed their runway length objective. System plan runway length objectives are considered the minimum desirable length at each airport, based on the airport's assigned system role.

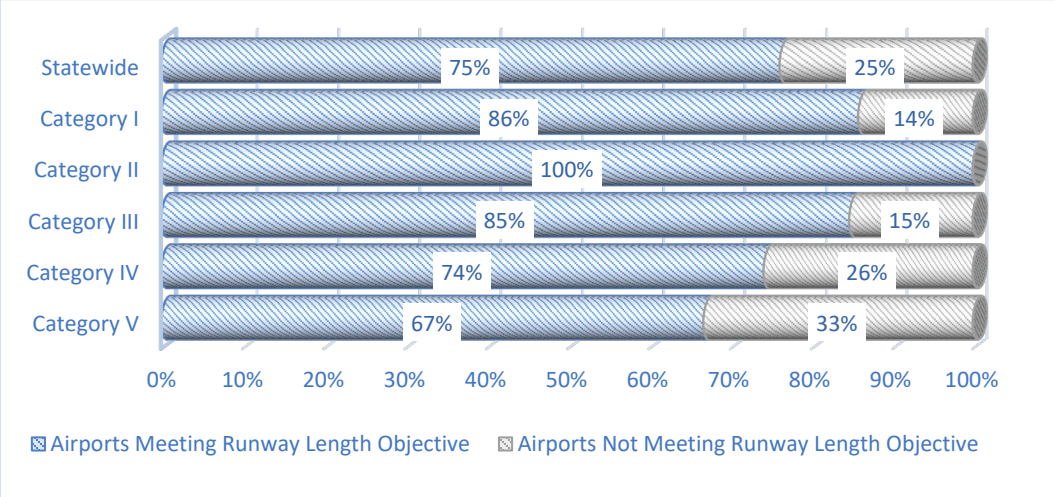
The following runway length objectives apply to Oregon airports:

- Category I: 6,000 feet
- Category II: 5,000 feet
- Category III: 4,000 feet
- Category IV: 3,000 feet Paved; 2,500 feet Turf
- Category V: 2,500 feet

A review of the current primary runway length at each study airport is presented in **Table 5-35**. As noted, some airports now exceed their runway length objective. As shown in **Figure 5-22**, 75 percent of all Oregon airports meet the length objective for their primary runway. This objective is not applicable to one Category II facility (Portland Downtown Heliport), while the remainder of the airports in Category II meet their runway length objective.

Category V RAES airports, as a group, have the greatest deficiency for runway length objectives with approximately one third of the airports not meeting their objective. **Table 5-22** identifies airports not meeting the runway length objective for their system role. It is noteworthy to point out the Southwest Oregon Regional Airport nearly meets the objective of 6,000 feet, but is 20 feet short of meeting the objective.

FIGURE 5-22: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE RUNWAY LENGTH OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

TABLE 5-22: AIRPORTS BY ROLE NOT MEETING RUNWAY LENGTH OBJECTIVE

| FAA ID | City | Airport | Runway Length | Improvement Needed to Meet Objective |
|---|---|---|---|---|
| **Category I: 6,000 feet** | | | | |
| OTH | North Bend | Southwest Oregon Regional Airport | 5,980 | Extend 20 feet |
| **Category III: 4,000 feet** | | | | |
| S03 | Ashland | Ashland Municipal Airport-Sumner Parker Field | 3,603 | Extend 397 feet |
| S05 | Bandon | Bandon State Airport | 3,601 | Extend 399 feet |
| **Category IV: 3,000 feet paved; 2,500 feet turf** | | | | |
| BOK | Brookings | Brookings Airport | 2,900 | Extend 100 feet |
| 17S | Newberg | Chehalem Airpark | 2,285 | Extend 715 feet |
| S30 | Lebanon | Lebanon State Airport | 2,877 | Extend 123 feet |
| 7S9 | Hubbard | Lenhardt Airpark | 2,956 | Extend 44 feet |
| 16S | Myrtle Creek | Myrtle Creek Municipal Airport | 2,600 | Extend 400 feet |
| 56S | Seaside | Seaside Municipal Airport | 2,211 | Extend 789 feet |
| 2S6 | Newberg | Sportsman Airpark | 2,755 | Extend 245 feet |

| FAA ID | City | Airport | Runway Length | Improvement Needed to Meet Objective |
|---|---|---|---|---|
| **Category V: 2,500 feet turf** | | | | |
| CZK | Cascade Locks | Cascade Locks State Airport | 1,800 | Extend 700 feet |
| 6S4 | Gates | Davis Field | 1,940 | Extend 560 feet |
| 5S1 | Roseburg | George Felt | 2,300 | Extend 200 feet |
| 9S3 | Lakeside | Lakeside Municipal Airport | 2,150 | Extend 350 feet |
| 12S | Monument | Monument Municipal | 2,140 | Extend 360 feet |
| 3S7 | Manzanita | Nehalem Bay State Airport | 2,350 | Extend 150 feet |
| 28U | Owyhee Reservoir | Owyhee Reservoir State | 1,840 | Extend 660 feet |
| PFC | Pacific City | Pacific City State Airport | 1,875 | Extend 625 feet |
| 03S | Sandy | Sandy River | 2,115 | Extend 385 feet |
| 4S4 | Cornelius | Skyport | 2,000 | Extend 500 feet |
| 7S3 | Hillsboro | Stark's Twin Oaks | 2,465 | Extend 35 feet |
| 5S4 | Toledo | Toledo State Airport | 1,750 | Extend 750 feet |
| R33 | Waldport | Wakonda Beach State | 2,000 | Extend 500 feet |

Source: FAA 5010, Jviation and Marr Arnold Planning Analysis 2017

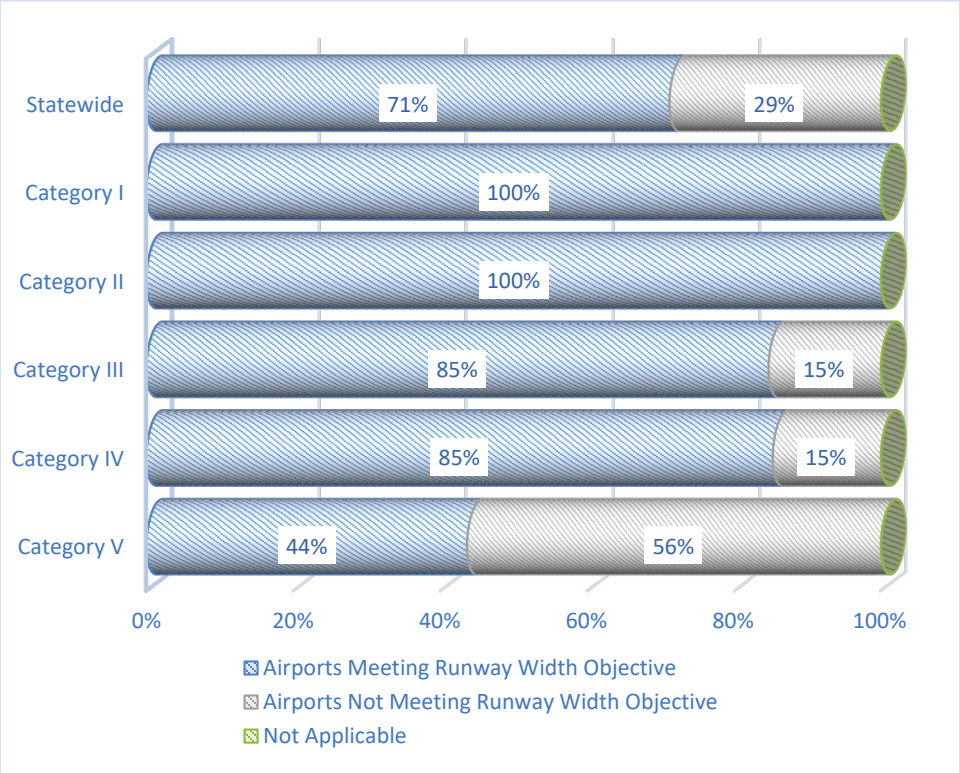
## *Runway Width*

Runway width is another important component of each airport's airfield facilities. Objectives for runway width are determined based on FAA design standards. Minimum runway width objectives as established for airports in Oregon are as follows:

- Category I: 100 feet
- Category II: 75 feet
- Category III: 75 feet
- Category IV: 60 feet paved runway; 120 feet turf runway
- Category V: 60 feet turf runway

**Table 5-36** presents each airport's ability to meet its primary runway width objective. As shown in **Figure 5-23**, 71 percent of airports meet the runway width objectives for their respective role. This objective is not applicable to one Category II facility (Portland Downtown Heliport). **Table 5-23** identifies current airport widths and improvements needed to meet this objective.

FIGURE 5-23: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE RUNWAY WIDTH OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

TABLE 5-23: AIRPORTS BY ROLE NOT MEETING RUNWAY WIDTH OBJECTIVE

| FAA ID | City | Airport | Primary Runway Width (feet) | Improvement Needed to Meet Objective |
|---|---|---|---|---|
| **Category III: 75 Feet** | | | | |
| S05 | Bandon | Bandon State Airport | 60 | Widen 15 feet |
| GCD | John Day | Grant County Regional Airport | 60 | Widen 15 feet |
| **Category IV: 60 feet paved; 120 feet turf** | | | | |
| 17S | Newberg | Chehalem Airpark | 40 | Widen 20 feet |
| 7S9 | Hubbard | Lenhardt Airpark | 45 | Widen 15 feet |
| 56S | Seaside | Seaside Municipal Airport | 50 | Widen 10 feet |
| 2S6 | Newberg | Sportsman Airpark | 50 | Widen 10 feet |
| **Category V: 60 feet turf** | | | | |
| 1S8 | Arlington | Arlington Municipal | 50 | Widen 10 feet |
| CZK | Cascade Locks | Cascade Locks State Airport | 30 | Widen 30 feet |
| S48 | Sandy | Country Squire Airpark | 32 | Widen 28 feet |
| 5S2 | Crescent Lake | Crescent Lake State Airport | 30 | Widen 30 feet |
| 6S4 | Gates | Davis Field | 50 | Widen 10 feet |
| 8S4 | Enterprise | Enterprise Municipal | 50 | Widen 10 feet |

| FAA ID | City | Airport | Primary Runway Width (feet) | Improvement Needed to Meet Objective |
|---|---|---|---|---|
| 5S5 | Culver | Lake Billy Chinook | 32 | Widen 28 feet |
| 4S7 | Malin | Malin | 30 | Widen 30 feet |
| 12S | Monument | Monument Municipal | 25 | Widen 35 feet |
| 3S7 | Manzanita | Nehalem Bay State Airport | 50 | Widen 10 feet |
| 5S0 | Oakridge | Oakridge State | 47 | Widen 13 feet |
| 28U | Owyhee Res. | Owyhee Reservoir State | 30 | Widen 30 feet |
| PFC | Pacific City | Pacific City State Airport | 30 | Widen 30 feet |
| 24S | Pinehurst | Pinehurst State Airport | 30 | Widen 30 feet |
| 64S | Prospect | Prospect State Airport | 50 | Widen 10 feet |
| 45S | Silver Lake | Silver Lake USFS | 55 | Widen 5 feet |
| 4S4 | Cornelius | Skyport | 45 | Widen 15 feet |
| 7S3 | Hillsboro | Stark's Twin Oaks | 48 | Widen 12 feet |
| 5S4 | Toledo | Toledo State Airport | 40 | Widen 20 feet |
| 5S9 | Estacada | Valley View | 32 | Widen 28 feet |
| 05S | Vernonia | Vernonia Municipal | 45 | Widen 15 feet |
| R33 | Waldport | Wakonda Beach State | 30 | Widen 30 feet |

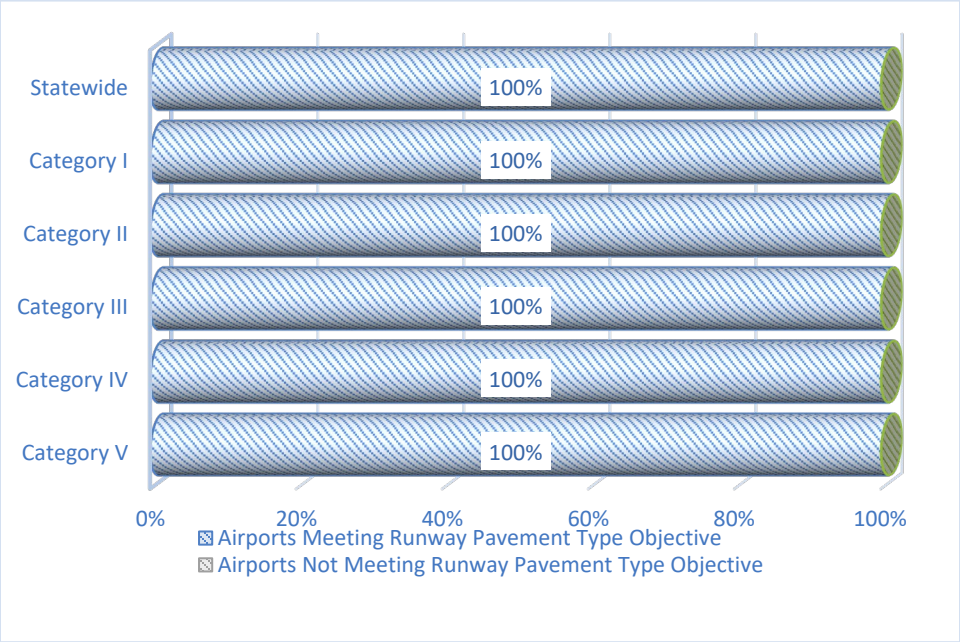
Source: FAA 5010, Jviation and Marr Arnold Planning Analysis 2017

### *Runway Pavement Type*

As part of the Oregon Aviation Plan v6.0 inventory effort, airports were asked to identify the type of pavement for their primary runways. It is an objective for all Category I, Category II, Category III airports to have either bituminous or concrete runway pavement. The objective for Category IV airports is to have either paved (bituminous or concrete) or turf runway surfaces. Category V airports have an objective for turf, gravel, or dirt runway surfaces.

An analysis of each airport's primary runway pavement type is presented in **Table 5-36**. As shown in **Figure 5-24**, 100 percent of airports in the OAP v6.0 meet the runway pavement type objective for their respective role. This objective is not applicable to Lake Woahink SPB (Category V).

FIGURE 5-24: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE RUNWAY PAVEMENT TYPE OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

## *Runway Pavement Strength*

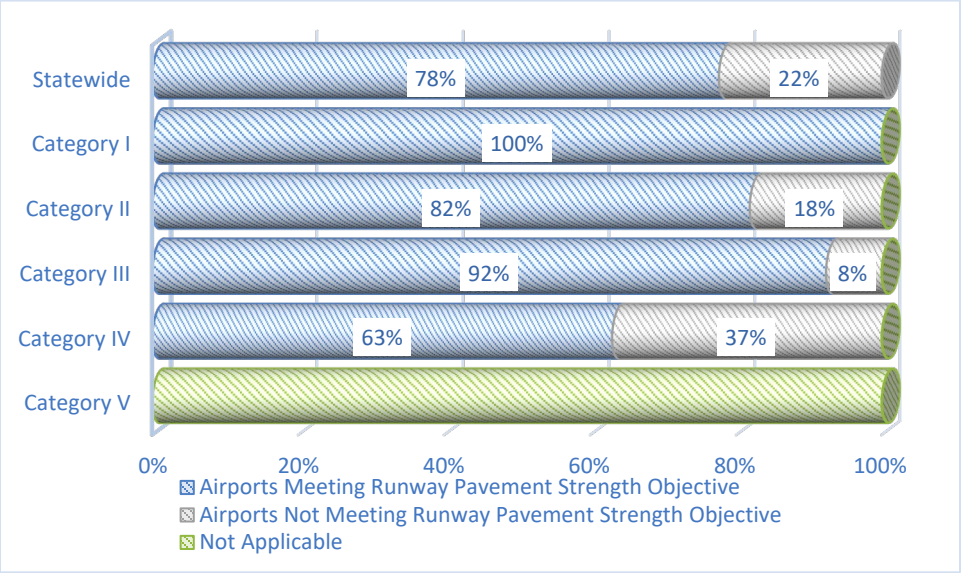
Pavement strength determines the weight of aircraft that may operate on a regular basis on a specific runway. Runway pavement is designed to sustain continuous aircraft operations up to the runway's published weight bearing capacity; however, runways can support infrequent aircraft operations in excess of their published pavement strength.

Runway strengthening, in most cases, depending upon the condition and structure of the existing runway, can be accomplished with a runway overlay. Runway pavement strength is typically classified according to aircraft landing gear configuration. The following pavement strength objectives have been established for allowable loads by single-wheel landing gear by airport category:

- Category I: Varies by airport/design aircraft
- Category II: Varies by airport (≥30,000 lbs.)
- Category III: Varies by airport (≥12,500 lbs.)
- Category IV: ≥12,500 lbs. (hard surface only)
- Category V: Varies by airport

The primary runway strength data collected during the inventory effort is presented in **Table 5-36**. As shown in **Figure 5-25**, 78 percent of system airports meet the pavement strength objective for their primary runway. Pavement strength data for two Category IV airports is not available and therefore were identified as not applicable. **Table 5-24** identifies airports that do not meet primary runway pavement strength objectives.

FIGURE 5-25: PERCENTAGE OF AIRPORTS BY ROLE MEETING RUNWAY PAVEMENT STRENGTH OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

TABLE 5-24: AIRPORTS BY ROLE NOT MEETING RUNWAY PAVEMENT STRENGTH OBJECTIVE

| FAA ID | City | Airport | Primary Runway Pavement Strength (Single Wheel) | Meets Primary Runway Pavement Strength Objective |
|---|---|---|---|---|
| **Category II: Varies by airport* (30,000 lbs. or greater)** | | | | |
| TTD | Portland | Portland -Troutdale Airport | 19,000 | No |
| 61J | Portland | Portland Downtown Heliport | 25,000 | No |
| **Category III: Varies by airport* (12,500 lbs. or greater)** | | | | |
| S05 | Bandon | Bandon State Airport | 12,000 | No |
| **Category IV: 12,500 lbs. or greater (hard surface only)** | | | | |
| BOK | Brookings | Brookings Airport | 11,000 | No |
| 17S | Newberg | Chehalem Airpark* | Not available | No |
| 62S | Christmas Valley | Christmas Valley Airport | 12,000 | No |
| 3S9 | Condon | Condon State Airport - Pauling Field | 12,000 | No |
| 77S | Creswell | Creswell Hobby Field Airport | 12,000 | No |
| 7S9 | Hubbard | Lenhardt Airpark* | Not available | No |
| 16S | Myrtle Creek | Myrtle Creek Municipal Airport | 12,000 | No |
| 56S | Seaside | Seaside Municipal Airport | 12,000 | No |
| S45 | Gleneden Beach | Siletz Bay State Airport | 11,000 | No |
| 6K5 | Sisters | Sisters Eagle Air Airport | 4,000 | No |

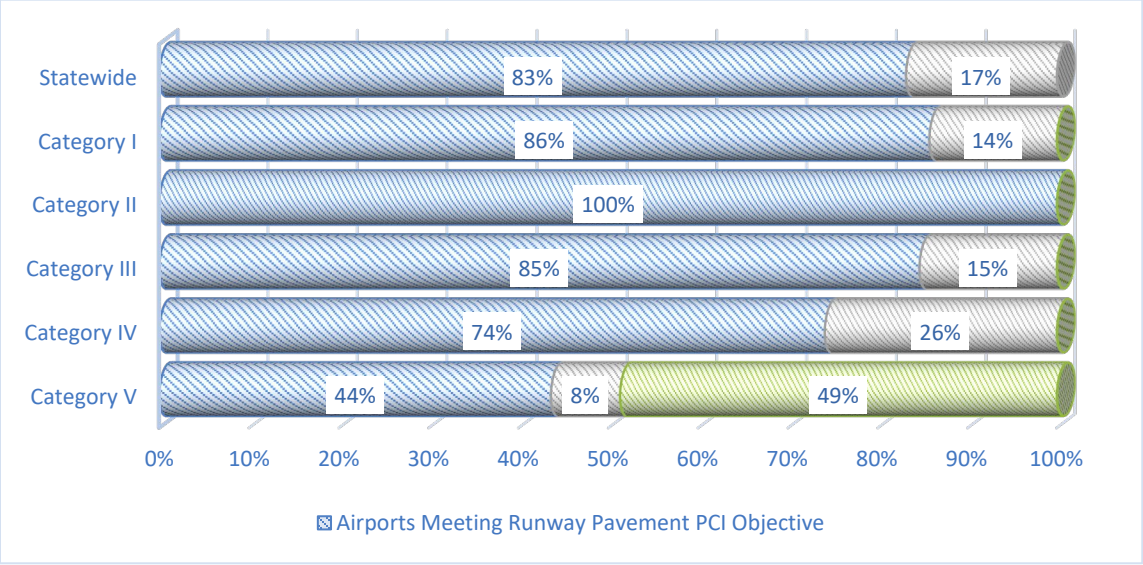
Source: Airport records, Jviation and Marr Arnold Analysis 2017
*When data not available for Category IV airports analysis assumes strength inadequate

## *Runway Pavement Conditions Index (PCI)*

The development and maintenance of paved surfaces at system airports requires significant and continual investment. The objective for pavement condition is for Category I airports to maintain a pavement condition index (PCI) of 65 or greater; Category II, Category III and Category IV airports to maintain a PCI of 60 or greater; and for Category V airports to maintain a PCI of 55 or greater on their primary runways, as applicable

Current and available PCI data for each airport's primary runway is provided in **Table 5-37**. **Figure 5-26** shows that 82 percent of OAP v6.0 airports with hard surfaces meet their respective role's runway pavement PCI objective. This objective is not applicable to 21 percent, or 19 Oregon airports since these airports are unpaved and therefore do not have a PCI. **Table 5-25** identifies the remaining airports not meeting the PCI objective. One airport with commercial service airline activity are included in this group: Eastern Oregon Regional Airport at Pendleton. All Category II airports meet the objective, but seven Category IV airports do not. In Category V, Crescent Lake State Airport does not have a PCI rating, but the FAA 5010 form indicates the asphalt is in poor condition, and it is assumed this airport does not meet PCI standards. Chehalem Airpark and Cottage Grove State Airport-Jim Wright Field do not have PCI data, are shown as "unknown" and are assumed to not meet the PCI requirements.

FIGURE 5-26: PERCENTAGE OF AIRPORTS BY ROLE MEETING RUNWAY PAVEMENT PCI OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

TABLE 5-25: AIRPORTS BY ROLE NOT MEETING RUNWAY PCI OBJECTIVE

| FAA ID | City | Airport | Runway Pavement PCI |
|---|---|---|---|
| **Category I: PCI 65** | | | |
| PDT | Pendleton | Eastern Oregon Regional Airport at Pendleton | 54 |
| **Category III: PCI 60** | | | |
| DLS | The Dalles | Columbia Gorge Regional - The Dalles | 55 |
| RBG | Roseburg | Roseburg Regional Airport | 8 |
| **Category IV: PCI 60** | | | |

| FAA ID | City | Airport | Runway Pavement PCI |
|---|---|---|---|
| 17S | Newberg | Chehalem Airpark | Unknown* |
| 61S | Cottage Grove | Cottage Grove State Airport -Jim Wright Field | Unknown* |
| 4S2 | Hood River | Ken Jernstedt Airfield | 58 |
| 9S9 | Lexington | Lexington Airport | 51 |
| S33 | Madras | Madras Municipal Airport | 57 |
| 6K5 | Sisters | Sisters Eagle Air Airport | 45 |
| 2S6 | Newberg | Sportsman Airpark | 28 |
| **Category V: PCI 55** | | | |
| S48 | Sandy | Country Squire Airpark | 25 |
| 5S2 | Crescent Lake | Crescent Lake State Airport | ASPH-P |
| 5S0 | Oakridge | Oakridge State | 49 |

Source: Airport and ODA PCI records, Jviation Analysis 2017.
* When data is not available for Category IV airports analysis assumes strength inadequate.

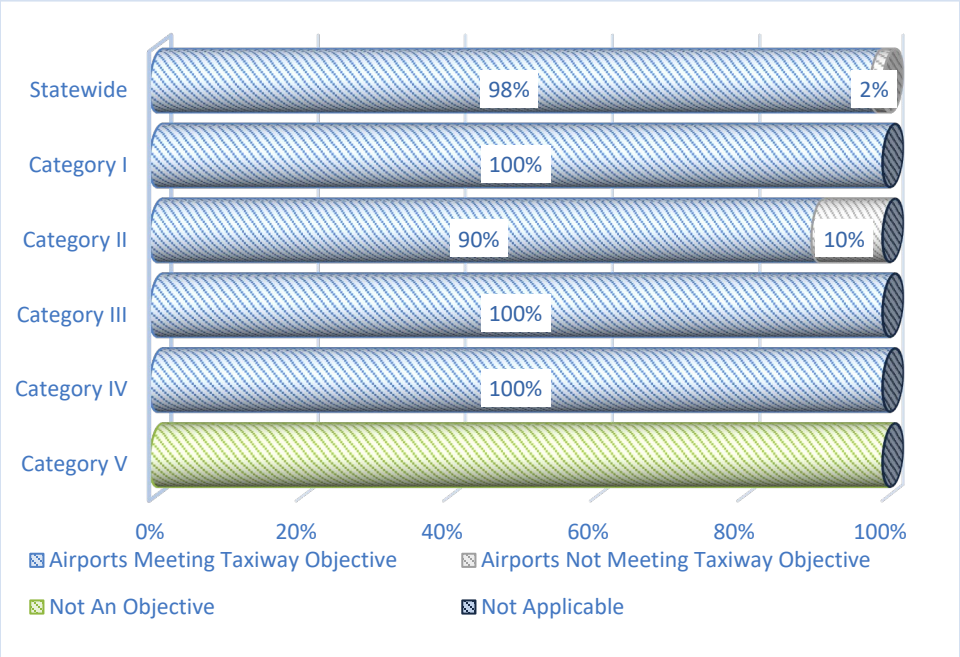
### *Taxiways*

Taxiways facilitate aircraft movement to and from the runway system, allowing for safer operations and increased operational efficiency. Taxiways become extremely important as activity increases and more efficient use of the airfield is required. Taxiway exits permit aircraft to clear the runway quickly after landing and significantly increase runway capacity. Taxiways are also recommended to support certain types of instrument approaches. The objective for Category I and Category II airports is to have a full parallel taxiway[3]; the taxiway system objective for Category III is for either a partial parallel taxiway or turnarounds; and the taxiway objective for Category IV airports is to provide exit taxiways. There is not an objective for Category V airports to have a taxiway.

As presented in **Table 5-37** and summarized in **Figure 5-27**, 98 percent of the airports meet their taxiway type objective. This objective is not applicable to one Category II airport (Portland Downtown Heliport). All Category I, III, and IV airports meet the taxiway objective. Analysis indicates 90 percent of the Category II airports meet the parallel runway objective. One airport in Category II, Salem-McNary, has a partial parallel taxiway system but could meet the objective if the taxiway were extended approximately 300 feet to Runway End 13.

[3] Taxiway systems which include a partial parallel taxiway and a network of taxiways which are appropriately separated from the runway centerline and allow for aircraft movement from one runway end to the other without taxiing on the runway are acceptable and function similar to a full length parallel taxiway.

FIGURE 5-27: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE TAXIWAY OBJECTIVE




Source: Airport Management Survey, Century West, Jviation

## Approach Type

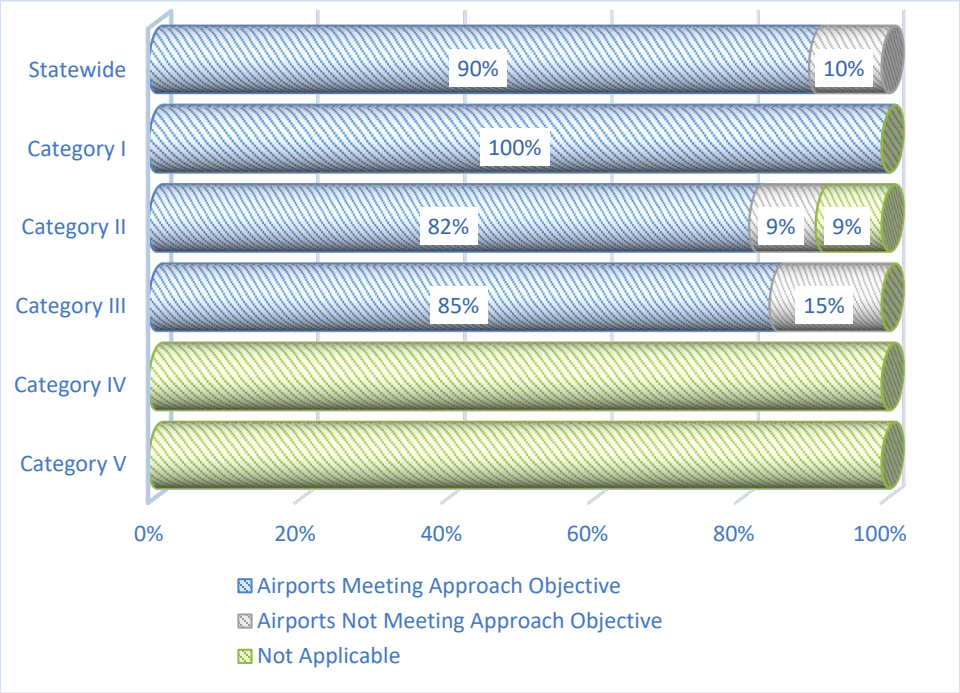
An instrument approach improves airport air access and operational efficiency and helps improve safety during a wide variety of meteorological conditions. Historically, most flight procedures have been based on land-based navigational aids requiring considerable investment for equipment and maintenance. Land-based approach equipment includes: Instrument Landing Systems (ILS), Very High Frequency Omni-Directional Range (VORs), and Non-Directional Beacons (NDBs).

In the last decade, many of the approaches using land-based equipment have been replaced with satellite-based approaches that utilize Global Positioning Systems (GPS). GPS procedures accommodate precision-like approaches without requiring additional land-based navigation equipment at the airport. Area Navigation (RNAV) GPS approaches offer improved accuracy and lower approach minimums without land-based equipment. Localizer Performance with Vertical Guidance (LPV) or Lateral Navigation (LNAV) are the most popular RNAV GPS approaches. LPV minimums offer improved accuracy with Wide Area Augmentation System (WAAS) and provide both lateral and vertical guidance.

The approach objective for Category I and Category II airports is for a precision approach (ILS or LPV). Category III airports should have a published non-precision approach. The objective for Category IV and Category V airports is to have a visual approach. As shown in **Table 5-37** and **Figure 5-28**, only 3 percent of system airports do not meet their applicable approach objectives.

Portland-Troutdale is a Category II airport without a precision approach. The airport currently supports a non-precision RNAV (GPS) A approach. The Objective for Category III airports in the OAP v6.0 is for all airports to have a non-precision approach, all airports meet this objective except for Ashland Municipal Airport - Sumner Parker Field and Bandon State Airport. These two airports are VFR only.

FIGURE 5-28: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE APPROACH TYPE OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

## *Visual Approach Aids*

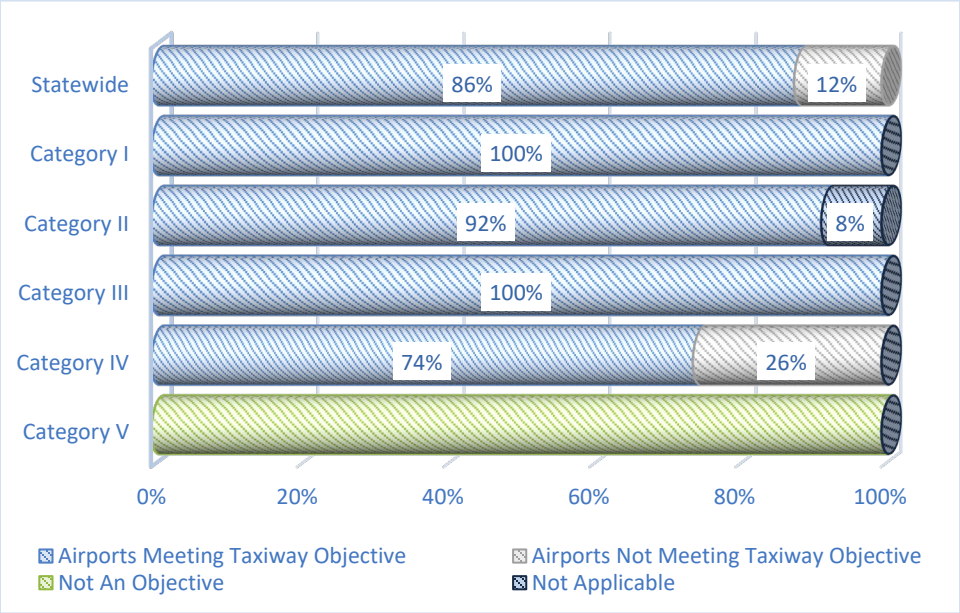
There are several visual aids that provide navigation assistance to aircraft arriving and departing Oregon's airports. Common visual aids that support instrument approaches are Visual Glide Slope Indicators (VGSIs); VGSI include Precision Approach Path Indicators (PAPIs) or a Visual Approach Slope Indicator (VASI). Runway end identifier lights (REILs) are installed to provide rapid and positive identification of the runway end.

Objectives by category have been established for each of these types of navigational aids: Category I airports are recommended to have visual approach aids on both ends of their primary runway; Category II, Category III and Category IV airports should include them on one runway end; and it is not an objective for Category V airports to have visual approach aids.

**Table 5-37** shows which airports meet their system objectives for visual approach aids. **Figure 5-29** summarizes the compliance by airport role. This objective is not applicable to one Category II airport (Portland Downtown Heliport). Statewide 86 percent (50 of 57 airports with this objective) meet the visual approach objective.

**Table 5-26** identifies seven Category IV airports that do not have any visual approach aids and do not meet the visual approach aids objective.

FIGURE 5-29: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE VISUAL APPROACH AIDS OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

TABLE 5-26: CATEGORY IV AIRPORTS HAVING NO VISUAL APPROACH AIDS

| FAA ID | City | Airport |
|---|---|---|
| M50 | Boardman | Boardman Airport |
| 17S | Newberg | Chehalem Airpark |
| 4S9 | Mulino | Mulino State Airport |
| 56S | Seaside | Seaside Municipal Airport |
| S45 | Gleneden Beach | Siletz Bay State Airport |
| 2S6 | Newberg | Sportsman Airpark |
| 35S | Wasco | Wasco State Airport |

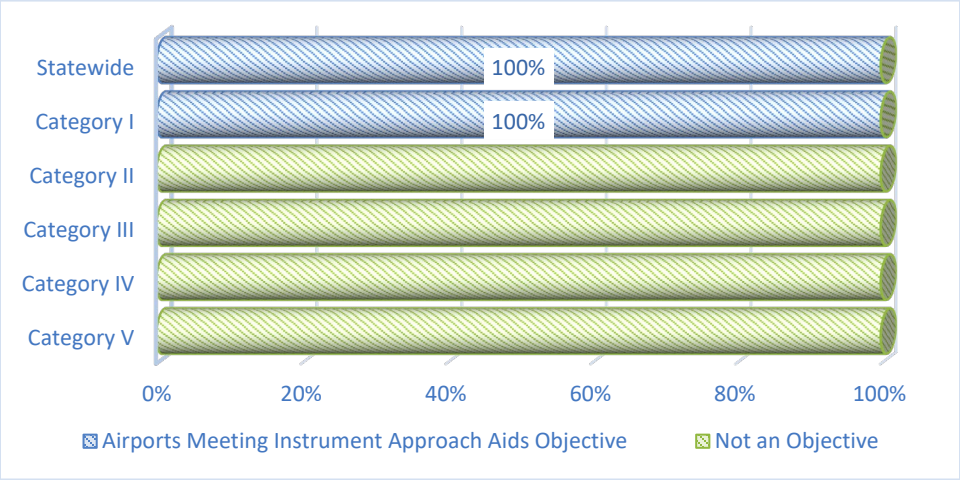
Source: FAA 5010 Data, Jviation and Marr Arnold Planning Analysis 2017

## *Instrument Approach Aids*

Approach lighting systems are instrument approach aids that contains a series of light bars and strobe lights that extend outward from the runway end to enhance safe approaches to the airfield. There are several different ALSs an airport can have in place, depending on their approach type. Medium-Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR), Medium-Intensity Approach Lighting System with Sequenced Flashing lights (MALSF), and Approach Lighting System with Sequenced Flashing Lights (ALSF) support precision approaches. Omnidirectional Approach Lighting System (ODALS) can be installed to assist with non-precision approaches.

The Oregon Aviation Plan v6.0 has established an objective for Category I airports to have an instrument approach aid such as an ALS in place (see **Table 5-38**). As shown in **Figure 5-30**, 100 percent of Category I airports meet the objective to have an ALS in place.

FIGURE 5-30: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE INSTRUMENT APPROACH AIDS OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

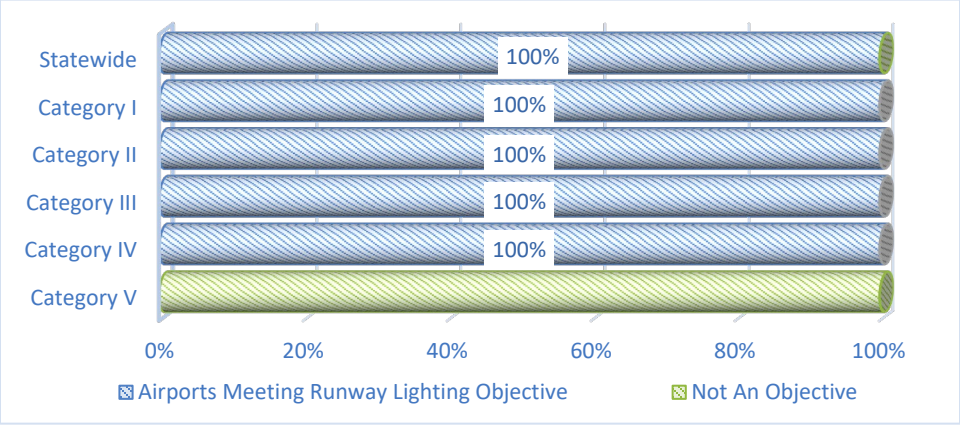
## *Runway Lighting*

At night and during periods of reduced visibility, airfield lighting is used to outline the edges of the runway, providing an increased margin of safety. The three runway edge lighting systems, High Intensity Runway Lights (HIRL), Medium Intensity Runway Lights (MIRL), and Low Intensity Runway Lights (LIRL), are differentiated by their brightness. Objectives for runway lighting are as follows:

- Category I: MIRL/HIRL
- Category II: MIRL/HIRL
- Category III: MIRL
- Category IV: LIRL
- Category V: Not an objective

**Table 5-38** indicates which airports, by role excluding Category V, are currently meeting their system objective for runway edge lighting. **Figure 5-31** shows that 100 percent of all system airports currently meet their objectives for runway lighting.

FIGURE 5-31: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE RUNWAY LIGHTING OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

## *Taxiway Lighting*

Similar to runway edge lighting, taxiway lighting provides identification of the taxiways at night and during periods of reduced visibility. Objectives established for taxiway lighting are:

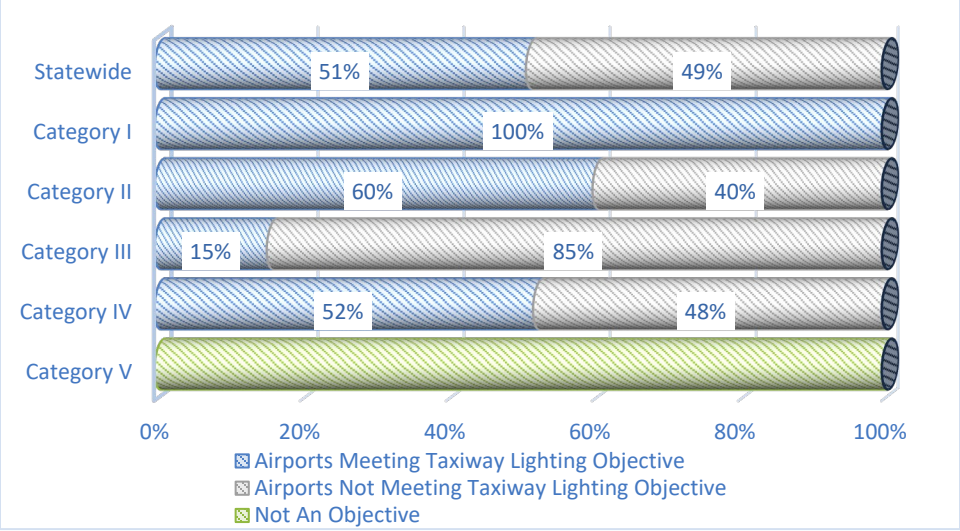
- Category I: Medium Intensity Taxiway Lighting or High Intensity Taxiway Lighting (MITL/HITL)
- Category II: Medium Intensity Taxiway Lighting or High Intensity Taxiway Lighting MITL/HITL
- Category III: Medium Intensity Taxiway Lighting (MITL)
- Category IV: Low Intensity Taxiway Lighting (LITL) or Taxiway Reflectors
- Category V: Not an objective

**Table 5-38** indicates which airports, by role excluding Category V, are currently meeting their system objective for taxiway edge lighting. **Figure 5-32** shows that only 51 percent of all system airports currently meet their objectives for taxiway lighting.

**Table 5-27** identifies 28 system airports needing improvements to meet the taxiway lighting objective.

**Figure 5-32** identifies in further detail Category II and III airport taxiway lighting. Analysis indicates three Category II airports (30%) rely on taxiway reflectors, while Salem-McNary (Category II) has LITL lighting. Category III airports have the highest number of airports not meeting the objective. Thirteen airports comprise this category and eight of these have taxiway reflectors instead of MITL. Only two of the 13 airports in Category III have MITL systems. Reflector systems are typically installed by airport sponsors as a cost saving measure since electrical grids are needed to support taxiway lighting. While taxiway lights are preferred for Category II and III airport, reflectors provide taxiway edge visibility to pilots at night when taxiing with aircraft landing lights on. Its noteworthy to point out that when airport management improves an airport's taxiway system that lighting improvements should be upgraded to meet the OAP v6.0 objectives.

FIGURE 5-32: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE TAXIWAY LIGHTING OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

FIGURE 5-33: CATEGORY II AND III AIRPORTS TAXIWAY LIGHTING ANALYSIS

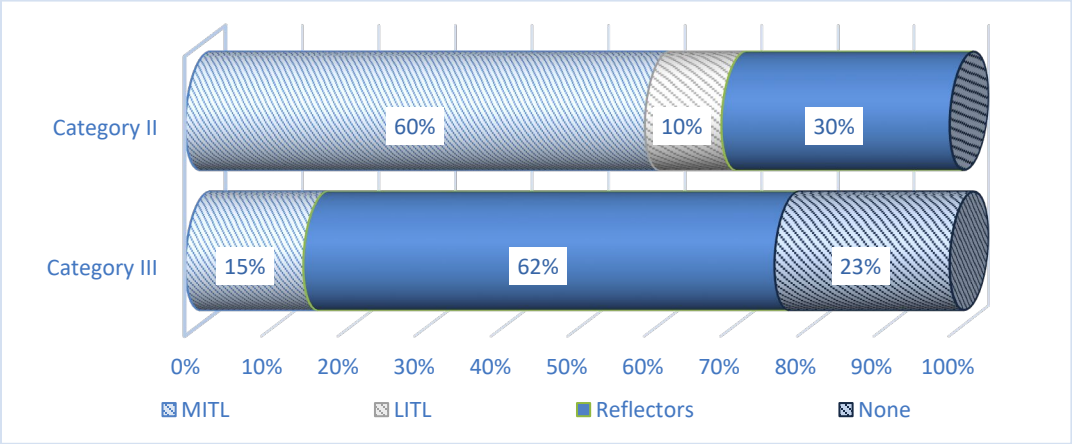



TABLE 5-27: AIRPORTS NOT MEETING TAXIWAY LIGHTING OBJECTIVES

| FAA ID | City | Airport | Taxiway Lighting | Improvement Needed to Meet Objective |
|---|---|---|---|---|
| **Category II: MITL/HITL** | | | | |
| BDN | Bend | Bend Municipal Airport | Reflectors | Install MITL/HITL |
| MMV | McMinnville | McMinnville Municipal Airport | Reflectors | Install MITL/HITL |
| ONP | Newport | Newport Municipal Airport | Reflectors | Install MITL/HITL |
| SLE | Salem | Salem McNary Field | LITL | Install MITL/HITL |
| **Category III: MITL** | | | | |
| S03 | Ashland | Ashland Municipal Airport-Sumner Parker Field | Reflectors | Install MITL |
| S05 | Bandon | Bandon State Airport | Reflectors | Install MITL |
| BNO | Burns | Burns Municipal Airport | None | Install MITL |
| DLS | The Dalles | Columbia Gorge Regional - The Dalles | None | Install MITL |
| GCD | John Day | Grant County Regional Airport | Reflectors | Install MITL |
| 3S8 | Grants Pass | Grants Pass Airport | None | Install MITL |
| HRI | Hermiston | Hermiston Municipal Airport | Reflectors | Install MITL |
| LGD | La Grande | La Grande / Union County Airport | Reflectors | Install MITL |
| LKV | Lakeview | Lake County Airport | Reflectors | Install MITL |
| ONO | Ontario | Ontario Municipal Airport | Reflectors | Install MITL |
| TMK | Tillamook | Tillamook Airport | Reflectors | Install MITL |
| **Category IV: LITL/Reflectors** | | | | |
| 17S | Newberg | Chehalem Airpark | None | Install LITL/Reflectors |
| 77S | Creswell | Creswell Hobby Field Airport | None | Install LITL/Reflectors |
| 6S2 | Florence | Florence Municipal Airport | None | Install LITL/Reflectors |

| FAA ID | City | Airport | Taxiway Lighting | Improvement Needed to Meet Objective |
|---|---|---|---|---|
| 4S1 | Gold Beach | Gold Beach Municipal Airport | None | Install LITL/Reflectors |
| 3S4 | Cave Junction | Illinois Valley Airport | None | Install LITL/Reflectors |
| 7S5 | Independence | Independence State Airport | None | Install LITL/Reflectors |
| 7S9 | Hubbard | Lenhardt Airpark | None | Install LITL/Reflectors |
| 16S | Myrtle Creek | Myrtle Creek Municipal Airport | None | Install LITL/Reflectors |
| 56S | Seaside | Seaside Municipal Airport | None | Install LITL/Reflectors |
| 6K5 | Sisters | Sisters Eagle Air Airport | None | Install LITL/Reflectors |
| 2S6 | Newberg | Sportsman Airpark | None | Install LITL/Reflectors |
| S21 | Sunriver | Sunriver Airport | None | Install LITL/Reflectors |
| 35S | Wasco | Wasco State Airport | None | Install LITL/Reflectors |

Source: Airport Management Survey, Century West, Jviation and Marr Arnold Analysis 2017

### 5.2.2 General Facilities

Various visual aids provide navigational assistance to aircraft arriving and departing from Oregon's airports. These aids assist pilots with locating an airport and provide important weather information. Additionally, there are terminal area facilities that are desirable to support airfield infrastructure and services that are offered at the airports. The following facilities are important to airports in Oregon meeting system objectives:

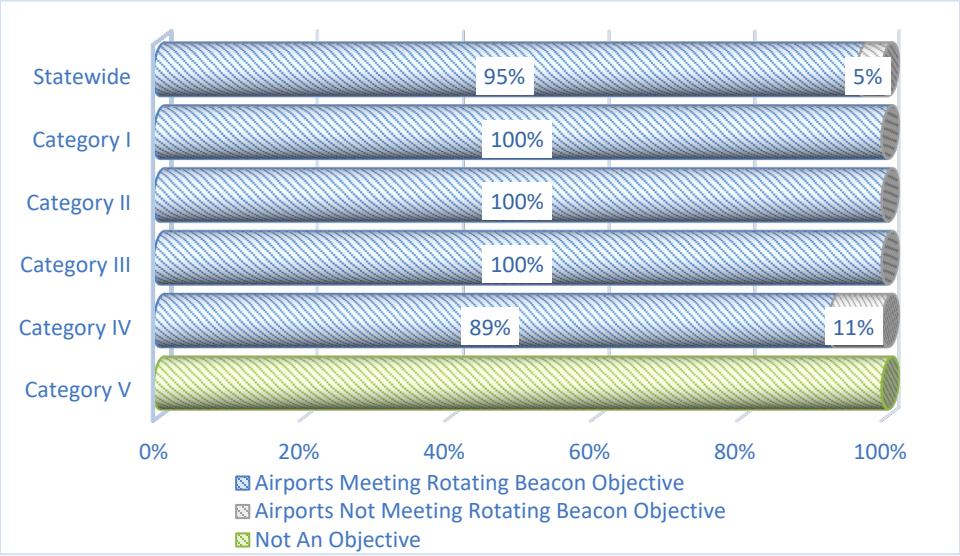
- Rotating Beacon
- Lighted Wind Indicator
- Weather Reporting
- Hangared Aircraft Storage
- Apron Parking/Storage
- Terminal Building
- Auto Parking
- Fencing
- Cargo
- Deicing Facility

#### *Rotating Beacon*

A rotating beacon assists pilot in locating an airport during periods of darkness or low visibility. This objective applies to all Category I, Category II, Category III and Category IV airports. **Table 5-39** indicates which airports, by role, (excluding Category V airports) are currently meeting their system objective for a rotating beacon. It is not an objective for Category V airports to have a rotating beacon. As shown in **Figure 5-34**, 95 percent of system airports meet the objective for having a rotating beacon. Only three airports do not meet the rotating beacon objective, and both are in Category IV. The following airports will need beacons installed to meet this objective:

- 7S9, Hubbard, Lenhardt Airpark
- 2S6, Newberg, Sportsman Airpark
- 17S, Chehalem Airpark

FIGURE 5-34: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE ROTATING BEACON OBJECTIVE



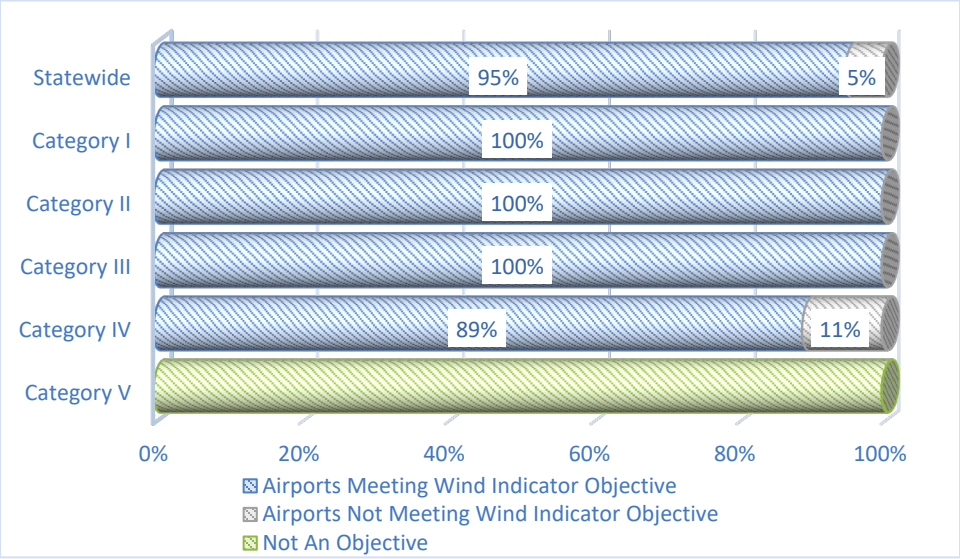

Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

## *Lighted Wind Indicator*

A wind indicator is a visual aid which helps a pilot determine the speed and direction of the wind. When lighted, it provides pilot assistance at night for understanding wind direction during takeoffs and landings. The objective to have a lighted wind indicator applies to all Category I, Category II, Category III, and Category IV airports. A lighted wind indicator is not an objective for Category V airports. **Table 5-39** indicates which airports, by role, excluding Category V, are currently meeting their system objective for a lighted wind indicator. As shown in **Figure 5-35**, 95 percent of system airports meet the objective established for this visual landing aid. Three airports do not meet the lighted wind indicator objective, and all are Category IV airports. These airports may have wind indicators, but they lack lighting. The following airports will need lighted wind indicators installed to have all airports in compliance with this objective:

- 62S, Christmas Valley, Christmas Valley Airport
- 6K5, Sisters, Sisters Eagle Air Airport
- 2S6, Newberg, Sportsman Airpark

FIGURE 5-35: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE WIND INDICATOR OBJECTIVE



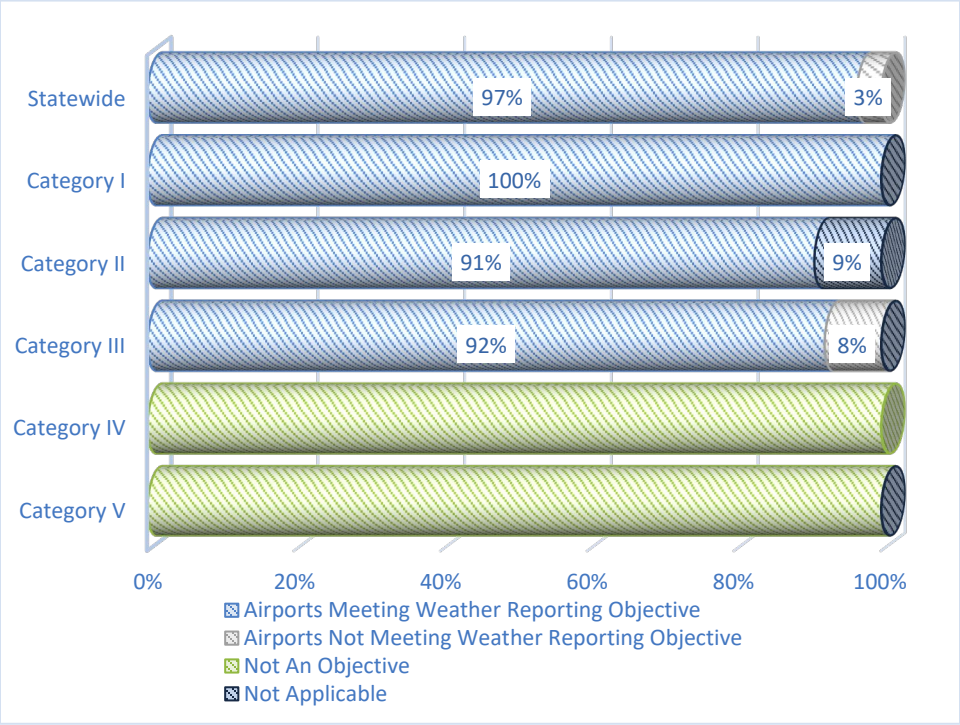

Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

## *Weather Reporting*

On-site weather reporting equipment at an airport improves operational capabilities during periods of inclement or changing weather. By providing on-site weather reporting equipment (Automated Weather Observing System (AWOS), Automated Surface Observing System (ASOS), or an Observer), pilots have information related to weather conditions at their destination airport or alternate airports.

**Table 5-39** indicates which airports, by role, currently meet their system objective for on-site weather reporting equipment and which airports do not. While Category IV and Category V airports do not have an objective for on-site weather reporting equipment, it is an objective for airports in Categories I, II, and III. This objective is not applicable to Portland Downtown Heliport. **Figure 5-36** shows that 97 percent of airports (29 of 30 airports) currently have on-site weather reporting capabilities and meet their objective. Bandon State Airport (Category III) is the only airport that does not meet its weather reporting objective.

FIGURE 5-36: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE WEATHER REPORTING OBJECTIVE



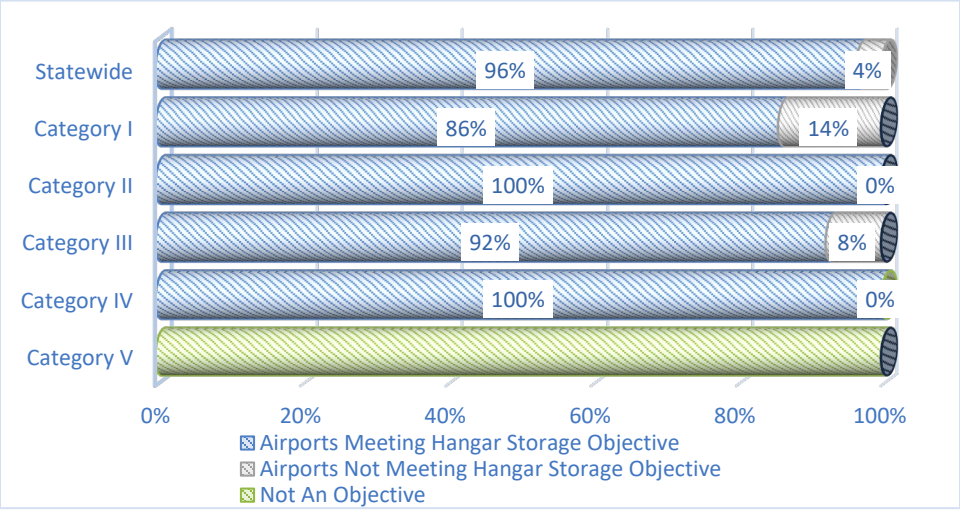

Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

## *Hangared Aircraft Storage*

Demand for hangar space is directly related to local aircraft owner demand, weather conditions, and the type of based aircraft at each airport. Areas with a propensity for severe weather conditions or with coastal salt air climates may have a higher demand for hangar storage facilities. In addition, larger investments for jet and turboprop aircraft also increase the demand for hangar storage.

It is an objective to have all Category I, Category II, Category III, and Category IV airports to have 75 percent of their based aircraft stored in hangars. An analysis of the hangar storage is presented in **Table 5-40**. **Figure 5-37** shows that 96 percent of system airports meet their hangar storage objective. This objective is not applicable to Portland Downtown Heliport and was removed from the calculation. Only two airports fall short of the aircraft storage objective. Ashland Municipal Airport-Sumner Parker Field in Ashland, Oregon indicates they have storage space for 67 percent of based aircraft, while Eastern Oregon Regional Airport at Pendleton meets 50 percent of their demand for aircraft hangar storage.

FIGURE 5-37: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE HANGARED AIRCRAFT STORAGE OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

## *Apron Parking/Storage*

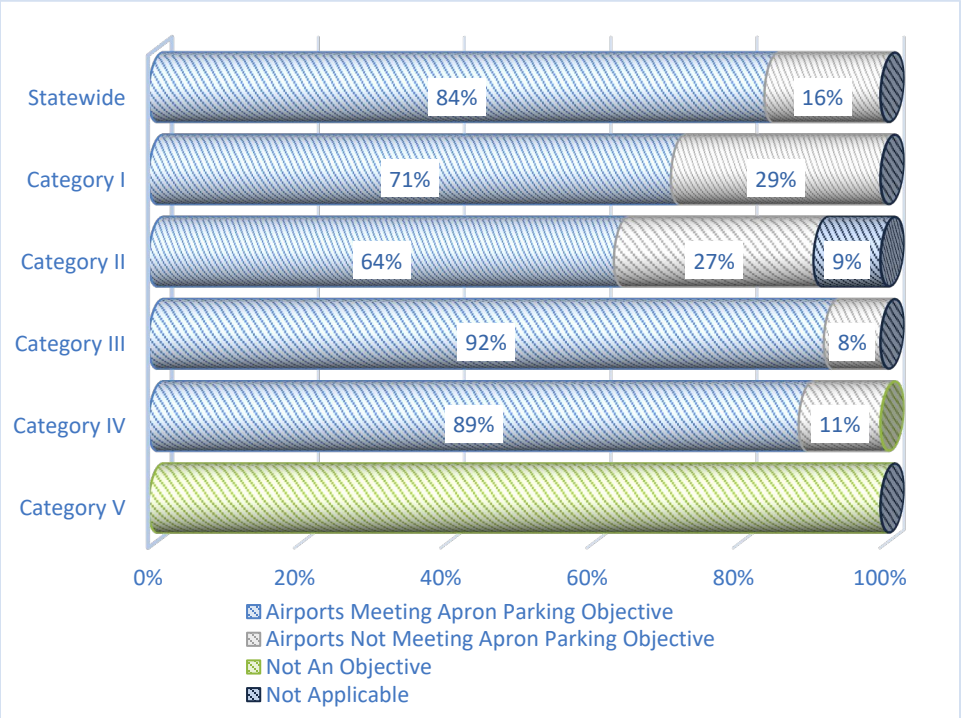
Aprons or aircraft ramps are designated surfaces typically adjacent to terminal buildings, maintenance hangars, air cargo facilities, and aircraft hangars that provide areas for parking aircraft, passenger and cargo loading and unloading, fueling, and servicing aircraft. Apron areas typically vary in size and location based on a variety of factors including: level and nature of demand, type and size of aircraft intended to use the parking area, FAA design standards, and aircraft maneuvering needs.

Paved tie-down/apron areas were calculated for transient aircraft. The following objectives, by category, were established for aircraft tie-down/apron requirements:

- Category I: 75% of daily transient
- Category II: 75% of daily transient
- Category III: 30% of daily transient
- Category IV: 30% of daily transient
- Category V: Not an objective

Airport managers were surveyed to ascertain apron capacity at airports for daily transient aircraft. The apron parking objective analysis is presented in **Table 5-40**. As shown in **Figure 5-38**, 84 percent of system airports meet their apron parking objective for daily transient aircraft. This objective does not apply to Portland Downtown Heliport. **Table 5-28** identifies airports requiring additional apron storage dedicated to transient activity. Airports with transient parking shortfalls may need to add apron space or evaluate current designated parking areas to increase parking efficiency.

FIGURE 5-38: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE DAILY TRANSIENT APRON PARKING OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

TABLE 5-28: AIRPORTS NOT MEETING APRON STORAGE OBJECTIVES

| FAA ID | City | Airport | Percentage of Daily Transient Apron Parking | Improvement Needed to Meet Objective |
|---|---|---|---|---|
| **Category I: 75% of daily transient** | | | | |
| MFR | Medford | Rogue Valley International -Medford Airport | 70% | Provide additional apron parking spaces |
| OTH | North Bend | Southwest Oregon Regional Airport | 10% | Provide additional apron parking spaces |
| **Category II: 75% of daily transient** | | | | |
| UAO | Aurora | Aurora State Airport | 0% | Provide apron parking spaces |
| MMV | McMinnville | McMinnville Municipal Airport | 30% | Provide additional apron parking spaces |
| HIO | Portland | Portland -Hillsboro Airport | 5% | Provide additional apron parking spaces |
| **Category III: 30% of daily transient** | | | | |
| TMK | Tillamook | Tillamook Airport | 10% | Provide additional apron parking spaces |
| | | Category IV: 30% of daily transient | | |
| 17S | Newberg | Chehalem Airpark | 3% | Provide additional apron parking spaces |
| 4S2 | Hood River | Ken Jernstedt Airfield | 0% | Provide apron parking spaces |
| 4S9 | Mulino | Mulino State Airport | 25% | Provide additional apron parking spaces |

Source: Airport Management Survey, Century West, Jviation and Marr Arnold Analysis 2017

## Terminal Building

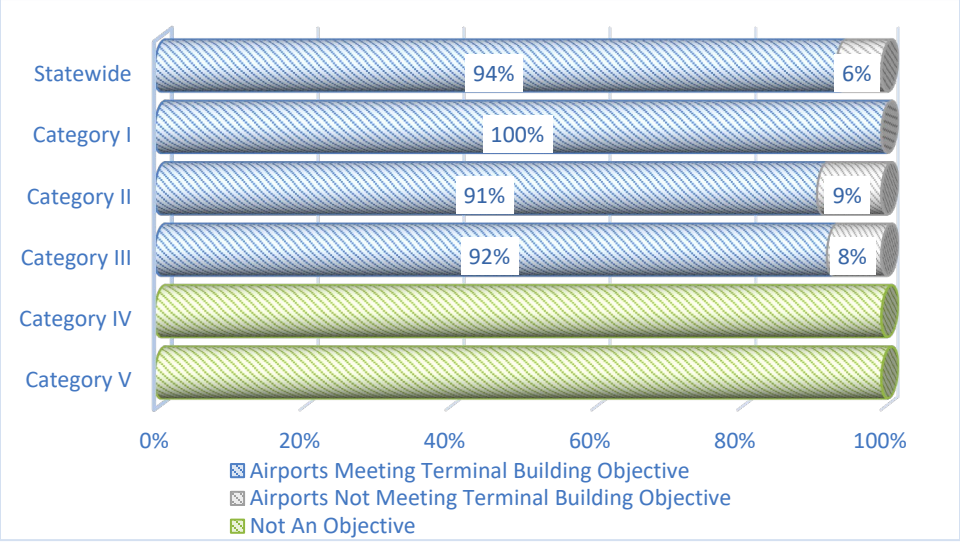
Terminal buildings provide essential services for passengers and pilots, as well as a facility for the transfer of passengers and flight crews to and from the aircraft. Terminal facilities can range in size based upon several factors, the most important being the type of users. Buildings can range from a small pilot room for flight planning and resting, to a large multi-room building that provides services for multiple uses. A terminal building provides the first impression of a community to visitors, so it is important for a terminal building to be welcoming and provide a positive experience for the visitor. Specific areas or uses in a terminal building can include: waiting areas, restrooms, pilots lounge, flight planning area, conference rooms or public meeting rooms, vending, and airport manager offices. The system objectives for a general aviation terminal building by category are as follows:

- Category I: Terminal building
- Category II: Terminal building
- Category III: Small meeting area
- Category IV: Not an objective
- Category V: Not an objective

An analysis of terminal building objectives for each airport Category I, Category II, and Category III is presented in **Table 5-40**. As shown in **Figure 5-39**, 94 percent of system airports meet their applicable objective. Two system airports lack designated general aviation terminal buildings. They are:

- SPB, Scappoose, Scappoose Industrial Airpark
- RBG, Roseburg, Roseburg Regional Airport

FIGURE 5-39: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE TERMINAL BUILDING OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

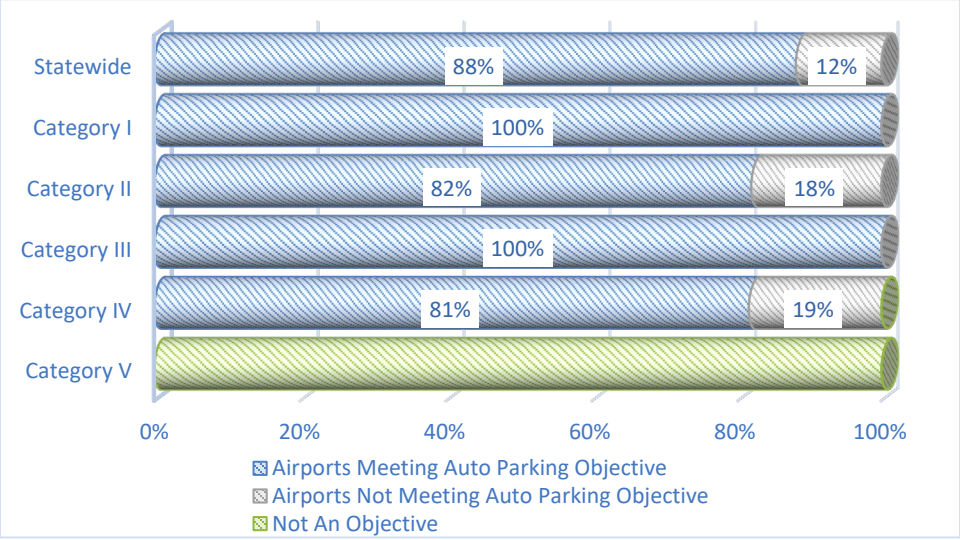
## Automobile Parking

It is important to provide adequate auto parking for general aviation employees, airport employees and users, and visitors. The number of auto parking spaces at an airport varies based on demand and airport services. The system objectives for general aviation auto parking objectives are as follows:

- Category I: Moderate
- Category II: Moderate
- Category III: Minimal (tenant/public)
- Category IV: Minimal (tenant/public)
- Category V: Not an objective

An analysis of general aviation auto parking is presented in **Table 5-41**. As shown in **Figure 5-40**, when Category I, II, III, and IV airports are analyzed, 51 of 58 airports (88 percent) meet their respective auto parking objective. Category I and Category III airports currently meet their assigned automobile parking objectives. **Table 5-29** identifies seven airports where automobile parking needs to be increased at Category II and IV airports.

FIGURE 5-40: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE AUTO PARKING OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

TABLE 5-29: AIRPORTS NOT MEETING AUTOMOBILE PARKING OBJECTIVES

| FAA ID | City | Airport | Tenant Auto Parking Available | Meets Auto Parking Objective | Improvement Needed to Meet Objectives |
|---|---|---|---|---|---|
| **Category II: Moderate** | | | | | |
| MMV | McMinnville | McMinnville Municipal Airport | No | No | Lacks sufficient tenant parking |
| SPB | Scappoose | Scappoose Industrial Airpark | Yes | No | Lacks sufficient GA terminal parking |
| **Category IV: Minimal (tenant/public)** | | | | | |
| M50 | Boardman | Boardman Airport | No | No | Provide tenant/public auto parking spaces |
| 62S | Christmas Valley | Christmas Valley Airport | No | No | Provide tenant/public auto parking spaces |
| 3S9 | Condon | Condon State Airport - Pauling Field | No | No | Provide tenant/public auto parking spaces |
| 9S9 | Lexington | Lexington Airport | No | No | Provide tenant/public auto parking spaces |

| FAA ID | City | Airport | Tenant Auto Parking Available | Meets Auto Parking Objective | Improvement Needed to Meet Objectives |
|---|---|---|---|---|---|
| 35S | Wasco | Wasco State Airport | No | No | Provide tenant/public auto parking spaces |

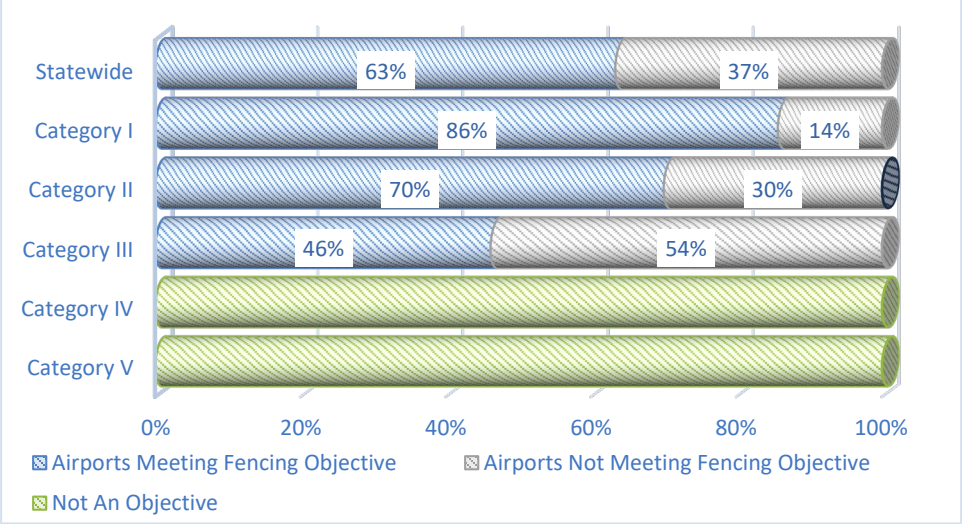
Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

## *Fencing*

Perimeter fencing serves dual roles. It increases safety around the airport by deterring wildlife from gaining access to the airfield causing possible runway incursions. Perimeter chain-linked fencing also provides security to the airfield by deterring the public and unauthorized people from accessing the airfield. The system objectives for fencing are for all Category I and Category II airports is to have full perimeter fencing and controlled access. Agricultural fencing, while helpful in keeping livestock and some wildlife off airport property, does not meet the standards for this objective. The objective for Category III airports is to have their terminal area fenced with controlled access. There is not a fencing objective for Category IV or Category V airports.

**Table 5-41** presents information regarding fencing at airports in Category I, Category II, and Category III. As shown in **Figure 5-41**, 63 percent of the applicable airports statewide meet the fencing objective. This objective is not applicable to Portland Downtown Heliport. Categories I, II, and III have airports that do not meet their fencing objective. **Table 5-30** identifies specific airports needing fencing and/or secured access and the extent of improvements.

FIGURE 5-41: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE FENCING OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

TABLE 5-30: AIRPORTS NOT MEETING FENCING AND SECURED ACCESS OBJECTIVES

| FAA ID | City | Airport | Meets Fencing Objective | Improvement Needed to Meet Objectives |
|---|---|---|---|---|
| **Category I: Perimeter; controlled access** | | | | |
| PDT | Pendleton | Eastern Oregon Regional Airport at Pendleton | No | Provide full perimeter fencing and controlled access |
| **Category II: Perimeter; controlled access** | | | | |

| FAA ID | City | Airport | Meets Fencing Objective | Improvement Needed to Meet Objectives |
|---|---|---|---|---|
| BDN | Bend | Bend Municipal Airport | No | Provide full perimeter fencing and controlled access |
| CVO | Corvallis | Corvallis Municipal Airport | No | Provide full perimeter fencing and controlled access |
| MMV | McMinnville | McMinnville Municipal Airport | No | Provide full perimeter fencing and controlled access |
| **Category III: Terminal area; controlled access** | | | | |
| S03 | Ashland | Ashland Municipal Airport - Sumner Parker Field | No | Provide controlled access |
| BKE | Baker City | Baker City Municipal Airport | No | Provide terminal area fencing and controlled access |
| S05 | Bandon | Bandon State Airport | No | Provide controlled access |
| DLS | The Dalles | Columbia Gorge Regional - The Dalles | No | Provide controlled access |
| LGD | La Grande | La Grande / Union County Airport | No | Provide terminal area fencing and controlled access |
| LKV | Lakeview | Lake County Airport | No | Provide controlled access |
| ONO | Ontario | Ontario Municipal Airport | No | Provide controlled access |

Source: Airport Management Survey, Century West, Jviation

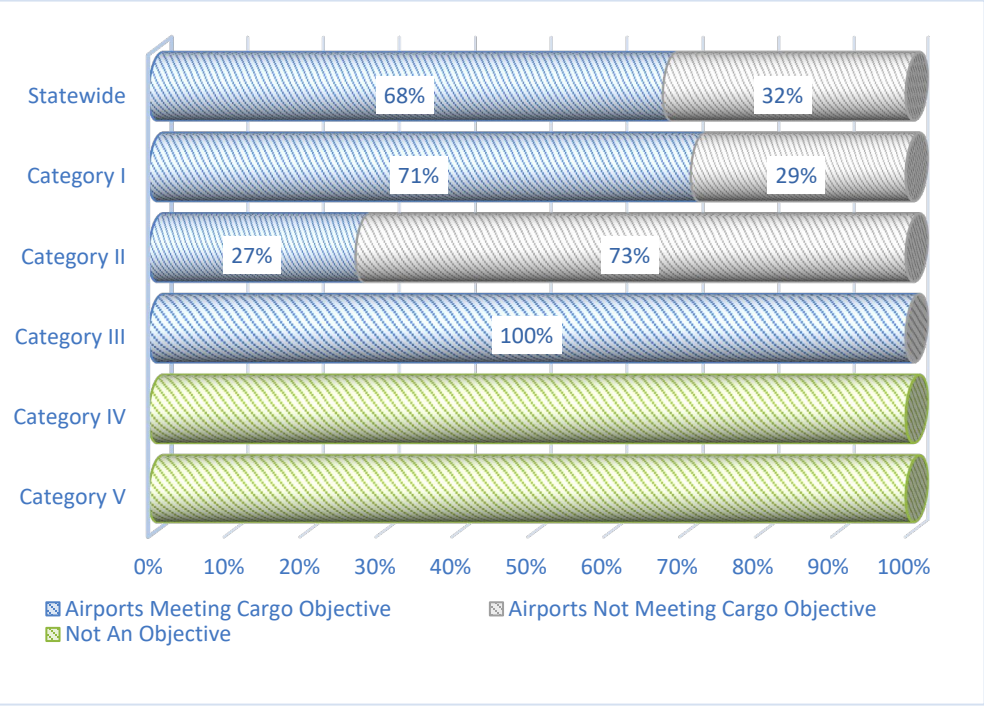
## *Air Cargo*

Air cargo consists of property or freight that is transported in either passenger or cargo aircraft. The facilities needed to support air cargo activity vary significantly but typically include dedicated buildings and aprons to accommodate the movement of cargo between air and ground transportation. The system objectives for air cargo facilities are as follows:

- Category I: Small handling facility with apron
- Category II: Designated apron area
- Category III: Space on existing apron
- Category IV: Not an objective
- Category V: Not an objective

The cargo objective for airports in Category I, Category II, and Category III is presented in **Table 5-41**. As shown in **Figure 5-42**, 68 percent of system airports meet their cargo objectives. **Table 5-31** identifies airports needing improvement to meet their system plan objective for cargo facilities. Two airports in Category I do not have designated cargo facilities which include a building for handling cargo and dedicated ramp area for cargo aircraft. Eight (8) airports in Category II do not have designated cargo apron area; this can be remedied by determining which portion of existing apron area is best suited for cargo aircraft and marking off an area of pavement with a yellow painted boundary as well as noted on the airport layout plan. If apron space is limited it may be worthwhile for the airport to determine the feasibility of paving additional cargo apron space.

FIGURE 5-42: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE CARGO OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

TABLE 5-31: AIRPORTS NOT MEETING CARGO FACILITY OBJECTIVES

| FAA ID | City | Airport | Meets Cargo Objective | Improvement Needed to Meet Objective |
|---|---|---|---|---|
| **Category I: Small handling facility with apron** | | | | |
| PDT | Pendleton | Eastern Oregon Regional Airport at Pendleton | No | Provide small handling facility |
| RDM | Redmond | Redmond Municipal Airport-Roberts Field | No | Provide small handling facility |
| **Category II: Designated apron area** | | | | |
| AST | Astoria | Port of Astoria Regional Airport | No | Provide dedicated apron area |
| UAO | Aurora | Aurora State Airport | No | Provide dedicated apron area |
| BDN | Bend | Bend Municipal Airport | No | Provide dedicated apron area |
| MMV | McMinnville | McMinnville Municipal Airport | No | Provide dedicated apron area |
| HIO | Portland | Portland-Hillsboro Airport | No | Provide dedicated apron area |
| TTD | Portland | Portland-Troutdale Airport | No | Provide dedicated apron area |
| 61J | Portland | Portland Downtown Heliport | No | Provide dedicated apron area |
| SPB | Scappoose | Scappoose Industrial Airpark | No | Provide dedicated apron area |

Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

### *Aircraft Deicing Facility*

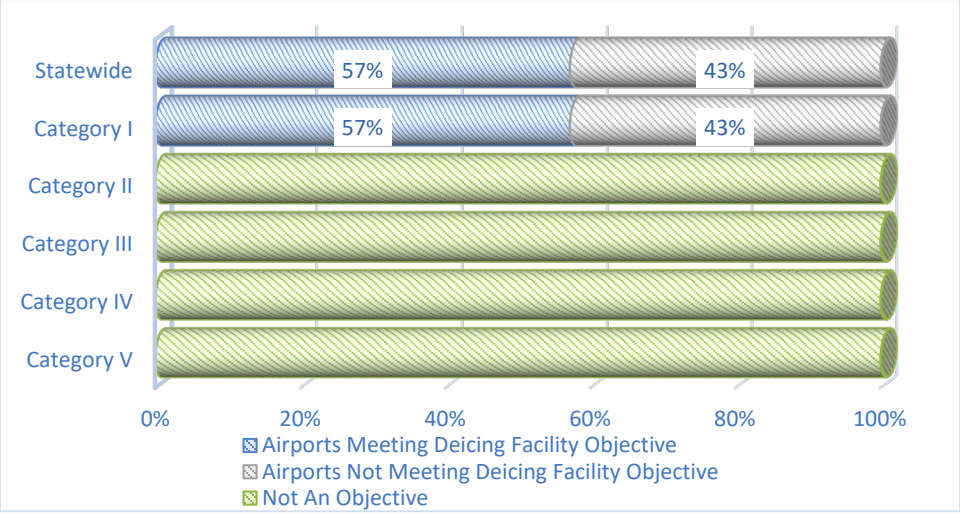
The safe and efficient operation of aircraft during winter months are of primary importance. Therefore, deicing an aircraft when there is freezing precipitation is crucial to airline operations. FAA Advisory Circular 150/530-14C, *Design of Aircraft Deicing Facilities* provides recommendations and standards for the design of aircraft deicing facilities. It is only recommended that Category I airports have a dedicated deicing facility which is designed to apply deicing fluids to aircraft and recover them to meet environmental standards. The remaining categories of OAP v6.0 airports (II, III, IV and V) do not have an objective for providing deicing facilities.

The deicing objective analysis for Category I airports is presented in **Table 5-41**. It is not an objective for the airports in other roles to provide a deicing facility. As shown in **Figure 5-43**, 57 percent of Category I airports meet their deicing facility objectives. The three Category I airports that do not meet their deicing pad objective include:

- PDT, Pendleton, Eastern Oregon Regional Airport at Pendleton
- LMT, Klamath Falls, Crater Lake-Klamath Regional Airport
- OTH, North Bend, Southwest Oregon Regional Airport

While three Category I airports lack dedicated deicing pads, aircraft deicing activity does take place at these facilities near the terminal building or on the aircraft apron. An airport lacking a deicing pad does not limit an air carrier's ability to provide deicing fluid to aircraft.

FIGURE 5-43: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE DEICING FACILITY OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

## 5.2.3 Fuel

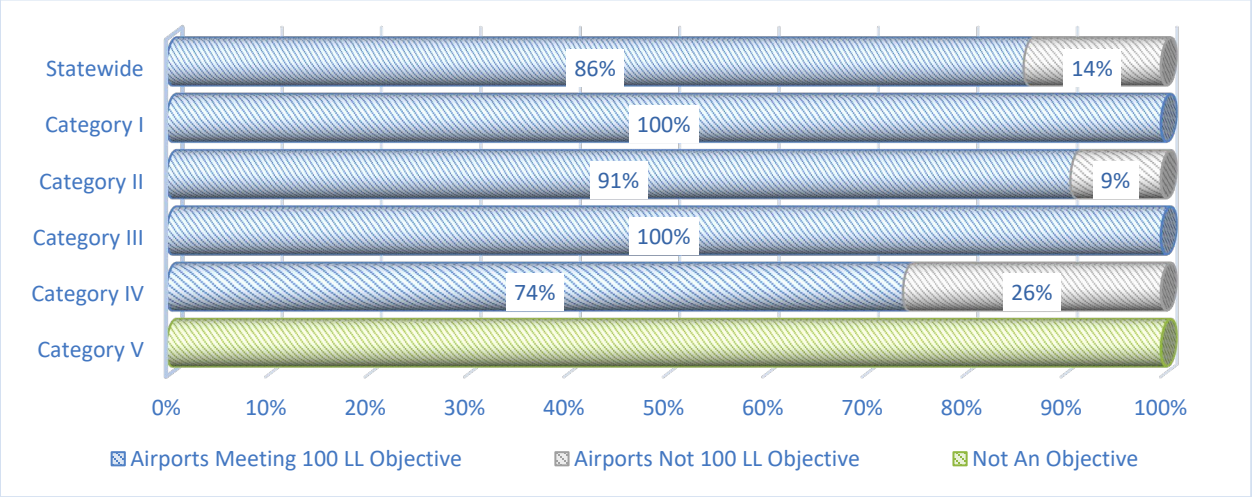
Fuel and fueling services are important for airports in Oregon. Piston-engine aircraft use 100LL high-octane fuel (AvGas), while jet aircraft and turboprops use kerosene-based Jet A fuel. **Table 5-42** summarizes the type of fuel available Category I, Category II, Category III, and Category IV airports. Objectives established for fuel are:

- Category I – 100LL (24-hour self-service) and Jet A
- Category II – 100LL (24-hour self-service) and Jet A
- Category III – 100LL (24-hour self-service) and Jet A

- Category IV – 100LL
- Category V – Not an objective

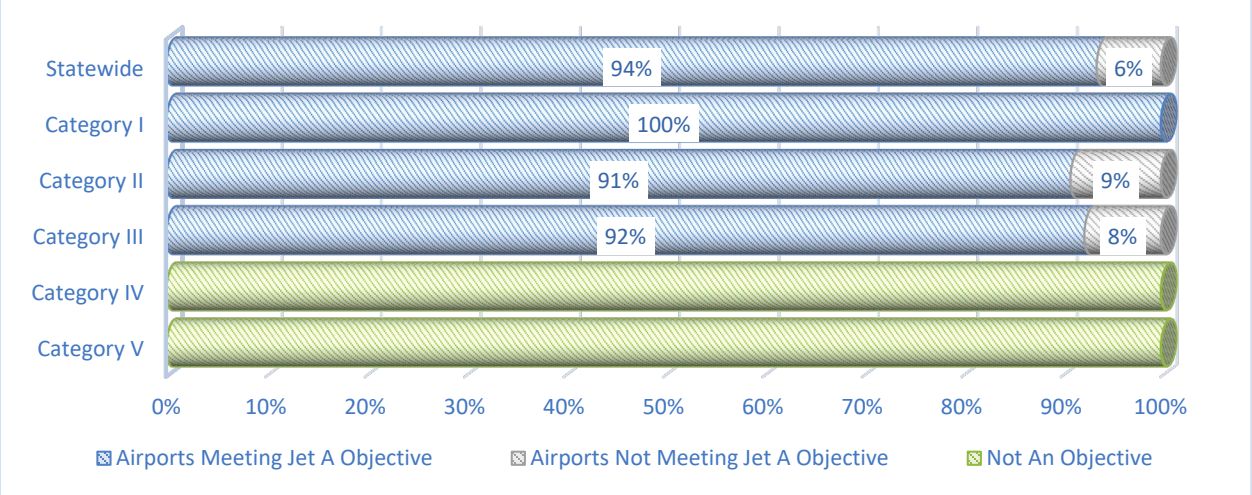
As shown in **Figure 5-44** and **Figure 5-45**, 86 percent of system airports meet their objectives for 100 LL fuel services and 94 percent of system airports meet their objectives for Jet A fuel services. Table 5-32 identifies airports not meeting their respective fuel service objectives and the improvements needed to meet the applicable objectives.

FIGURE 5-44: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THE 100 LL AVGAS FUEL OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, and Marr Arnold Planning

FIGURE 5-45: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THE JET A FUEL OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, and Marr Arnold Planning

TABLE 5-32: AIRPORTS NOT MEETING FUEL OBJECTIVES

| FAA ID | City | Airport | Meets Jet A Fuel Objective | Meets 100 LL Fuel Objective | Improvement Needed to Meet Objectives |
|---|---|---|---|---|---|
| **Category II: 100 LL (24-hour self-service) and Jet A** | | | | | |
| 61J | Portland | Portland Downtown Heliport | No | NA | Provide Jet A |
| **Category III: 100 LL (24-hour self-service) and Jet A** | | | | | |
| S05 | Bandon | Bandon State Airport | No | Yes | Provide Jet A |
| HRI | Hermiston | Hermiston Municipal Airport | Yes | No | Provide 24-hour self-service for 100 LL |
| LGD | La Grande | La Grande / Union County Airport | Yes | No | Provide 24-hour self-service for 100 LL |
| **Category IV: 100 LL** | | | | | |
| M50 | Boardman | Boardman Airport | NA | No | Provide 100 LL |
| 62S | Christmas Valley | Christmas Valley Airport | NA | No | Provide 100 LL |
| 3S9 | Condon | Condon State Airport - Pauling Field | NA | No | Provide 100 LL |
| 3S4 | Cave Junction | Illinois Valley Airport | NA | No | Provide 100 LL |
| 56S | Seaside | Seaside Municipal Airport | NA | No | Provide 100 LL |
| S45 | Gleneden Beach | Siletz Bay State Airport | NA | No | Provide 100 LL |
| 35S | Wasco | Wasco State Airport | NA | No | Provide 100 LL |

Source: Airport Management Survey, Century West, Jviation and Marr Arnold Planning Analysis 2017.

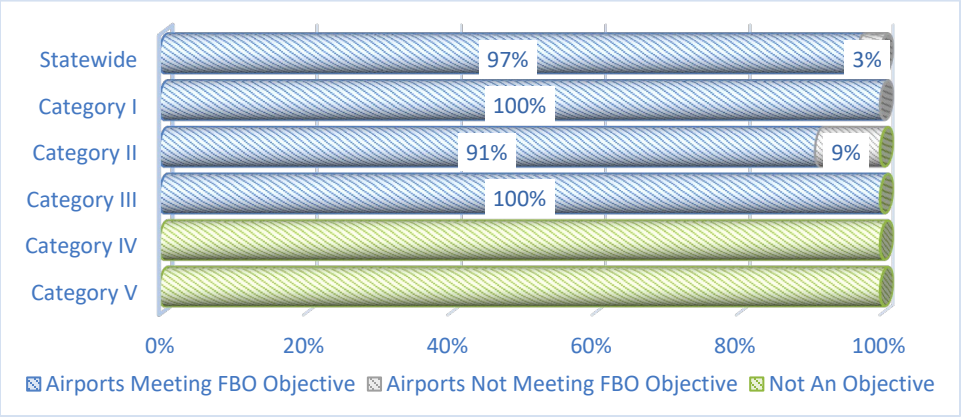
### 5.2.4 Fixed Base Operator (FBO)

Fixed base operators (FBOs) provide a variety of aviation services to both based and transient users. There are various types of FBOs, with some providing full-service and others providing more basic/limited services. Services provided by FBOs typically vary based on the volume of activity that the airport accommodates. Services offered by FBOs can include fuel, tie down or hangar storage, flight instruction, aircraft maintenance, charter service, ground transportation, aircraft towing, pilot's lounge, and/or conference rooms.

It is an objective for all Category I, Category II, and Category III airports to have a full-service FBO operating during normal business hours. There is not an objective for Category IV or Category V airports to have an FBO. FBO services are market driven and demand for these services is finite and may not be great enough to sustain FBO services at all airports assigned an FBO objective.

The FBO objective analysis is presented in **Table 5-42**. As shown in **Figure 5-46**, 97 percent of system airports meet their FBO objective. Only one facility, Portland Downtown Heliport (61J), lacks an FBO.

FIGURE 5-46: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE FBO OBJECTIVE

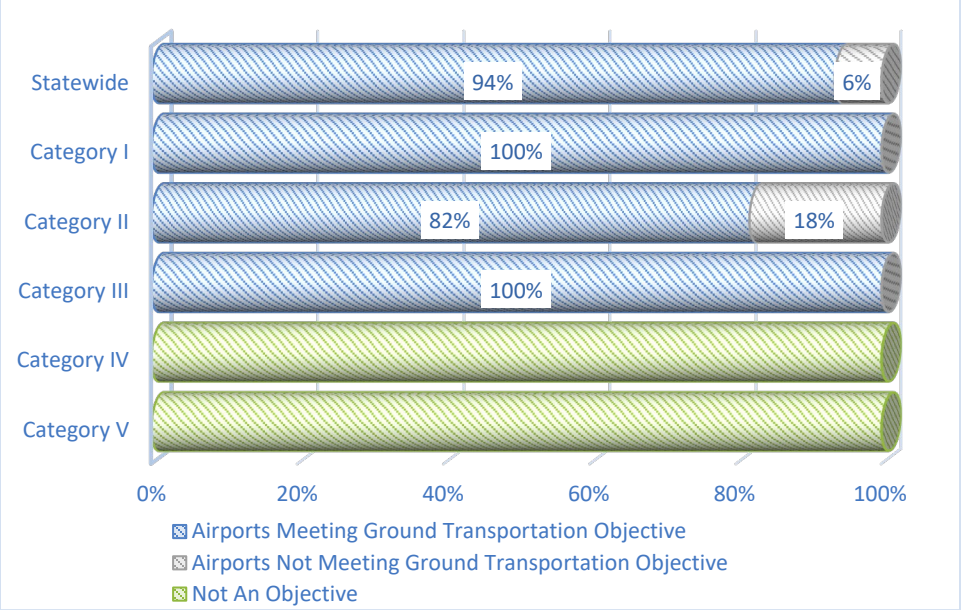



Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

### 5.2.5 Ground Transportation

Having ground transportation services allows visitors to reach their final destination, once they arrive at the airport. An objective was established for Category I airports to have on-site rental cars, taxi service, or another mode of ground transportation available. An objective was developed for Category II and Category III airports to have off-site rental car access, taxi service, a courtesy car, or another mode of ground transportation. There are no objectives for ground transportation for Category IV or Category V airports. **Table 5-42** presents the ground transportation services analysis for Category I, Category II, and Category III airports. As shown in **Figure 5-47**, 30 percent of airports meet their ground transportation objective. When only Category I, II, and III airports are considered, 29 of 31 or 94 percent of airports meet the ground transportation objectives.

FIGURE 5-47: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE GROUND TRANSPORTATION OBJECTIVE

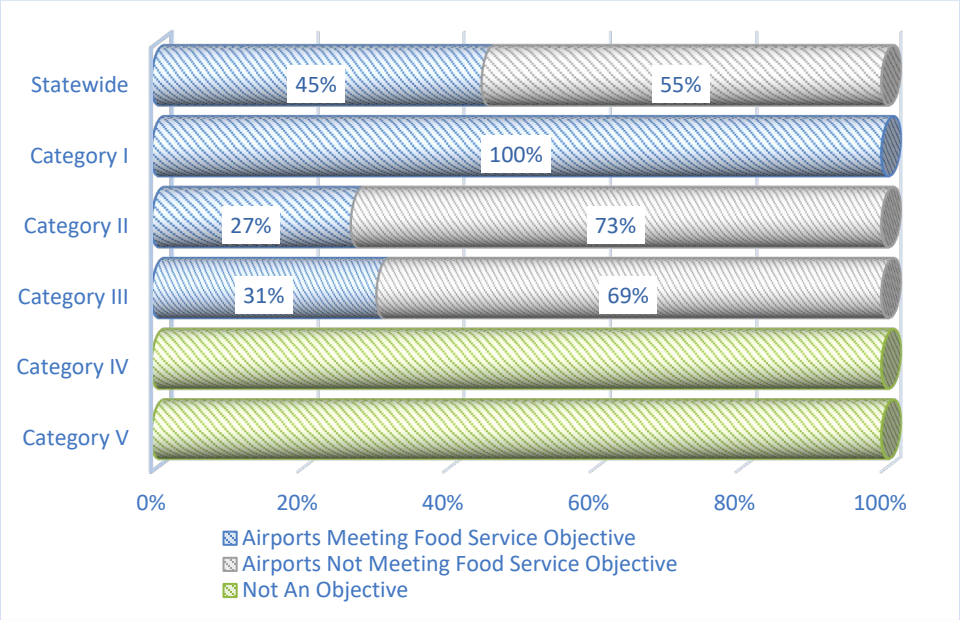



Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

### 5.2.6 Food Service

An objective has been established for all Category I airports to provide a coffee shop/deli and cold foods available for sale at their airport. The objective for Category II and Category III airports is to provide food vending options. An objective was not established for Category IV or Category V airports to provide food services. **Table 5-42** presents which Category I, Category II, and Category III airports have food service available. As shown in **Figure 5-48**, 45 percent of airports meet their food service objective. Food service objectives for vending are market driven, and airport sponsors may have little control over introducing vending services to an airport terminal without there being sufficient demand.

FIGURE 5-48: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE FOOD SERVICE OBJECTIVE

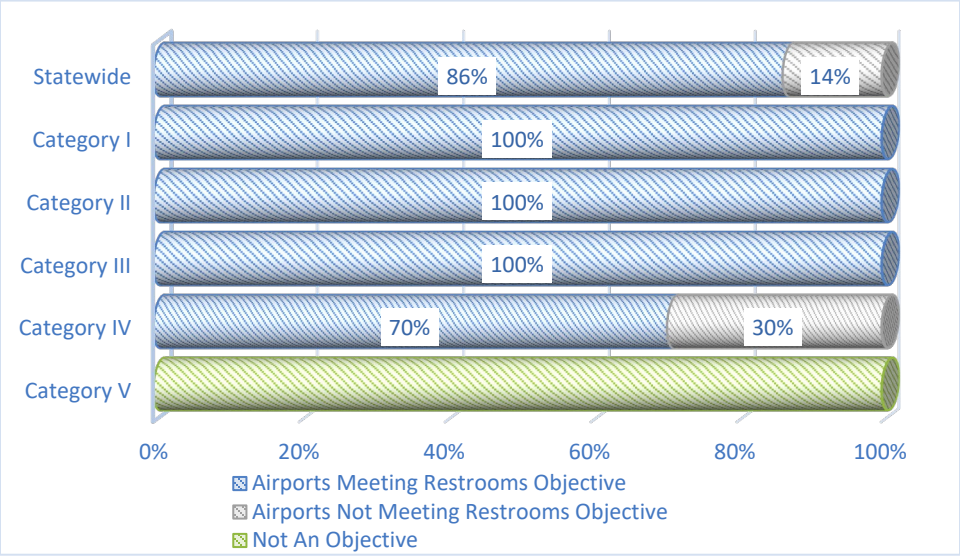



Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

### 5.2.7 Restrooms

As part of the Oregon Aviation Plan v6.0 inventory effort, airports were asked whether public-use restrooms are available. It is an objective for all Category I, Category II, Category III, and Category IV airports to have a restroom available. There is not a restroom objective for Category V airports. Inventory results indicate that 86 percent (**Figure 5-49**) of all applicable system airports have restrooms available. **Table 5-42** presents which airports reported having restrooms available for airports in all roles, excluding Category V. Only Category IV has airports lacking in restroom facilities; these airports are reflected in **Table 5-33**.

FIGURE 5-49: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE RESTROOM OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

TABLE 5-33: AIRPORTS NOT MEETING RESTROOM OBJECTIVES

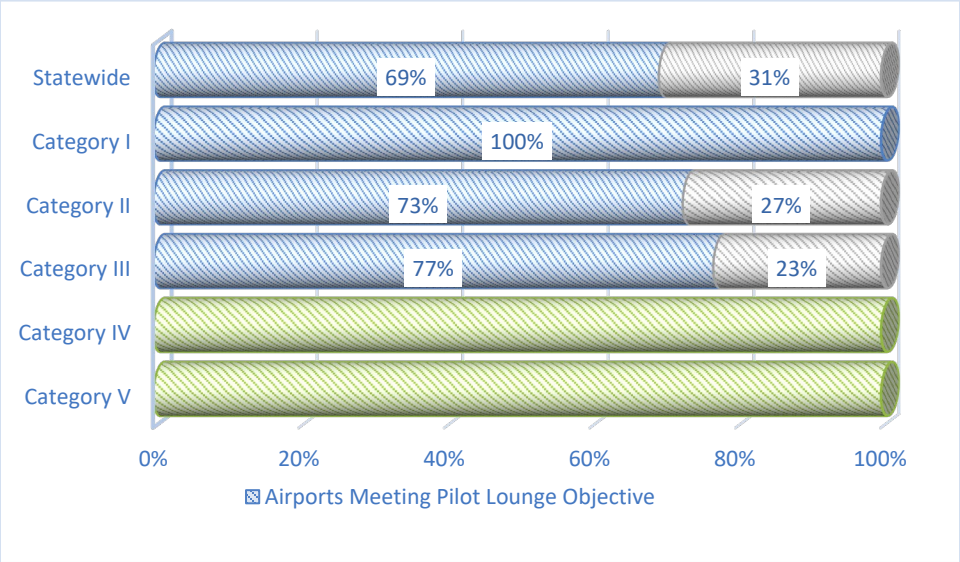
| FAA ID | City | OAP v6.0 Category | Airport |
|---|---|---|---|
| M50 | Boardman | IV | Boardman Airport |
| 3S9 | Condon | IV | Condon State Airport - Pauling Field |
| 3S4 | Cave Junction | IV | Illinois Valley Airport |
| 7S9 | Hubbard | IV | Lenhardt Airpark |
| 56S | Seaside | IV | Seaside Municipal Airport |
| S45 | Gleneden Beach | IV | Siletz Bay State Airport |
| 6K5 | Sisters | IV | Sisters Eagle Air Airport |
| 35S | Wasco | IV | Wasco State Airport |

Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

### 5.2.8 Pilot's Lounge

Pilot's lounges are often located in the terminal building, administrative building, or an FBO's facility. It is an area for pilots to complete flight plans, check weather, and rest while waiting for passengers. It is an objective for all Category I, Category II, and Category III airports to have a designated pilot's lounge with a weather reporting station. There is not an objective for Category IV or Category V airports. Inventory results indicate that 69 percent (**Figure 5-50**) of all system airports have pilots lounges available. **Table 5-42** presents which Category I, Category II, and Category III airports reported having a pilot's lounge. Eighty-one percent of the applicable OAP v6.0 airports (25 of 31) meet the pilot's lounge objective.

FIGURE 5-50: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE PILOT'S LOUNGE OBJECTIVE

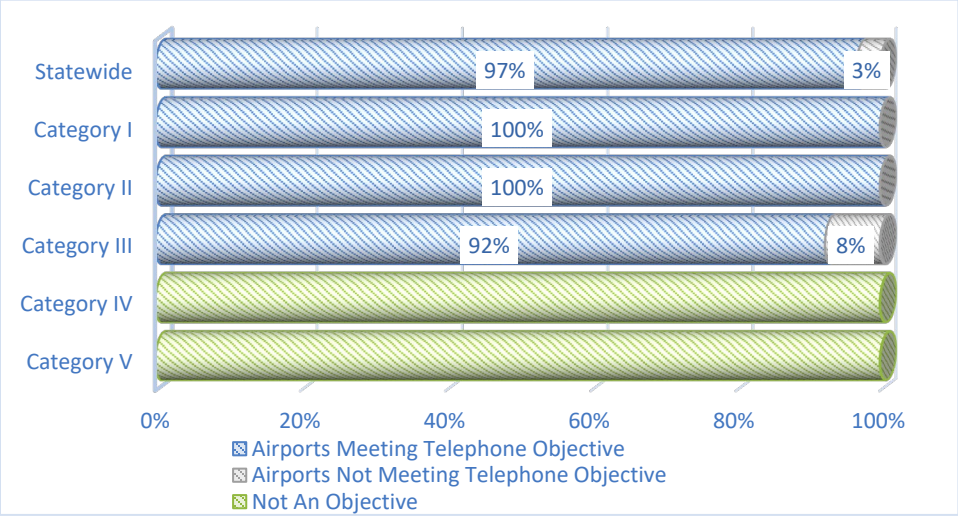



Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

### 5.2.9 Telephone

As part of the Oregon Aviation Plan v6.0 inventory effort, airports were asked whether a public telephone was available. It is an objective for all Category I, Category II, Category III, and Category IV airports to have a telephone available. There is not an objective for Category IV or V airports to provide telephone availability. Inventory results indicate that 97 percent (**Figure 5-51**) of all system airports meet their telephone objective (Roseburg Regional Airport lacks a public telephone). **Table 5-42** presents which Category I, Category II, and Category III airports reported having a telephone available.

FIGURE 5-51: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE TELEPHONE OBJECTIVE



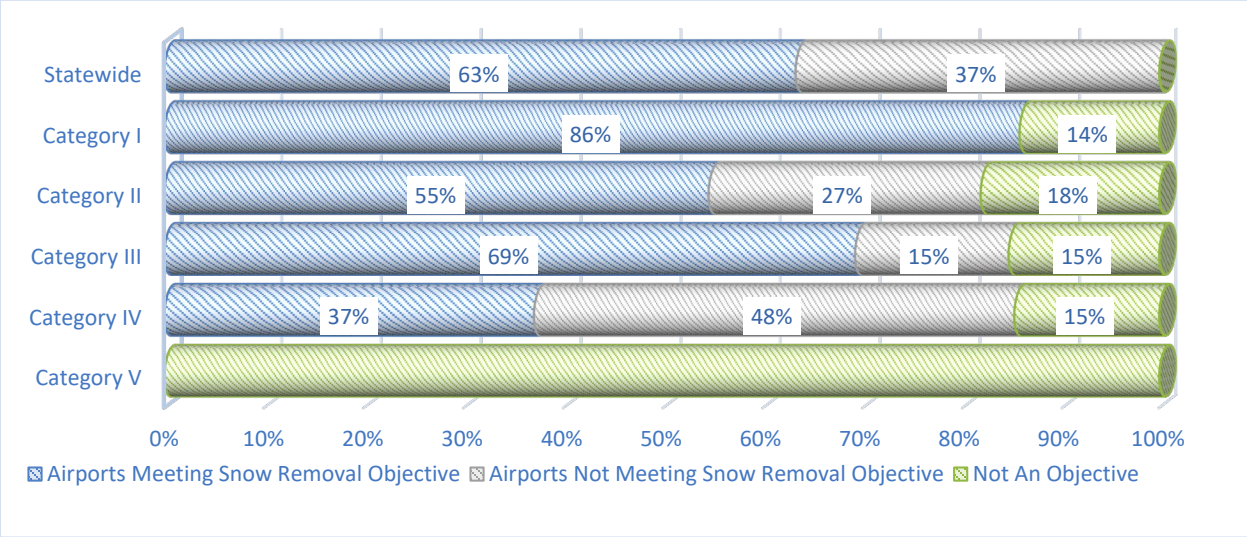

Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

### 5.2.10 Snow Removal

The ability to provide snow removal at some airports in Oregon is a critical component to being operational during periods of inclement weather in the winter. It is an objective for all Category I, Category II, Category III, and Category IV airports to provide snow removal. There is not an objective for Category V airports as well as nine Category I to IV airports along the Oregon Coast to have snow removal capabilities. Most airports along the Oregon Coast seldom experience snow accumulation.

Inventory results indicate that 63 percent (**Figure 5-52**) of all system airports meet their objective. **Table 5-42** presents which Category I, Category II, Category III, and Category IV airports reported providing snow removal. When Category V and airports along the Oregon Coast are excluded, 30 of 49 of the airports meet their applicable objective to provide snow removal. **Table 5-34** identifies airports lacking snow removal equipment. Some airports may choose not to purchase snow removal equipment since they have access to municipal- or county-owned snow removal vehicles.

FIGURE 5-52: PERCENTAGE OF AIRPORTS BY ROLE MEETING THE SNOW REMOVAL EQUIPMENT OBJECTIVE




Source: Airport Management Survey, Century West, Jviation, Marr Arnold Planning

TABLE 5-34: AIRPORTS NOT MEETING THE SNOW REMOVAL EQUIPMENT OBJECTIVE

| FAA ID | City | Airport |
|---|---|---|
| **Category II: Snow removal equipment** | | |
| MMV | McMinnville | McMinnville Municipal Airport |
| TTD | Portland | Portland -Troutdale Airport |
| 61J | Portland | Portland Downtown Heliport |
| **Category III: Snow removal equipment** | | |
| S05 | Bandon | Bandon State Airport |
| 3S8 | Grants Pass | Grants Pass Airport |
| RBG | Roseburg | Roseburg Regional Airport |
| **Category IV: Snow removal equipment** | | |

| FAA ID | City | Airport |
|---|---|---|
| S12 | Albany | Albany Municipal Airport |
| M50 | Boardman | Boardman Airport |
| 17S | Newberg | Chehalem Airpark |
| 3S9 | Condon | Condon State Airport - Pauling Field |
| 61S | Cottage Grove | Cottage Grove State Airport -Jim Wright Field |
| 77S | Creswell | Creswell Hobby Field Airport |
| 3S4 | Cave Junction | Illinois Valley Airport |
| 7S5 | Independence | Independence State Airport |
| S30 | Lebanon | Lebanon State Airport |
| 7S9 | Hubbard | Lenhardt Airpark |
| 4S9 | Mulino | Mulino State Airport |
| 16S | Myrtle Creek | Myrtle Creek Municipal Airport |
| 35S | Wasco | Wasco State Airport |

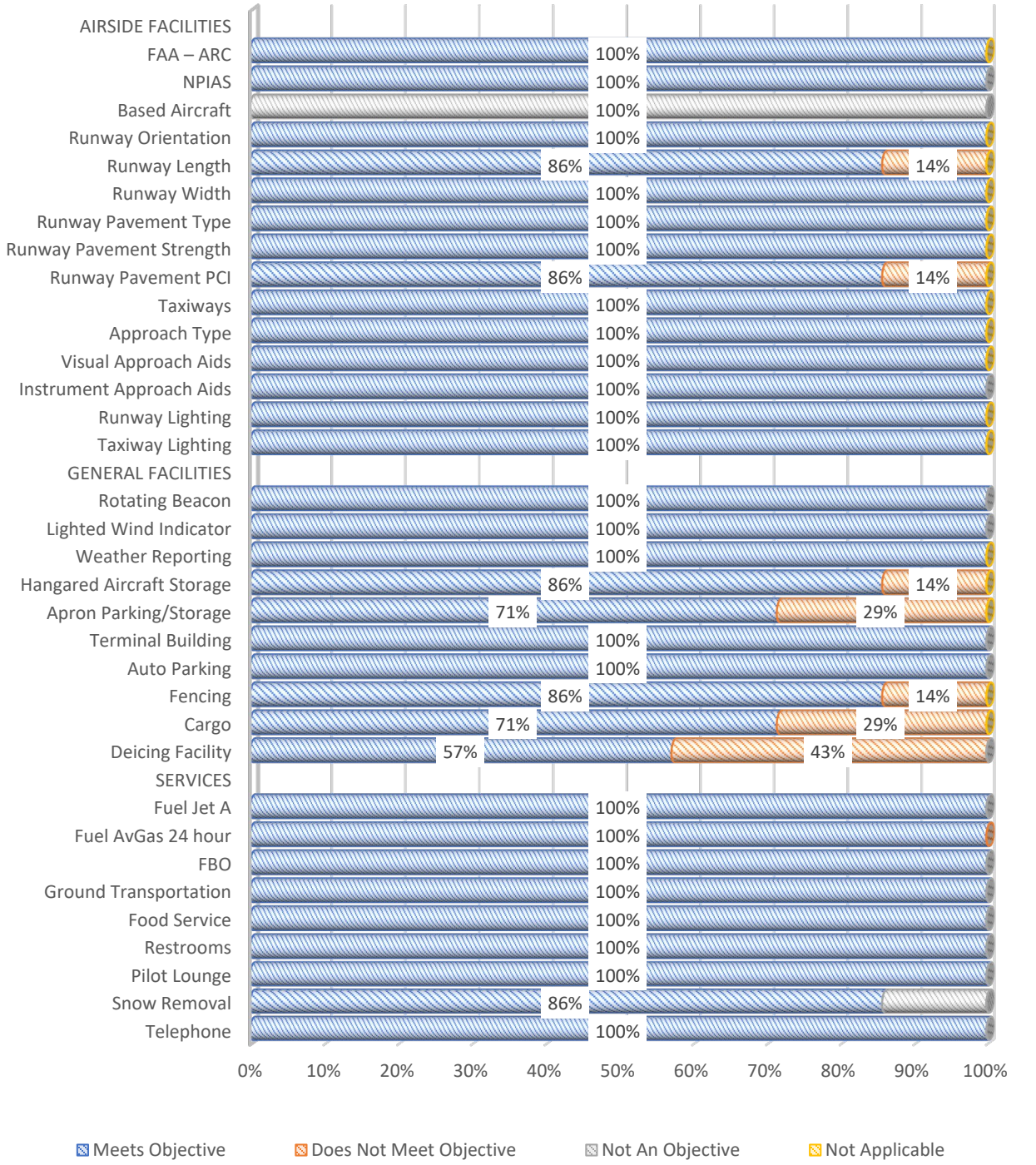
Source: Airport Management Survey, Century West, Jviation and Marr Arnold Planning Analysis 2017

## 5.3 Summary

This section examined the current ability of Oregon's airports to meet facility and service objectives established as part of the Oregon Aviation Plan v6.0. **Figure 5-53**, **Figure 5-54**, **Figure 5-55**, **Figure 5-56**, and **Figure 5-57** provide a summary of compliance with the objectives by airport role. It is possible that, based on local need, airports in Oregon may exceed their objectives. Similarly, it is also possible that based on specific airport constraints, that some airports may not be able to meet all the objectives associated with their particular airport role.

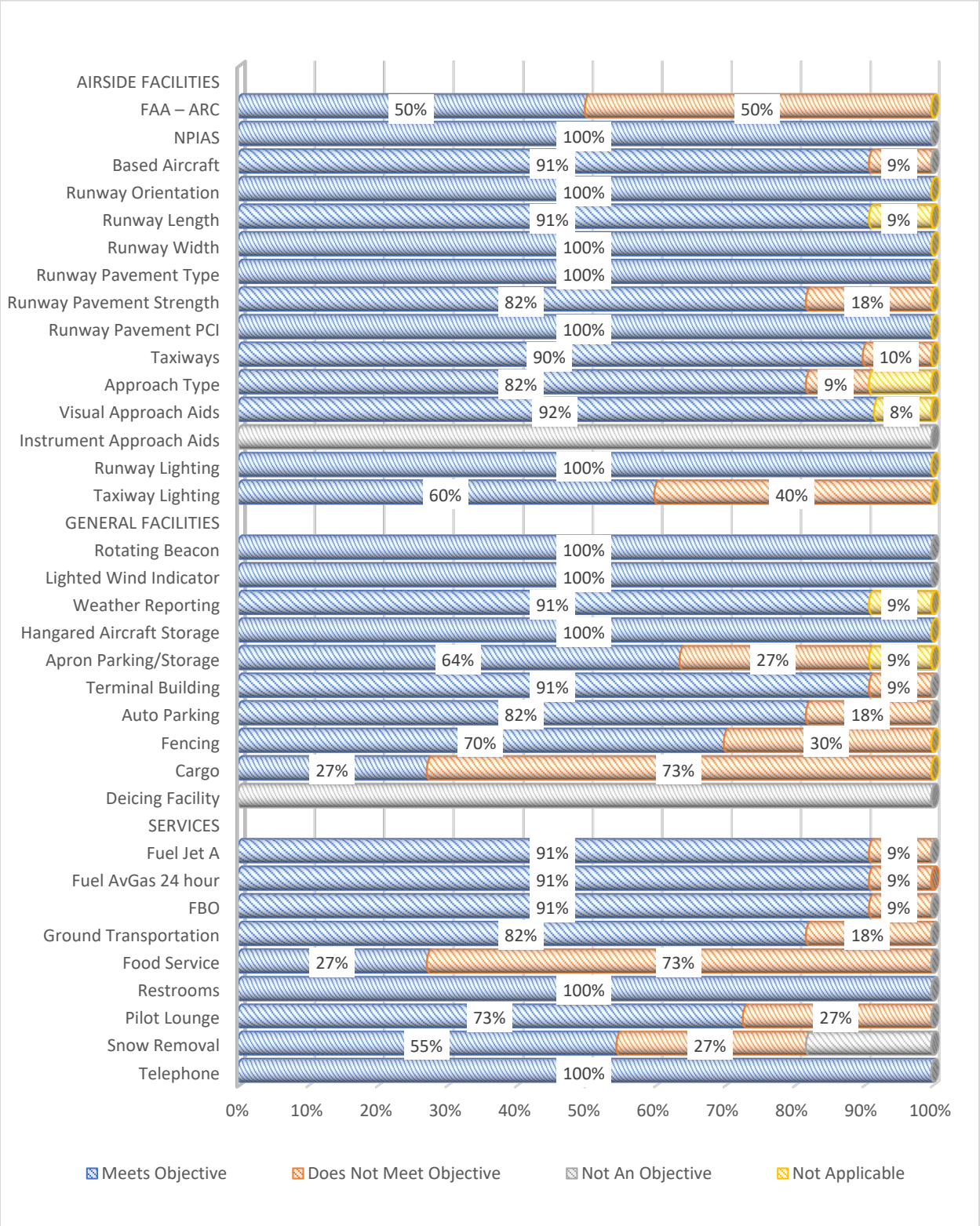
Airport-specific projects identified in this analysis must still be confirmed/supported by bottom-up planning as part of an airport master plan. As airports in Oregon update their individual airport master plans, projects identified in this analysis should be incorporated into those plans. Some projects identified in the Oregon Aviation Plan v6.0, especially those that involve airfield improvement, will require detailed environmental review and additional feasibility analysis prior to their implementation. Facility and service objectives are established to help airports in Oregon better plan to fulfill their designated role in the state airport system.

FIGURE 5-53: CATEGORY I AIRPORTS COMPLIANCE SUMMARY



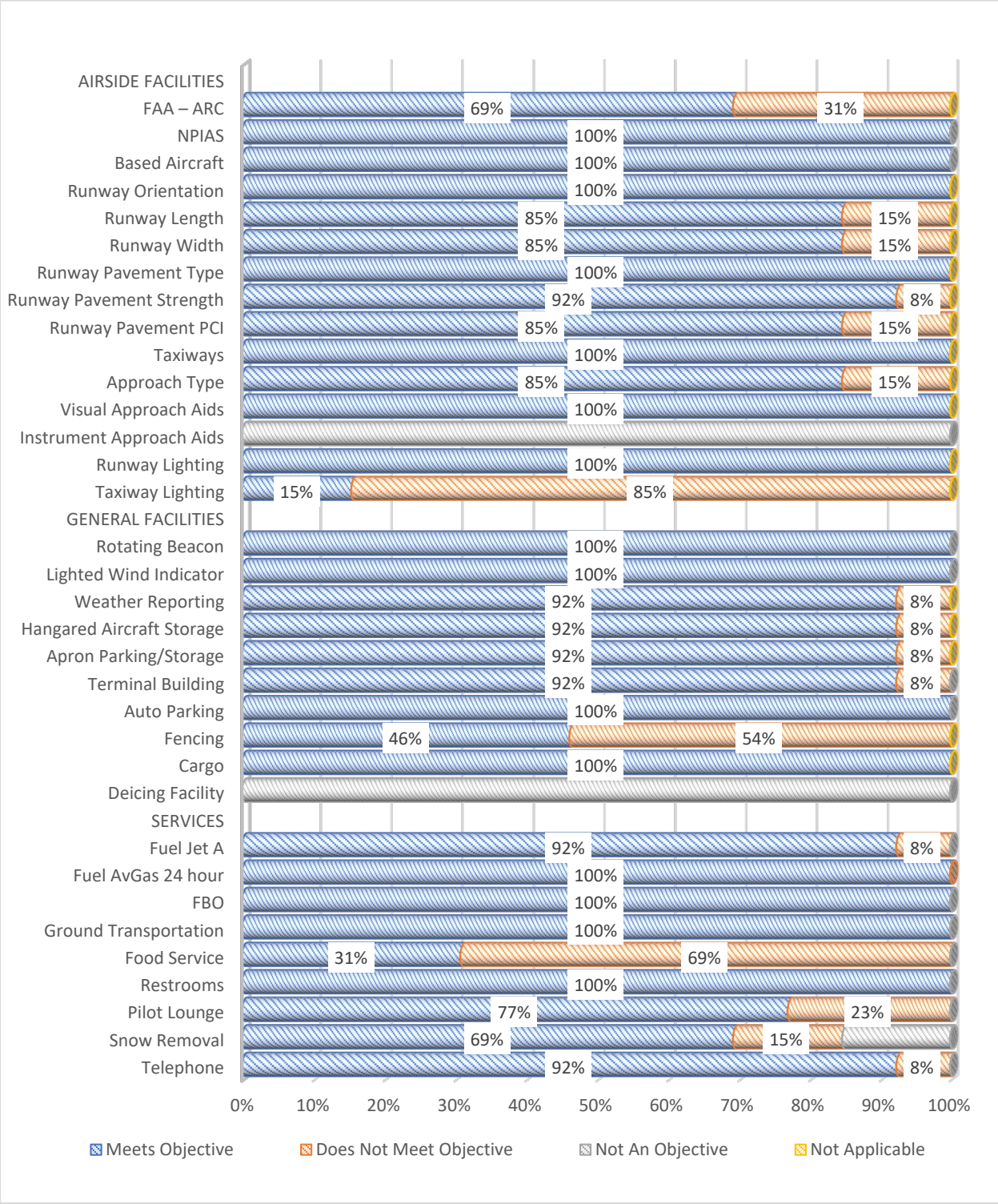

Source: Airport Management Survey, Century West, Jviation and Marr Arnold Planning Analysis 2017

FIGURE 5-54: CATEGORY II AIRPORTS COMPLIANCE SUMMARY



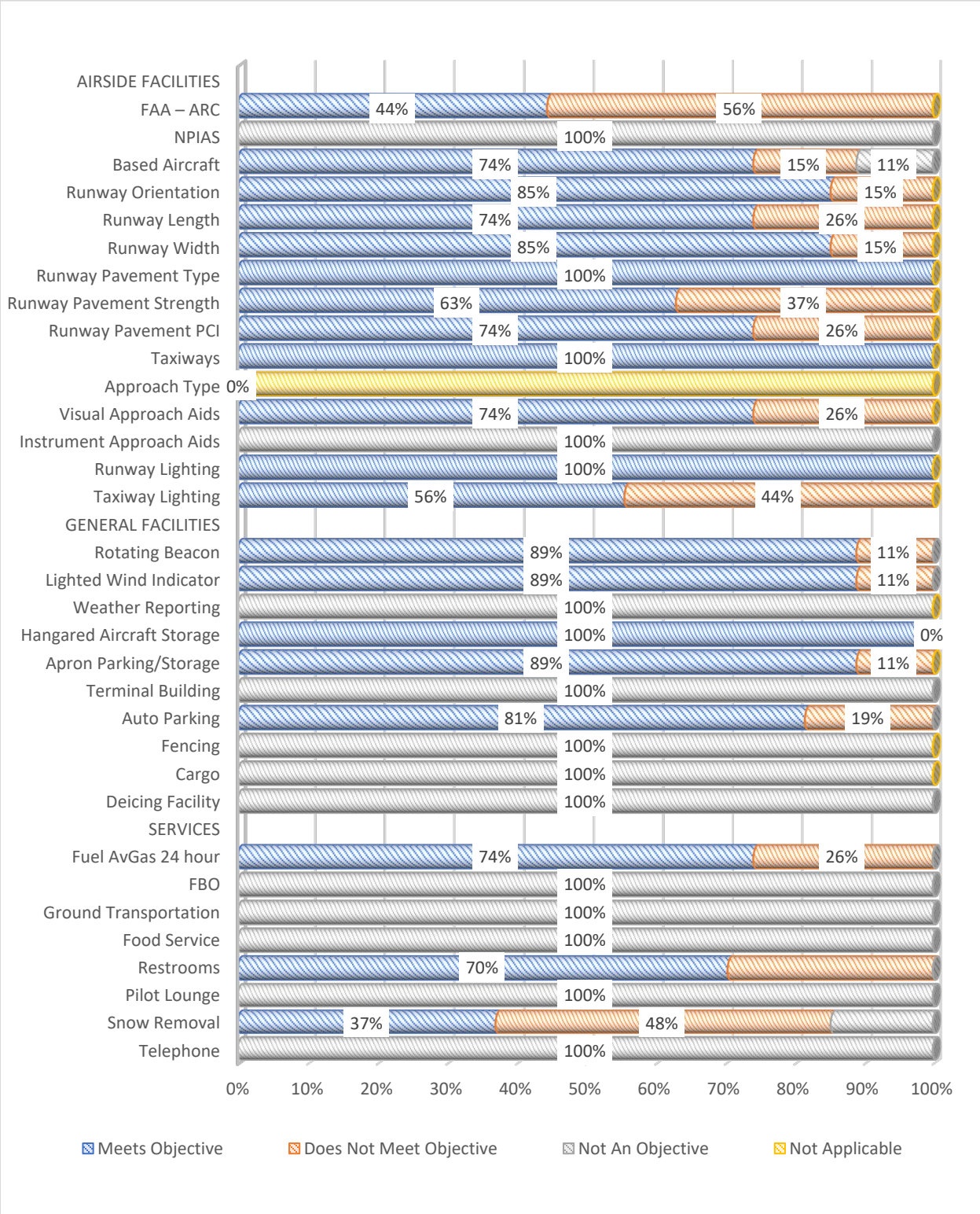

Source: Airport Management Survey, Century West, Jviation and Marr Arnold Planning Analysis 2017

FIGURE 5-55: CATEGORY III AIRPORTS COMPLIANCE SUMMARY



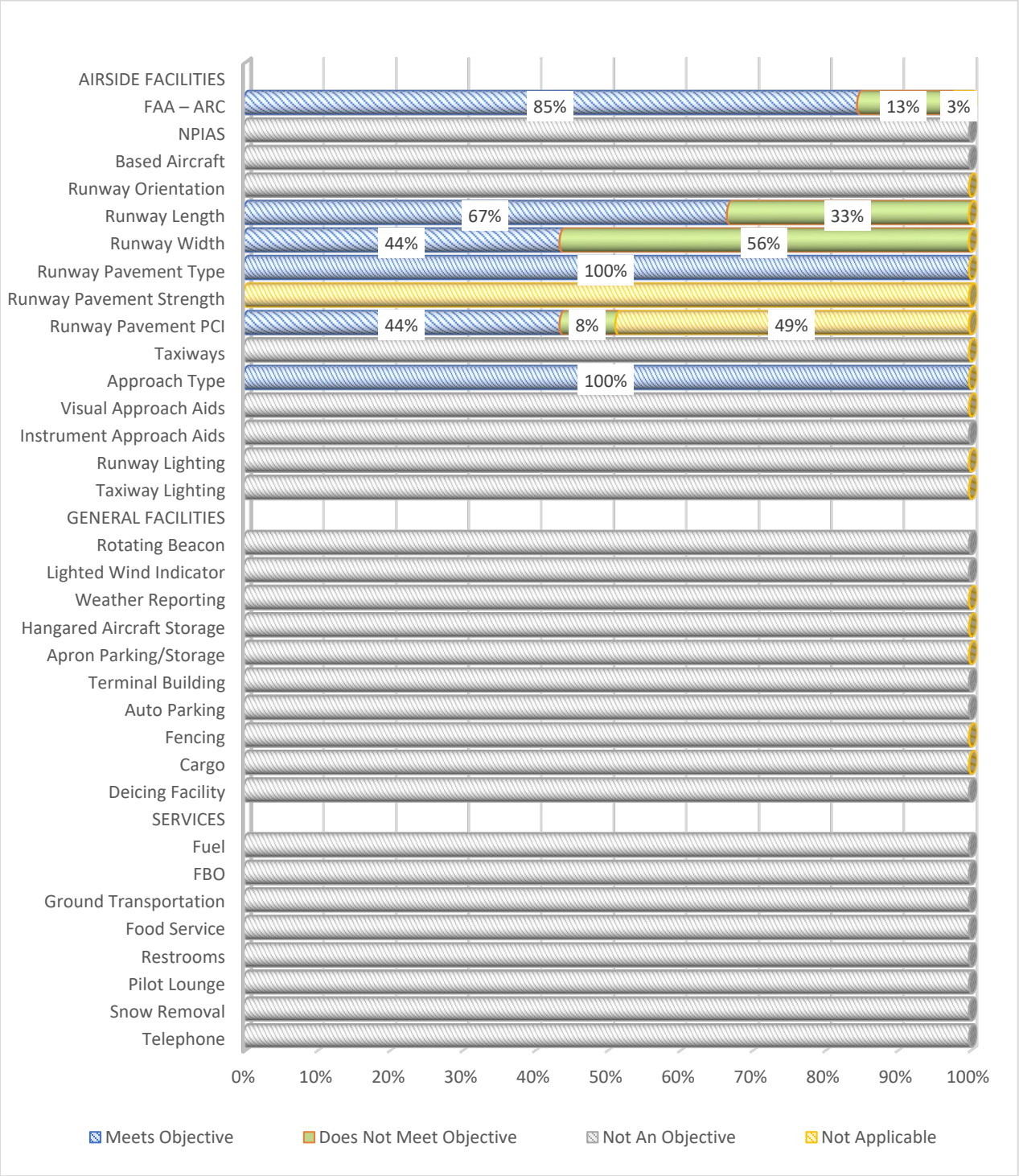

Source: Airport Management Survey, Century West, Jviation and Marr Arnold Planning Analysis 2017

FIGURE 5-56: CATEGORY IV AIRPORTS COMPLIANCE SUMMARY




Source: Airport Management Survey, Century West, Jviation and Marr Arnold Planning Analysis 2017

FIGURE 5-57: CATEGORY V AIRPORTS COMPLIANCE SUMMARY




Source: Airport Management Survey, Century West, Jviation and Marr Arnold Planning Analysis 2017

TABLE 5-35: FACILITIES 1

| FAA ID | City | Airport | Included in the NPIAS | Meets NPIAS Objective | Total Based Aircraft | Meets Based Aircraft Objective | Has 95% Wind Coverage | Meets Wind Coverage Objective | Primary Runway Length | Meets Primary Runway Length Objective |
|---|---|---|---|---|---|---|---|---|---|---|
| **Category I: ARC C-II** | | | | | | | | | | |
| PDT | Pendleton | Eastern Oregon Regional Airport at Pendleton | Yes | Yes | 62 | N/A | Yes | Yes | 6,301 | Yes |
| EUG | Eugene | Eugene Airport -Mahlon Sweet Field | Yes | Yes | 185 | N/A | Yes | Yes | 8,009 | Yes |
| LMT | Klamath Falls | Crater Lake-Klamath Regional Airport | Yes | Yes | 84 | N/A | Yes | Yes | 10,301 | Yes |
| PDX | Portland | Portland International Airport | Yes | Yes | 78 | N/A | Yes | Yes | 11,000 | Yes |
| RDM | Redmond | Redmond Municipal Airport -Roberts Field | Yes | Yes | 121 | N/A | Yes | Yes | 7,038 | Yes |
| MFR | Medford | Rogue Valley International -Medford Airport | Yes | Yes | 275 | N/A | Yes | Yes | 8,800 | Yes |
| OTH | North Bend | Southwest Oregon Regional Airport | Yes | Yes | 56 | N/A | Yes | Yes | 5,980 | No |
| **Category II: ARC C-II** | | | | | | | | | | |
| AST | Astoria | Port of Astoria Regional Airport | Yes | Yes | 36 | Yes | Yes | Yes | 5,794 | Yes |
| UAO | Aurora | Aurora State Airport | Yes | Yes | 346 | Yes | Yes | Yes | 5,004 | Yes |
| BDN | Bend | Bend Municipal Airport | Yes | Yes | 241 | Yes | Yes | Yes | 5,200 | Yes |
| CVO | Corvallis | Corvallis Municipal Airport | Yes | Yes | 134 | Yes | Yes | Yes | 5,900 | Yes |
| MMV | McMinnville | McMinnville Municipal Airport | Yes | Yes | 109 | Yes | Yes | Yes | 5,420 | Yes |
| ONP | Newport | Newport Municipal Airport | Yes | Yes | 24 | Yes | Yes | Yes | 5,398 | Yes |
| HIO | Portland | Portland -Hillsboro Airport | Yes | Yes | 296 | Yes | Yes | Yes | 6,600 | Yes |
| TTD | Portland | Portland -Troutdale Airport | Yes | Yes | 41 | Yes | Yes | Yes | 5,399 | Yes |
| 61J | Portland | Portland Downtown Heliport | Yes | Yes | 0 | No | N/A | N/A | N/A | N/A |
| SLE | Salem | Salem McNary Field | Yes | Yes | 136 | Yes | Yes | Yes | 5,811 | Yes |
| SPB | Scappoose | Scappoose Industrial Airpark | Yes | Yes | 119 | Yes | Yes | Yes | 5,100 | Yes |
| **Category III: ARC B-II** | | | | | | | | | | |
| S03 | Ashland | Ashland Municipal Airport - Sumner Parker Field | Yes | Yes | 58 | Yes | Yes | Yes | 3,603 | No |

| FAA ID | City | Airport | Included in the NPIAS | Meets NPIAS Objective | Total Based Aircraft | Meets Based Aircraft Objective | Has 95% Wind Coverage | Meets Wind Coverage Objective | Primary Runway Length | Meets Primary Runway Length Objective |
|---|---|---|---|---|---|---|---|---|---|---|
| BKE | Baker City | Baker City Municipal Airport | Yes | Yes | 24 | Yes | Yes | Yes | 5,085 | Yes |
| S05 | Bandon | Bandon State Airport | Yes | Yes | 25 | Yes | Yes | Yes | 3,601 | No |
| BNO | Burns | Burns Municipal Airport | Yes | Yes | 14 | Yes | Yes | Yes | 5,100 | Yes |
| DLS | The Dalles | Columbia Gorge Regional - The Dalles | Yes | Yes | 62 | Yes | Yes | Yes | 5,097 | Yes |
| GCD | John Day | Grant County Regional Airport | Yes | Yes | 13 | Yes | Yes | Yes | 5,220 | Yes |
| 3S8 | Grants Pass | Grants Pass Airport | Yes | Yes | 189 | Yes | Yes | Yes | 4,001 | Yes |
| HRI | Hermiston | Hermiston Municipal Airport | Yes | Yes | 39 | Yes | Yes | Yes | 4,500 | Yes |
| LGD | La Grande | La Grande / Union County Airport | Yes | Yes | 65 | Yes | Yes | Yes | 6,260 | Yes |
| LKV | Lakeview | Lake County Airport | Yes | Yes | 16 | Yes | Yes | Yes | 5,318 | Yes |
| ONO | Ontario | Ontario Municipal Airport | Yes | Yes | 38 | Yes | Yes | Yes | 5,011 | Yes |
| RBG | Roseburg | Roseburg Regional Airport | Yes | Yes | 105 | Yes | Yes | Yes | 5,003 | Yes |
| TMK | Tillamook | Tillamook Airport | Yes | Yes | 16 | Yes | Yes | Yes | 5,001 | Yes |
| **Category IV: ARC B-I** | | | | | | | | | | |
| S12 | Albany | Albany Municipal Airport | Yes | N/A | 92 | Yes | Yes | Yes | 3,004 | Yes |
| M50 | Boardman | Boardman Airport | Yes | N/A | 0 | No | Yes | Yes | 4,200 | Yes |
| BOK | Brookings | Brookings Airport | Yes | N/A | 18 | Yes | Yes | Yes | 2,900 | No |
| 17S | Newberg | Chehalem Airpark | No | N/A | 31 | N/A | Yes | Yes | 2,285 | No |
| 62S | Christmas Valley | Christmas Valley Airport | Yes | N/A | 0 | No | Yes | Yes | 5,200 | Yes |
| 3S9 | Condon | Condon State Airport - Pauling Field | Yes | N/A | 11 | Yes | No | No | 3,500 | Yes |
| 61S | Cottage Grove | Cottage Grove State Airport -Jim Wright Field | Yes | N/A | 26 | Yes | Yes | Yes | 3,188 | Yes |
| 77S | Creswell | Creswell Hobby Field Airport | Yes | N/A | 102 | Yes | Yes | Yes | 3,101 | Yes |
| 6S2 | Florence | Florence Municipal Airport | Yes | N/A | 22 | Yes | Yes | Yes | 3,000 | Yes |

| FAA ID | City | Airport | Included in the NPIAS | Meets NPIAS Objective | Total Based Aircraft | Meets Based Aircraft Objective | Has 95% Wind Coverage | Meets Wind Coverage Objective | Primary Runway Length | Meets Primary Runway Length Objective |
|---|---|---|---|---|---|---|---|---|---|---|
| 4S1 | Gold Beach | Gold Beach Municipal Airport | Yes | N/A | 10 | Yes | Yes | Yes | 3,237 | Yes |
| 3S4 | Cave Junction | Illinois Valley Airport | Yes | N/A | 35 | Yes | Yes | Yes | 4,807 | Yes |
| 7S5 | Independence | Independence State Airport | Yes | N/A | 191 | Yes | Yes | Yes | 3,142 | Yes |
| JSY | Joseph | Joseph State Airport | Yes | N/A | 14 | Yes | Yes | Yes | 5,200 | Yes |
| 4S2 | Hood River | Ken Jernstedt Airfield | Yes | N/A | 197 | Yes | Yes | Yes | 3,040 | Yes |
| S30 | Lebanon | Lebanon State Airport | Yes | N/A | 49 | Yes | No | No | 2,877 | No |
| 7S9 | Hubbard | Lenhardt Airpark | No | N/A | 113 | N/A | Yes | Yes | 2,956 | No |
| 9S9 | Lexington | Lexington Airport | Yes | N/A | 12 | Yes | Yes | Yes | 4,156 | Yes |
| S33 | Madras | Madras Municipal Airport | Yes | N/A | 67 | Yes | Yes | Yes | 5,090 | Yes |
| 4S9 | Mulino | Mulino State Airport | Yes | N/A | 63 | Yes | Yes | Yes | 3,425 | Yes |
| 16S | Myrtle Creek | Myrtle Creek Municipal Airport | Yes | N/A | 12 | Yes | Yes | Yes | 2,600 | No |
| S39 | Prineville | Prineville Airport | Yes | N/A | 117 | Yes | Yes | Yes | 5,751 | Yes |
| 56S | Seaside | Seaside Municipal Airport | Yes | N/A | 3 | No | No | No | 2,211 | No |
| S45 | Gleneden Beach | Siletz Bay State Airport | Yes | N/A | 13 | Yes | Yes | Yes | 3,297 | Yes |
| 6K5 | Sisters | Sisters Eagle Air Airport | No | N/A | 17 | N/A | Yes | Yes | 3,560 | Yes |
| 2S6 | Newberg | Sportsman Airpark | Yes | N/A | 44 | Yes | Yes | Yes | 2,755 | No |
| S21 | Sunriver | Sunriver Airport | Yes | N/A | 28 | Yes | Yes | Yes | 5,461 | Yes |
| 35S | Wasco | Wasco State Airport | Yes | N/A | 4 | No | No | No | 3,450 | Yes |
| **Category V: ARC A-I** | | | | | | | | | | |
| R03 | Alkali Lake | Alkali Lake State | No | N/A | 0 | N/A | N/A | N/A | 6,100 | Yes |
| 1S8 | Arlington | Arlington Municipal | No | N/A | 1 | N/A | N/A | N/A | 5,000 | Yes |
| 2S2 | Beaver Marsh | Beaver Marsh | No | N/A | 0 | N/A | N/A | N/A | 4,500 | Yes |

| FAA ID | City | Airport | Included in the NPIAS | Meets NPIAS Objective | Total Based Aircraft | Meets Based Aircraft Objective | Has 95% Wind Coverage | Meets Wind Coverage Objective | Primary Runway Length | Meets Primary Runway Length Objective |
|---|---|---|---|---|---|---|---|---|---|---|
| 5S6 | Sixes | Cape Blanco State Airport | No | N/A | 7 | N/A | N/A | N/A | 5,100 | Yes |
| CZK | Cascade Locks | Cascade Locks State Airport | No | N/A | 0 | N/A | N/A | N/A | 1,800 | No |
| 2S7 | Chiloquin | Chiloquin State Airport | Yes | N/A | 6 | N/A | N/A | N/A | 3,749 | Yes |
| S48 | Sandy | Country Squire Airpark | No | N/A | 27 | N/A | N/A | N/A | 3,095 | Yes |
| 5S2 | Crescent Lake | Crescent Lake State Airport | No | N/A | 0 | N/A | N/A | N/A | 3,900 | Yes |
| 6S4 | Gates | Davis Field | No | N/A | 5 | N/A | N/A | N/A | 1,940 | No |
| 8S4 | Enterprise | Enterprise Municipal | No | N/A | 31 | N/A | N/A | N/A | 2,850 | Yes |
| 5S1 | Roseburg | George Felt | No | N/A | 17 | N/A | N/A | N/A | 2,300 | No |
| 5S5 | Culver | Lake Billy Chinook | No | N/A | 10 | N/A | N/A | N/A | 2,500 | Yes |
| 1O0 | Florence | Lake Woahink SPB | No | N/A | 0 | N/A | N/A | N/A | 9,000 | Yes |
| 9S3 | Lakeside | Lakeside Municipal Airport | No | N/A | 6 | N/A | N/A | N/A | 2,150 | No |
| 4S7 | Malin | Malin | No | N/A | 4 | N/A | N/A | N/A | 2,800 | Yes |
| 26U | McDermitt | McDermitt State Airport | Yes | N/A | 1 | N/A | N/A | N/A | 5,900 | Yes |
| 00S | McKenzie Bridge | McKenzie Bridge State | No | N/A | 0 | N/A | N/A | N/A | 2,600 | Yes |
| 25U | Imnaha | Memaloose USFS | No | N/A | 0 | N/A | N/A | N/A | 3,300 | Yes |
| S49 | Vale | Miller Memorial Airpark | No | N/A | 4 | N/A | N/A | N/A | 3,872 | Yes |
| 12S | Monument | Monument Municipal | No | N/A | 0 | N/A | N/A | N/A | 2,140 | No |
| 3S7 | Manzanita | Nehalem Bay State Airport | No | N/A | 0 | N/A | N/A | N/A | 2,350 | No |
| 5S0 | Oakridge | Oakridge State | No | N/A | 5 | N/A | N/A | N/A | 3,610 | Yes |
| 28U | Owyhee Reservoir | Owyhee Reservoir State | No | N/A | 0 | N/A | N/A | N/A | 1,840 | No |
| PFC | Pacific City | Pacific City State Airport | No | N/A | 5 | N/A | N/A | N/A | 1,875 | No |
| 22S | Paisley | Paisley | No | N/A | 0 | N/A | N/A | N/A | 4,300 | Yes |

| FAA ID | City | Airport | Included in the NPIAS | Meets NPIAS Objective | Total Based Aircraft | Meets Based Aircraft Objective | Has 95% Wind Coverage | Meets Wind Coverage Objective | Primary Runway Length | Meets Primary Runway Length Objective |
|---|---|---|---|---|---|---|---|---|---|---|
| 24S | Pinehurst | Pinehurst State Airport | No | N/A | 7 | N/A | N/A | N/A | 2,800 | Yes |
| 6S6 | Powers | Powers Hayes Field | No | N/A | 1 | N/A | N/A | N/A | 2,500 | Yes |
| 64S | Prospect | Prospect State Airport | No | N/A | 1 | N/A | N/A | N/A | 4,000 | Yes |
| REO | Rome | Rome State | No | N/A | 0 | N/A | N/A | N/A | 6,000 | Yes |
| 03S | Sandy | Sandy River | No | N/A | 20 | N/A | N/A | N/A | 2,115 | No |
| 8S3 | Santiam Junction | Santiam Junction State | No | N/A | 0 | N/A | N/A | N/A | 2,800 | Yes |
| 45S | Silver Lake | Silver Lake USFS | No | N/A | 0 | N/A | N/A | N/A | 3,000 | Yes |
| 4S4 | Cornelius | Skyport | No | N/A | 3 | N/A | N/A | N/A | 2,000 | No |
| 7S3 | Hillsboro | Stark's Twin Oaks | No | N/A | 113 | N/A | N/A | N/A | 2,465 | No |
| 3S6 | Clearwater | Toketee State | No | N/A | 0 | N/A | N/A | N/A | 5,350 | Yes |
| 5S4 | Toledo | Toledo State Airport | No | N/A | 9 | N/A | N/A | N/A | 1,750 | No |
| 5S9 | Estacada | Valley View | No | N/A | 33 | N/A | N/A | N/A | 3,780 | Yes |
| 05S | Vernonia | Vernonia Municipal | No | N/A | 5 | N/A | N/A | N/A | 2,940 | Yes |
| R33 | Waldport | Wakonda Beach State | No | N/A | 3 | N/A | N/A | N/A | 2,000 | No |

Source: Airport Management Survey, Century West, Jviation and Marr Arnold Planning Analysis 2017, N/A = not an objective

TABLE 5-36: FACILITIES 2

| FAA ID | City | Airport | Primary Runway Width | Meets Primary Runway Width Objective | Primary Runway Pavement Type | Meets Primary Runway Pavement Type Objective | Primary Runway Pavement Strength (Single Wheel) | Meets Primary Runway Pavement Strength Objective |
|---|---|---|---|---|---|---|---|---|
| **Category I: ARC C-II** | | | | | | | | |
| PDT | Pendleton | Eastern Oregon Regional Airport at Pendleton | 150 | Yes | Bituminous | Yes | 115,000 | Yes |

| FAA ID | City | Airport | Primary Runway Width | Meets Primary Runway Width Objective | Primary Runway Pavement Type | Meets Primary Runway Pavement Type Objective | Primary Runway Pavement Strength (Single Wheel) | Meets Primary Runway Pavement Strength Objective |
|---|---|---|---|---|---|---|---|---|
| EUG | Eugene | Eugene Airport -Mahlon Sweet Field | 150 | Yes | Bituminous | Yes | 75,000 | Yes |
| LMT | Klamath Falls | Crater Lake-Klamath Regional Airport | 150 | Yes | Bituminous / Concrete | Yes | 110,000 | Yes |
| PDX | Portland | Portland International Airport | 150 | Yes | Concrete | Yes | 200,000 | Yes |
| RDM | Redmond | Redmond Municipal Airport - Roberts Field | 150 | Yes | Bituminous | Yes | 68,000 | Yes |
| MFR | Medford | Rogue Valley International - Medford Airport | 150 | Yes | Bituminous | Yes | 75,000 | Yes |
| OTH | North Bend | Southwest Oregon Regional Airport | 150 | Yes | Bituminous | Yes | 106,000 | Yes |
| **Category II: ARC C-II** | | | | | | | | |
| AST | Astoria | Port of Astoria Regional Airport | 100 | Yes | Bituminous | Yes | 60,000 | Yes |
| UAO | Aurora | Aurora State Airport | 100 | Yes | Bituminous | Yes | 30,000 | Yes |
| BDN | Bend | Bend Municipal Airport | 75 | Yes | Bituminous | Yes | 30,000 | Yes |
| CVO | Corvallis | Corvallis Municipal Airport | 150 | Yes | Bituminous | Yes | 35,000 | Yes |
| MMV | McMinnville | McMinnville Municipal Airport | 150 | Yes | Bituminous | Yes | 40,000 | Yes |
| ONP | Newport | Newport Municipal Airport | 100 | Yes | Bituminous | Yes | 75,000 | Yes |
| HIO | Portland | Portland -Hillsboro Airport | 150 | Yes | Bituminous | Yes | 50,000 | Yes |
| TTD | Portland | Portland -Troutdale Airport | 150 | Yes | Bituminous | Yes | 19,000 | No |
| 61J | Portland | Portland Downtown Heliport | N/A | Yes | Concrete | Yes | 25,000 | No |
| SLE | Salem | Salem McNary Field | 150 | Yes | Bituminous | Yes | 100,000 | Yes |
| SPB | Scappoose | Scappoose Industrial Airpark | 100 | Yes | Bituminous | Yes | 30,000 | Yes |
| **Category III: ARC B-II** | | | | | | | | |
| S03 | Ashland | Ashland Municipal Airport - Sumner Parker Field | 75 | Yes | Bituminous | Yes | 15,000 | Yes |
| BKE | Baker City | Baker City Municipal Airport | 100 | Yes | Bituminous | Yes | 50,000 | Yes |

| FAA ID | City | Airport | Primary Runway Width | Meets Primary Runway Width Objective | Primary Runway Pavement Type | Meets Primary Runway Pavement Type Objective | Primary Runway Pavement Strength (Single Wheel) | Meets Primary Runway Pavement Strength Objective |
|---|---|---|---|---|---|---|---|---|
| S05 | Bandon | Bandon State Airport | 60 | No | Bituminous | Yes | 12,000 | No |
| BNO | Burns | Burns Municipal Airport | 75 | Yes | Concrete | Yes | 30,000 | Yes |
| DLS | The Dalles | Columbia Gorge Regional - The Dalles | 100 | Yes | Bituminous | Yes | 60,000 | Yes |
| GCD | John Day | Grant County Regional Airport | 60 | No | Bituminous | Yes | 12,500 | Yes |
| 3S8 | Grants Pass | Grants Pass Airport | 75 | Yes | Bituminous | Yes | 19,000 | Yes |
| HRI | Hermiston | Hermiston Municipal Airport | 75 | Yes | Bituminous | Yes | 22,000 | Yes |
| LGD | La Grande | La Grande / Union County Airport | 100 | Yes | Bituminous | Yes | 65,000 | Yes |
| LKV | Lakeview | Lake County Airport | 100 | Yes | Bituminous | Yes | 74,000 | Yes |
| ONO | Ontario | Ontario Municipal Airport | 100 | Yes | Bituminous | Yes | 30,000 | Yes |
| RBG | Roseburg | Roseburg Regional Airport | 100 | Yes | Bituminous | Yes | 42,000 | Yes |
| TMK | Tillamook | Tillamook Airport | 75 | Yes | Bituminous | Yes | 60,000 | Yes |
| **Category IV: ARC B-I** | | | | | | | | |
| S12 | Albany | Albany Municipal Airport | 75 | Yes | Bituminous | Yes | 30,000 | Yes |
| M50 | Boardman | Boardman Airport | 100 | Yes | Bituminous | Yes | 30,000 | Yes |
| BOK | Brookings | Brookings Airport | 60 | Yes | Bituminous | Yes | 11,000 | No |
| 17S | Newberg | Chehalem Airpark | 40 | No | Bituminous | Yes | Not available | No |
| 62S | Christmas Valley | Christmas Valley Airport | 60 | Yes | Bituminous | Yes | 12,000 | No |
| 3S9 | Condon | Condon State Airport - Pauling Field | 60 | Yes | Concrete | Yes | 12,000 | No |
| 61S | Cottage Grove | Cottage Grove State Airport -Jim Wright Field | 60 | Yes | Bituminous | Yes | 15,000 | Yes |
| 77S | Creswell | Creswell Hobby Field Airport | 60 | Yes | Bituminous | Yes | 12,000 | No |
| 6S2 | Florence | Florence Municipal Airport | 60 | Yes | Bituminous | Yes | 12,500 | Yes |
| 4S1 | Gold Beach | Gold Beach Municipal Airport | 75 | Yes | Bituminous | Yes | 12,500 | Yes |

| FAA ID | City | Airport | Primary Runway Width | Meets Primary Runway Width Objective | Primary Runway Pavement Type | Meets Primary Runway Pavement Type Objective | Primary Runway Pavement Strength (Single Wheel) | Meets Primary Runway Pavement Strength Objective |
|---|---|---|---|---|---|---|---|---|
| 3S4 | Cave Junction | Illinois Valley Airport | 75 | Yes | Bituminous | Yes | 20,000 | Yes |
| 7S5 | Independence | Independence State Airport | 60 | Yes | Bituminous | Yes | 12,500 | Yes |
| JSY | Joseph | Joseph State Airport | 60 | Yes | Bituminous | Yes | 12,500 | Yes |
| 4S2 | Hood River | Ken Jernstedt Airfield | 75 | Yes | Bituminous | Yes | 23,000 | Yes |
| S30 | Lebanon | Lebanon State Airport | 60 | Yes | Bituminous | Yes | 12,500 | Yes |
| 7S9 | Hubbard | Lenhardt Airpark | 45 | No | Bituminous | Yes | Not available | No |
| 9S9 | Lexington | Lexington Airport | 75 | Yes | Bituminous | Yes | 12,500 | Yes |
| S33 | Madras | Madras Municipal Airport | 75 | Yes | Bituminous | Yes | 12,500 | Yes |
| 4S9 | Mulino | Mulino State Airport | 100 | Yes | Bituminous | Yes | 12,500 | Yes |
| 16S | Myrtle Creek | Myrtle Creek Municipal Airport | 60 | Yes | Bituminous | Yes | 12,000 | No |
| S39 | Prineville | Prineville Airport | 75 | Yes | Bituminous | Yes | 30,000 | Yes |
| 56S | Seaside | Seaside Municipal Airport | 50 | No | Bituminous | Yes | 12,000 | No |
| S45 | Gleneden Beach | Siletz Bay State Airport | 60 | Yes | Bituminous | Yes | 11,000 | No |
| 6K5 | Sisters | Sisters Eagle Air Airport | 60 | Yes | Bituminous | Yes | 4,000 | No |
| 2S6 | Newberg | Sportsman Airpark | 50 | No | Bituminous | Yes | 30,000 | Yes |
| S21 | Sunriver | Sunriver Airport | 75 | Yes | Bituminous | Yes | 30,000 | Yes |
| 35S | Wasco | Wasco State Airport | 60 | Yes | Bituminous | Yes | 12,500 | Yes |
| **Category V: ARC A-I** | | | | | | | | |
| R03 | Alkali Lake | Alkali Lake State | 150 | Yes | Gravel | Yes | N/A | N/A |
| 1S8 | Arlington | Arlington Municipal | 50 | No | Turf | Yes | N/A | N/A |
| 2S2 | Beaver Marsh | Beaver Marsh | 60 | Yes | Dirt | Yes | N/A | N/A |
| 5S6 | Sixes | Cape Blanco State Airport | 150 | Yes | Bituminous | Yes | 115,000 | N/A |
| CZK | Cascade Locks | Cascade Locks State Airport | 30 | No | Bituminous | Yes | 4,000 | N/A |

| FAA ID | City | Airport | Primary Runway Width | Meets Primary Runway Width Objective | Primary Runway Pavement Type | Meets Primary Runway Pavement Type Objective | Primary Runway Pavement Strength (Single Wheel) | Meets Primary Runway Pavement Strength Objective |
|---|---|---|---|---|---|---|---|---|
| 2S7 | Chiloquin | Chiloquin State Airport | 60 | Yes | Bituminous | Yes | 10,000 | N/A |
| S48 | Sandy | Country Squire Airpark | 32 | No | Bituminous | Yes | 7,000 | N/A |
| 5S2 | Crescent Lake | Crescent Lake State Airport | 30 | No | Bituminous | Yes | Not available | N/A |
| 6S4 | Gates | Davis Field | 50 | No | Turf | Yes | N/A | N/A |
| 8S4 | Enterprise | Enterprise Municipal | 50 | No | Bituminous | Yes | 7,000 | N/A |
| 5S1 | Roseburg | George Felt | 100 | Yes | Turf | Yes | N/A | N/A |
| 5S5 | Culver | Lake Billy Chinook | 32 | No | Bituminous | Yes | Not available | N/A |
| 1O0 | Florence | Lake Woahink SPB | 1000 | Yes | Water | 0 | N/A | N/A |
| 9S3 | Lakeside | Lakeside Municipal Airport | 100 | Yes | Turf | Yes | N/A | N/A |
| 4S7 | Malin | Malin | 30 | No | Bituminous | Yes | Not available | N/A |
| 26U | McDermitt | McDermitt State Airport | 60 | Yes | Bituminous | Yes | 12,500 | N/A |
| 00S | McKenzie Bridge | McKenzie Bridge State | 90 | Yes | Turf | Yes | N/A | N/A |
| 25U | Imnaha | Memaloose USFS | 120 | Yes | Dirt | Yes | N/A | N/A |
| S49 | Vale | Miller Memorial Airpark | 65 | Yes | Bituminous | Yes | Not available | N/A |
| 12S | Monument | Monument Municipal | 25 | No | Bituminous | Yes | Not available | N/A |
| 3S7 | Manzanita | Nehalem Bay State Airport | 50 | No | Bituminous | Yes | Not available | N/A |
| 5S0 | Oakridge | Oakridge State | 47 | No | Bituminous | Yes | Not available | N/A |
| 28U | Owyhee Reservoir | Owyhee Reservoir State | 30 | No | Dirt | Yes | N/A | N/A |
| PFC | Pacific City | Pacific City State Airport | 30 | No | Bituminous | Yes | 7,000 | N/A |
| 22S | Paisley | Paisley | 60 | Yes | Bituminous | Yes | Not available | N/A |
| 24S | Pinehurst | Pinehurst State Airport | 30 | No | Bituminous | Yes | Not available | N/A |
| 6S6 | Powers | Powers Hayes Field | 60 | Yes | Turf | Yes | N/A | N/A |

| FAA ID | City | Airport | Primary Runway Width | Meets Primary Runway Width Objective | Primary Runway Pavement Type | Meets Primary Runway Pavement Type Objective | Primary Runway Pavement Strength (Single Wheel) | Meets Primary Runway Pavement Strength Objective |
|---|---|---|---|---|---|---|---|---|
| 64S | Prospect | Prospect State Airport | 50 | No | Bituminous | Yes | Not available | N/A |
| REO | Rome | Rome State | 150 | Yes | Gravel | Yes | N/A | N/A |
| 03S | Sandy | Sandy River | 100 | Yes | Turf | Yes | N/A | N/A |
| 8S3 | Santiam Junction | Santiam Junction State | 150 | Yes | Gravel | Yes | N/A | N/A |
| 45S | Silver Lake | Silver Lake USFS | 55 | No | Gravel | Yes | N/A | N/A |
| 4S4 | Cornelius | Skyport | 45 | No | Turf | Yes | N/A | N/A |
| 7S3 | Hillsboro | Stark's Twin Oaks | 48 | No | Bituminous | Yes | Not available | N/A |
| 3S6 | Clearwater | Toketee State | 60 | Yes | Turf | Yes | N/A | N/A |
| 5S4 | Toledo | Toledo State Airport | 40 | No | Bituminous | Yes | Not available | N/A |
| 5S9 | Estacada | Valley View | 32 | No | Bituminous | Yes | Not available | N/A |
| 05S | Vernonia | Vernonia Municipal | 45 | No | Turf | Yes | N/A | N/A |
| R33 | Waldport | Wakonda Beach State | 30 | No | Turf | Yes | N/A | N/A |

Source: Airport Management Survey, Century West, Jviation and Marr Arnold Planning Analysis 2017, N/A = not an objective

TABLE 5-37: FACILITIES 3

| FAA ID | City | Airport | Runway Pavement PCI | Meets Primary Runway Pavement PCI Objective | Taxiway Type | Meets Taxiway Objective | Approach Type | Meets Approach Objective | Visual Approach Aids | Meets Visual Approach Aids Objective |
|---|---|---|---|---|---|---|---|---|---|---|
| **Category I: ARC C-II** | | | | | | | | | | |
| PDT | Pendleton | Eastern Oregon Regional Airport at Pendleton | 53.83 | No | Partial Parallel*[44] | Yes | Precision | Yes | PAPI, VASI, REIL | Yes |
| EUG | Eugene | Eugene Airport -Mahlon Sweet Field | | Yes | Full Parallel | Yes | Precision | Yes | PAPI, REIL | Yes |

[44] * Taxiway systems which include a partial parallel taxiway and a network of taxiways which are appropriately separated from the runway centerline and allow for aircraft movement from one runway end to the other without taxiing on the runway are acceptable and function similar to a full length parallel taxiway.

| FAA ID | City | Airport | Runway Pavement PCI | Meets Primary Runway Pavement PCI Objective | Taxiway Type | Meets Taxiway Objective | Approach Type | Meets Approach Objective | Visual Approach Aids | Meets Visual Approach Aids Objective |
|---|---|---|---|---|---|---|---|---|---|---|
| LMT | Klamath Falls | Crater Lake-Klamath Regional Airport | 92 | Yes | Partial Parallel* | Yes | Precision | Yes | PAPI, VASI | Yes |
| PDX | Portland | Portland International Airport | | Yes | Full Parallel | Yes | Precision | Yes | PAPI, REIL | Yes |
| RDM | Redmond | Redmond Municipal Airport - Roberts Field | 59 | No | Full Parallel | Yes | Precision | Yes | PAPI, VASI, REIL | Yes |
| MFR | Medford | Rogue Valley International - Medford Airport | 100 | Yes | Full Parallel | Yes | Precision | Yes | PAPI, REIL | Yes |
| OTH | North Bend | Southwest Oregon Regional Airport | | Yes | Full Parallel | Yes | Precision | Yes | VASI, REIL | Yes |
| **Category II: ARC C-II** | | | | | | | | | | |
| AST | Astoria | Port of Astoria Regional Airport^[5] | 82.75 | Yes | Partial Parallel* | Yes | Precision | Yes | PAPI, VASI, REIL | Yes |
| UAO | Aurora | Aurora State Airport | 81.5 | Yes | Full Parallel | Yes | Precision | Yes | VASI | Yes |
| BDN | Bend | Bend Municipal Airport | 90 | Yes | Full Parallel | Yes | Precision | Yes | PAPI, REIL | Yes |
| CVO | Corvallis | Corvallis Municipal Airport | 80.83 | Yes | Full Parallel | Yes | Precision | Yes | PAPI, VASI, REIL | Yes |
| MMV | McMinnville | McMinnville Municipal Airport | 59.6 | Yes | Full Parallel | Yes | Precision | Yes | PAPI, REIL | Yes |
| ONP | Newport | Newport Municipal Airport | 79.4 | Yes | Partial Parallel* | Yes | Precision | Yes | PAPI, REIL | Yes |
| HIO | Portland | Portland -Hillsboro Airport | 84 | Yes | Full Parallel | Yes | Precision | Yes | PAPI, REIL | Yes |
| TTD | Portland | Portland -Troutdale Airport | 83.1 | Yes | Full Parallel | Yes | Non-precision | No | PAPI, VASI, REIL | Yes |
| 61J | Portland | Portland Downtown Heliport | N/A | N/A | N/A | NA | Visual | N/A | N/A | N/A |
| SLE | Salem | Salem McNary Field | 80.7 | Yes | Partial Parallel | No | Precision | Yes | PAPI, VASI, REIL | Yes |
| SPB | Scappoose | Scappoose Industrial Airpark | 72.5 | Yes | Dual Full Parallel | Yes | Precision | Yes | PAPI, REIL | Yes |

[5] AIP 2024 scheduled for 2019 indicates Port of Astoria Regional will construct a new parallel taxiway

| FAA ID | City | Airport | Runway Pavement PCI | Meets Primary Runway Pavement PCI Objective | Taxiway Type | Meets Taxiway Objective | Approach Type | Meets Approach Objective | Visual Approach Aids | Meets Visual Approach Aids Objective |
|---|---|---|---|---|---|---|---|---|---|---|
| **Category III: ARC B-II** | | | | | | | | | | |
| S03 | Ashland | Ashland Municipal Airport - Sumner Parker Field | 99 | Yes | Full Parallel | Yes | Visual | No | PAPI, REIL | Yes |
| BKE | Baker City | Baker City Municipal Airport | 99.3 | Yes | Full Parallel | Yes | Precision | Yes | PAPI, VASI, REIL | Yes |
| S05 | Bandon | Bandon State Airport | 98 | Yes | Full Parallel | Yes | Visual | No | PAPI, REIL | Yes |
| BNO | Burns | Burns Municipal Airport | 100 | Yes | Turnarounds | Yes | Non-precision | Yes | PAPI, VASI, REIL | Yes |
| DLS | The Dalles | Columbia Gorge Regional - The Dalles | 55.25 | No | Full Parallel | Yes | Non-precision | Yes | REIL | Yes |
| GCD | John Day | Grant County Regional Airport | 76 | Yes | Full Parallel | Yes | Precision | Yes | PAPI, REIL | Yes |
| 3S8 | Grants Pass | Grants Pass Airport | 100 | Yes | Full Parallel | Yes | Non-precision | Yes | VASI, REIL | Yes |
| HRI | Hermiston | Hermiston Municipal Airport | 97 | Yes | Full Parallel | Yes | Non-precision | Yes | PAPI, REIL | Yes |
| LGD | La Grande | La Grande / Union County Airport | 100 | Yes | Partial Parallel* | Yes | Precision | Yes | PAPI, REIL | Yes |
| LKV | Lakeview | Lake County Airport | 60 | Yes | Non-Standard | Yes | Precision | Yes | VASI, REIL | Yes |
| ONO | Ontario | Ontario Municipal Airport | 100 | Yes | Full Parallel | Yes | Precision | Yes | PAPI, REIL | Yes |
| RBG | Roseburg | Roseburg Regional Airport | 8.25 | No | Full Parallel | Yes | Non-precision | Yes | VASI, REIL | Yes |
| TMK | Tillamook | Tillamook Airport | 100 | Yes | Full Parallel | Yes | Non-precision | Yes | PAPI, REIL | Yes |
| **Category IV: ARC B-I** | | | | | | | | | | |
| S12 | Albany | Albany Municipal Airport | 100 | Yes | Full Parallel | Yes | Non-precision | Yes | VASI, REIL | Yes |
| M50 | Boardman | Boardman Airport | 74 | Yes | Partial Parallel | Yes | Visual | Yes | None | No |
| BOK | Brookings | Brookings Airport | 97 | Yes | Full Parallel | Yes | Visual | Yes | PAPI | Yes |
| 17S | Newberg | Chehalem Airpark | Unknown | No | Partial Parallel | Yes | Visual | Yes | None | No |

| FAA ID | City | Airport | Runway Pavement PCI | Meets Primary Runway Pavement PCI Objective | Taxiway Type | Meets Taxiway Objective | Approach Type | Meets Approach Objective | Visual Approach Aids | Meets Visual Approach Aids Objective |
|---|---|---|---|---|---|---|---|---|---|---|
| 62S | Christmas Valley | Christmas Valley Airport | 64 | Yes | Full Parallel | Yes | Visual | Yes | PAPI | Yes |
| 3S9 | Condon | Condon State Airport - Pauling Field | 71 | Yes | Non-Standard | Yes | Visual | Yes | PAPI, REIL | Yes |
| 61S | Cottage Grove | Cottage Grove State Airport - Jim Wright Field | Unknown | No | Full Parallel | Yes | Visual | Yes | PAPI | Yes |
| 77S | Creswell | Creswell Hobby Field Airport | 82 | Yes | Full Parallel | Yes | Visual | Yes | PAPI | Yes |
| 6S2 | Florence | Florence Municipal Airport | 84.5 | Yes | Full Parallel | Yes | Visual | Yes | PAPI | Yes |
| 4S1 | Gold Beach | Gold Beach Municipal Airport | 96 | Yes | Full Parallel | Yes | Visual | Yes | REIL | Yes |
| 3S4 | Cave Junction | Illinois Valley Airport | 66 | Yes | Stub | Yes | Visual | Yes | VASI | Yes |
| 7S5 | Independence | Independence State Airport | 95 | Yes | Full Parallel | Yes | Visual | Yes | PAPI | Yes |
| JSY | Joseph | Joseph State Airport | 100 | Yes | Full Parallel | Yes | Visual | Yes | PAPI, REIL | Yes |
| 4S2 | Hood River | Ken Jernstedt Airfield | 57.5 | No | Full Parallel | Yes | Visual | Yes | REIL | Yes |
| S30 | Lebanon | Lebanon State Airport | 100 | Yes | Partial Parallel* | Yes | Visual | Yes | PAPI | Yes |
| 7S9 | Hubbard | Lenhardt Airpark | 92.5 | Yes | Turnarounds | Yes | Visual | Yes | VASI | Yes |
| 9S9 | Lexington | Lexington Airport | 51 | No | Partial Parallel | Yes | Non-precision | Yes | PAPI | Yes |
| S33 | Madras | Madras Municipal Airport | 57 | No | Full Parallel | Yes | Precision | Yes | VASI, REIL | Yes |
| 4S9 | Mulino | Mulino State Airport | 83 | Yes | Full Parallel | Yes | Visual | Yes | None | No |
| 16S | Myrtle Creek | Myrtle Creek Municipal Airport | 99 | Yes | Full Parallel | Yes | Visual | Yes | PAPI, REIL | Yes |
| S39 | Prineville | Prineville Airport | 100 | Yes | Full Parallel | Yes | Non-precision | Yes | PAPI | Yes |
| 56S | Seaside | Seaside Municipal Airport | 84.3 | Yes | Full Parallel | Yes | Visual | Yes | None | No |
| S45 | Gleneden Beach | Siletz Bay State Airport | 82 | Yes | Full Parallel | Yes | Visual | Yes | None | No |
| 6K5 | Sisters | Sisters Eagle Air Airport | 45 | No | Full Parallel | Yes | Visual | Yes | PAPI | Yes |
| 2S6 | Newberg | Sportsman Airpark | 28.3 | No | Partial Parallel | Yes | Visual | Yes | None | No |

| FAA ID | City | Airport | Runway Pavement PCI | Meets Primary Runway Pavement PCI Objective | Taxiway Type | Meets Taxiway Objective | Approach Type | Meets Approach Objective | Visual Approach Aids | Meets Visual Approach Aids Objective |
|---|---|---|---|---|---|---|---|---|---|---|
| S21 | Sunriver | Sunriver Airport | 97 | Yes | Full Parallel | Yes | Non-precision | Yes | VASI | Yes |
| 35S | Wasco | Wasco State Airport | 85 | Yes | Partial Parallel | Yes | Visual | Yes | None | No |
| **Category V: ARC A-I** | | | | | | | | | | |
| R03 | Alkali Lake | Alkali Lake State | N/A | N/A | None | N/A | Visual | Yes | None | N/A |
| 1S8 | Arlington | Arlington Municipal | N/A | N/A | Turnarounds | N/A | Visual | Yes | None | N/A |
| 2S2 | Beaver Marsh | Beaver Marsh | N/A | N/A | None | N/A | Visual | Yes | None | N/A |
| 5S6 | Sixes | Cape Blanco State Airport | 57.3 | Yes | Partial Parallel | N/A | Visual | Yes | None | N/A |
| CZK | Cascade Locks | Cascade Locks State Airport | 94 | Yes | Turnarounds | N/A | Visual | Yes | None | N/A |
| 2S7 | Chiloquin | Chiloquin State Airport | 100 | Yes | Turnarounds | N/A | Visual | Yes | None | N/A |
| S48 | Sandy | Country Squire Airpark | 25 | No | Full Parallel | N/A | Visual | Yes | None | N/A |
| 5S2 | Crescent Lake | Crescent Lake State Airport | ASPH-P | No | Pull-off | N/A | Visual | Yes | None | N/A |
| 6S4 | Gates | Davis Field | N/A | N/A | Pull-off | N/A | Visual | Yes | None | N/A |
| 8S4 | Enterprise | Enterprise Municipal | 64 | Yes | Full Parallel | N/A | Visual | Yes | None | N/A |
| 5S1 | Roseburg | George Felt | N/A | N/A | Pull-off | N/A | Visual | Yes | None | N/A |
| 5S5 | Culver | Lake Billy Chinook | ASPH-G | Yes | Turnarounds | N/A | Visual | Yes | None | N/A |
| 1O0 | Florence | Lake Woahink SPB | N/A | N/A | N/A | N/A | Visual | Yes | None | N/A |
| 9S3 | Lakeside | Lakeside Municipal Airport | N/A | N/A | None | N/A | Visual | Yes | None | N/A |
| 4S7 | Malin | Malin | ASPH-E | Yes | Stub | N/A | Visual | Yes | None | N/A |
| 26U | McDermitt | McDermitt State Airport | 61 | Yes | Turnarounds | N/A | Visual | Yes | None | N/A |
| 00S | McKenzie Bridge | McKenzie Bridge State | N/A | N/A | None | N/A | Visual | Yes | None | N/A |
| 25U | Imnaha | Memaloose USFS | N/A | N/A | None | N/A | Visual | Yes | None | N/A |
| S49 | Vale | Miller Memorial Airpark | ASPH-E | Yes | Stub | N/A | Visual | Yes | None | N/A |
| 12S | Monument | Monument Municipal | 83 | Yes | Pull-off | N/A | Visual | Yes | None | N/A |

| FAA ID | City | Airport | Runway Pavement PCI | Meets Primary Runway Pavement PCI Objective | Taxiway Type | Meets Taxiway Objective | Approach Type | Meets Approach Objective | Visual Approach Aids | Meets Visual Approach Aids Objective |
|---|---|---|---|---|---|---|---|---|---|---|
| 3S7 | Manzanita | Nehalem Bay State Airport | 90 | Yes | Pull-off | N/A | Visual | Yes | None | N/A |
| 5S0 | Oakridge | Oakridge State | 49 | No | Pull-off | N/A | Visual | Yes | None | N/A |
| 28U | Owyhee Reservoir | Owyhee Reservoir State | N/A | N/A | None | N/A | Visual | Yes | None | N/A |
| PFC | Pacific City | Pacific City State Airport | 82.5 | Yes | Turnarounds | N/A | Visual | Yes | None | N/A |
| 22S | Paisley | Paisley | 83 | Yes | Stub | N/A | Visual | Yes | None | N/A |
| 24S | Pinehurst | Pinehurst State Airport | 85.5 | Yes | Turnarounds | N/A | Visual | Yes | None | N/A |
| 6S6 | Powers | Powers Hayes Field | N/A | N/A | Pull-off | N/A | Visual | Yes | None | N/A |
| 64S | Prospect | Prospect State Airport | 59 | Yes | Turnarounds | N/A | Visual | Yes | None | N/A |
| REO | Rome | Rome State | N/A | N/A | None | N/A | Visual | Yes | None | N/A |
| 03S | Sandy | Sandy River | N/A | N/A | Pull-off | N/A | Visual | Yes | None | N/A |
| 8S3 | Santiam Junction | Santiam Junction State | N/A | N/A | None | N/A | Visual | Yes | None | N/A |
| 45S | Silver Lake | Silver Lake USFS | N/A | N/A | None | N/A | Visual | Yes | None | N/A |
| 4S4 | Cornelius | Skyport | N/A | N/A | Pull-off | N/A | Visual | Yes | None | N/A |
| 7S3 | Hillsboro | Stark's Twin Oaks | 88.5 | Yes | Full Parallel | N/A | Visual | Yes | None | N/A |
| 3S6 | Clearwater | Toketee State | N/A | N/A | Pull-off | N/A | Visual | Yes | None | N/A |
| 5S4 | Toledo | Toledo State Airport | 63.25 | Yes | Turnarounds | N/A | Visual | Yes | None | N/A |
| 5S9 | Estacada | Valley View | 70.6 | Yes | Partial Parallel | N/A | Visual | Yes | None | N/A |
| 05S | Vernonia | Vernonia Municipal | N/A | N/A | Pull-off | N/A | Visual | Yes | None | N/A |
| R33 | Waldport | Wakonda Beach State | N/A | N/A | Turnarounds | N/A | Visual | Yes | None | N/A |

Source: Airport Management Survey, Century West, Jviation and Marr Arnold Planning Analysis 2017, N/A = not an objective

TABLE 5-38: FACILITIES 4

| FAA ID | City | Airport | Instrument Approach Aids | Meets Instrument Approach Aids Objective | Runway Lighting | Meets Runway Lighting Objective | Taxiway Lighting | Meets Taxiway Lighting Objective |
|---|---|---|---|---|---|---|---|---|
| **Category I:** | | | | | | | | |
| PDT | Pendleton | Eastern Oregon Regional Airport at Pendleton | MALSR, ODALS | Yes | HIRL | Yes | MITL | Yes |
| EUG | Eugene | Eugene Airport -Mahlon Sweet Field | MALSR, ODALS, ALSF, TDZL | Yes | HIRL | Yes | MITL | Yes |
| LMT | Klamath Falls | Crater Lake-Klamath Regional Airport | MALSR, ALSF | Yes | HIRL | Yes | MITL | Yes |
| PDX | Portland | Portland International Airport | MALSR, ALSF, TDZL | Yes | HIRL | Yes | MITL | Yes |
| RDM | Redmond | Redmond Municipal Airport -Roberts Field | MALSR | Yes | HIRL | Yes | MITL | Yes |
| MFR | Medford | Rogue Valley International -Medford Airport | MALSR, TDZL | Yes | HIRL | Yes | MITL | Yes |
| OTH | North Bend | Southwest Oregon Regional Airport | MALSR | Yes | HIRL | Yes | MITL | Yes |
| **Category II:** | | | | | | | | |
| AST | Astoria | Port of Astoria Regional Airport | MALSR, ALSF | N/A | MIRL | Yes | MITL | Yes |
| UAO | Aurora | Aurora State Airport | ODALS | N/A | MIRL | Yes | MITL | Yes |
| BDN | Bend | Bend Municipal Airport | None | N/A | MIRL | Yes | Reflectors | No |
| CVO | Corvallis | Corvallis Municipal Airport | MALSR | N/A | MIRL | Yes | MITL | Yes |
| MMV | McMinnville | McMinnville Municipal Airport | MALSR | N/A | HIRL | Yes | Reflectors | No |
| ONP | Newport | Newport Municipal Airport | MALSR | N/A | HIRL | Yes | Reflectors | No |
| HIO | Portland | Portland -Hillsboro Airport | MALSR, ALSF | N/A | HIRL | Yes | MITL | Yes |
| TTD | Portland | Portland -Troutdale Airport | None | N/A | MIRL | Yes | MITL | Yes |
| 61J | Portland | Portland Downtown Heliport | None | N/A | N/A | N/A | N/A | N/A |
| SLE | Salem | Salem McNary Field | MALSR, ODALS | N/A | HIRL | Yes | LITL | No |
| SPB | Scappoose | Scappoose Industrial Airpark | None | N/A | MIRL | Yes | MITL | Yes |
| **Category III:** | | | | | | | | |

| FAA ID | City | Airport | Instrument Approach Aids | Meets Instrument Approach Aids Objective | Runway Lighting | Meets Runway Lighting Objective | Taxiway Lighting | Meets Taxiway Lighting Objective |
|---|---|---|---|---|---|---|---|---|
| S03 | Ashland | Ashland Municipal Airport - Sumner Parker Field | None | N/A | MIRL | Yes | Reflectors | No |
| BKE | Baker City | Baker City Municipal Airport | None | N/A | MIRL | Yes | MITL | Yes |
| S05 | Bandon | Bandon State Airport | None | N/A | MIRL | Yes | Reflectors | No |
| BNO | Burns | Burns Municipal Airport | None | N/A | MIRL | Yes | None | No |
| DLS | The Dalles | Columbia Gorge Regional - The Dalles | TDZL | N/A | MIRL | Yes | None | No |
| GCD | John Day | Grant County Regional Airport | None | N/A | MIRL | Yes | Reflectors | No |
| 3S8 | Grants Pass | Grants Pass Airport | None | N/A | MIRL | Yes | None | No |
| HRI | Hermiston | Hermiston Municipal Airport | None | N/A | MIRL | Yes | Reflectors | No |
| LGD | La Grande | La Grande / Union County Airport | None | N/A | MIRL | Yes | Reflectors | No |
| LKV | Lakeview | Lake County Airport | None | N/A | MIRL | Yes | Reflectors | No |
| ONO | Ontario | Ontario Municipal Airport | None | N/A | MIRL | Yes | Reflectors | No |
| RBG | Roseburg | Roseburg Regional Airport | None | N/A | MIRL | Yes | MITL | Yes |
| TMK | Tillamook | Tillamook Airport | None | N/A | MIRL | Yes | Reflectors | No |
| **Category IV:** | | | | | | | | |
| S12 | Albany | Albany Municipal Airport | None | N/A | MIRL | Yes | Reflectors | Yes |
| M50 | Boardman | Boardman Airport | None | N/A | MIRL | Yes | Reflectors | Yes |
| BOK | Brookings | Brookings Airport | None | N/A | MIRL | Yes | Reflectors | Yes |
| 17S | Newberg | Chehalem Airpark | None | N/A | Non-standard | Yes | None | No |
| 62S | Christmas Valley | Christmas Valley Airport | None | N/A | MIRL | Yes | MITL | Yes |
| 3S9 | Condon | Condon State Airport - Pauling Field | None | N/A | MIRL | Yes | Reflectors | Yes |
| 61S | Cottage Grove | Cottage Grove State Airport -Jim Wright Field | None | N/A | MIRL | Yes | Reflectors | Yes |
| 77S | Creswell | Creswell Hobby Field Airport | None | N/A | MIRL | Yes | None | No |
| 6S2 | Florence | Florence Municipal Airport | None | N/A | MIRL | Yes | None | No |

| FAA ID | City | Airport | Instrument Approach Aids | Meets Instrument Approach Aids Objective | Runway Lighting | Meets Runway Lighting Objective | Taxiway Lighting | Meets Taxiway Lighting Objective |
|---|---|---|---|---|---|---|---|---|
| 4S1 | Gold Beach | Gold Beach Municipal Airport | None | N/A | MIRL | Yes | None | No |
| 3S4 | Cave Junction | Illinois Valley Airport | None | N/A | LIRL | Yes | None | No |
| 7S5 | Independence | Independence State Airport | None | N/A | MIRL | Yes | None | No |
| JSY | Joseph | Joseph State Airport | None | N/A | MIRL | Yes | Reflectors | Yes |
| 4S2 | Hood River | Ken Jernstedt Airfield | None | N/A | MIRL | Yes | Reflectors | Yes |
| S30 | Lebanon | Lebanon State Airport | None | N/A | MIRL | Yes | Reflectors | Yes |
| 7S9 | Hubbard | Lenhardt Airpark | None | N/A | LIRL | Yes | None | No |
| 9S9 | Lexington | Lexington Airport | None | N/A | MIRL | Yes | Reflectors | Yes |
| S33 | Madras | Madras Municipal Airport | None | N/A | MIRL | Yes | MITL | Yes |
| 4S9 | Mulino | Mulino State Airport | None | N/A | MIRL | Yes | LITL | Yes |
| 16S | Myrtle Creek | Myrtle Creek Municipal Airport | None | N/A | MIRL | Yes | None | No |
| S39 | Prineville | Prineville Airport | None | N/A | MIRL | Yes | Reflectors | Yes |
| 56S | Seaside | Seaside Municipal Airport | None | N/A | LIRL | Yes | None | No |
| S45 | Gleneden Beach | Siletz Bay State Airport | None | N/A | MIRL | Yes | Reflectors | Yes |
| 6K5 | Sisters | Sisters Eagle Air Airport | None | N/A | MIRL | Yes | None | No |
| 2S6 | Newberg | Sportsman Airpark | None | N/A | LIRL | Yes | None | No |
| S21 | Sunriver | Sunriver Airport | None | N/A | LIRL | Yes | None | No |
| 35S | Wasco | Wasco State Airport | None | N/A | MIRL | Yes | None | No |
| **Category V:** | | | | | | | | |
| R03 | Alkali Lake | Alkali Lake State | None | N/A | None | N/A | None | N/A |
| 1S8 | Arlington | Arlington Municipal | None | N/A | None | N/A | None | N/A |
| 2S2 | Beaver Marsh | Beaver Marsh | None | N/A | None | N/A | None | N/A |
| 5S6 | Sixes | Cape Blanco State Airport | None | N/A | None | N/A | None | N/A |

| FAA ID | City | Airport | Instrument Approach Aids | Meets Instrument Approach Aids Objective | Runway Lighting | Meets Runway Lighting Objective | Taxiway Lighting | Meets Taxiway Lighting Objective |
|---|---|---|---|---|---|---|---|---|
| CZK | Cascade Locks | Cascade Locks State Airport | None | N/A | None | N/A | None | N/A |
| 2S7 | Chiloquin | Chiloquin State Airport | None | N/A | MIRL | N/A | Reflectors | N/A |
| S48 | Sandy | Country Squire Airpark | None | N/A | None | N/A | None | N/A |
| 5S2 | Crescent Lake | Crescent Lake State Airport | None | N/A | None | N/A | None | N/A |
| 6S4 | Gates | Davis Field | None | N/A | None | N/A | None | N/A |
| 8S4 | Enterprise | Enterprise Municipal | None | N/A | LIRL | N/A | None | N/A |
| 5S1 | Roseburg | George Felt | None | N/A | None | N/A | None | N/A |
| 5S5 | Culver | Lake Billy Chinook | None | N/A | Reflectors | N/A | None | N/A |
| 1O0 | Florence | Lake Woahink SPB | None | N/A | N/A | N/A | None | N/A |
| 9S3 | Lakeside | Lakeside Municipal Airport | None | N/A | None | N/A | None | N/A |
| 4S7 | Malin | Malin | None | N/A | None | N/A | None | N/A |
| 26U | McDermitt | McDermitt State Airport | None | N/A | LIRL | N/A | None | N/A |
| 00S | McKenzie Bridge | McKenzie Bridge State | None | N/A | None | N/A | None | N/A |
| 25U | Imnaha | Memaloose USFS | None | N/A | None | N/A | None | N/A |
| S49 | Vale | Miller Memorial Airpark | None | N/A | LIRL | N/A | None | N/A |
| 12S | Monument | Monument Municipal | None | N/A | None | N/A | None | N/A |
| 3S7 | Manzanita | Nehalem Bay State Airport | None | N/A | None | N/A | None | N/A |
| 5S0 | Oakridge | Oakridge State | None | N/A | None | N/A | None | N/A |
| 28U | Owyhee Reservoir | Owyhee Reservoir State | None | N/A | None | N/A | None | N/A |
| PFC | Pacific City | Pacific City State Airport | None | N/A | None | N/A | None | N/A |
| 22S | Paisley | Paisley | None | N/A | LIRL | N/A | None | N/A |
| 24S | Pinehurst | Pinehurst State Airport | None | N/A | None | N/A | None | N/A |
| 6S6 | Powers | Powers Hayes Field | None | N/A | None | N/A | None | N/A |

| FAA ID | City | Airport | Instrument Approach Aids | Meets Instrument Approach Aids Objective | Runway Lighting | Meets Runway Lighting Objective | Taxiway Lighting | Meets Taxiway Lighting Objective |
|---|---|---|---|---|---|---|---|---|
| 64S | Prospect | Prospect State Airport | None | N/A | LIRL | N/A | None | N/A |
| REO | Rome | Rome State | None | N/A | None | N/A | None | N/A |
| 03S | Sandy | Sandy River | None | N/A | None | N/A | None | N/A |
| 8S3 | Santiam Junction | Santiam Junction State | None | N/A | None | N/A | None | N/A |
| 45S | Silver Lake | Silver Lake USFS | None | N/A | None | N/A | None | N/A |
| 4S4 | Cornelius | Skyport | None | N/A | None | N/A | None | N/A |
| 7S3 | Hillsboro | Stark's Twin Oaks | None | N/A | LIRL | N/A | None | N/A |
| 3S6 | Clearwater | Toketee State | None | N/A | None | N/A | None | N/A |
| 5S4 | Toledo | Toledo State Airport | None | N/A | None | N/A | None | N/A |
| 5S9 | Estacada | Valley View | None | N/A | Non-standard | N/A | None | N/A |
| 05S | Vernonia | Vernonia Municipal | None | N/A | None | N/A | None | N/A |
| R33 | Waldport | Wakonda Beach State | None | N/A | None | N/A | None | N/A |

Source: Airport Management Survey, Century West, Jviation and Marr Arnold Planning Analysis 2017, N/A = not an objective

TABLE 5-39: FACILITIES 5

| FAA ID | City | Airport | Rotating Beacon | Meets Rotating Beacon Objective | Wind Indicator | Meets Wind Indicator Objective | Type of Weather Reporting | Meets Weather Reporting Objective |
|---|---|---|---|---|---|---|---|---|
| **Category I:** | | | | | | | | |
| PDT | Pendleton | Eastern Oregon Regional Airport at Pendleton | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | ASOS | Yes |
| EUG | Eugene | Eugene Airport -Mahlon Sweet Field | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | ASOS | Yes |
| LMT | Klamath Falls | Crater Lake-Klamath Regional Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | ASOS | Yes |
| PDX | Portland | Portland International Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | ASOS | Yes |

| FAA ID | City | Airport | Rotating Beacon | Meets Rotating Beacon Objective | Wind Indicator | Meets Wind Indicator Objective | Type of Weather Reporting | Meets Weather Reporting Objective |
|---|---|---|---|---|---|---|---|---|
| RDM | Redmond | Redmond Municipal Airport -Roberts Field | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | ASOS | Yes |
| MFR | Medford | Rogue Valley International -Medford Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | ASOS | Yes |
| OTH | North Bend | Southwest Oregon Regional Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | AWOS | Yes |
| **Category II:** | | | | | | | | |
| AST | Astoria | Port of Astoria Regional Airport | Yes | Yes | Lighted Wind Cone | Yes | ASOS | Yes |
| UAO | Aurora | Aurora State Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | ASOS | Yes |
| BDN | Bend | Bend Municipal Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | AWOS | Yes |
| CVO | Corvallis | Corvallis Municipal Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | AWOS | Yes |
| MMV | McMinnville | McMinnville Municipal Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | ASOS | Yes |
| ONP | Newport | Newport Municipal Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | AWOS | Yes |
| HIO | Portland | Portland -Hillsboro Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | ASOS | Yes |
| TTD | Portland | Portland -Troutdale Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | ASOS | Yes |
| 61J | Portland | Portland Downtown Heliport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | None | N/A |
| SLE | Salem | Salem McNary Field | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | AWOS/ASOS | Yes |
| SPB | Scappoose | Scappoose Industrial Airpark | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | ASOS | Yes |
| **Category III:** | | | | | | | | |
| S03 | Ashland | Ashland Municipal Airport - Sumner Parker Field | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | AWOS | Yes |
| BKE | Baker City | Baker City Municipal Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | ASOS | Yes |
| S05 | Bandon | Bandon State Airport | Yes | Yes | Lighted Wind Cone | Yes | None | No |
| BNO | Burns | Burns Municipal Airport | Yes | Yes | Lighted Wind Cone | Yes | ASOS | Yes |
| DLS | The Dalles | Columbia Gorge Regional - The Dalles | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | AWOS/ASOS | Yes |
| GCD | John Day | Grant County Regional Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | AWOS | Yes |

| FAA ID | City | Airport | Rotating Beacon | Meets Rotating Beacon Objective | Wind Indicator | Meets Wind Indicator Objective | Type of Weather Reporting | Meets Weather Reporting Objective |
|---|---|---|---|---|---|---|---|---|
| 3S8 | Grants Pass | Grants Pass Airport | Yes | Yes | Lighted Wind Cone | Yes | AWOS | Yes |
| HRI | Hermiston | Hermiston Municipal Airport | Yes | Yes | Lighted Wind Cone | Yes | ASOS | Yes |
| LGD | La Grande | La Grande / Union County Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | AWOS | Yes |
| LKV | Lakeview | Lake County Airport | Yes | Yes | Lighted Wind Cone | Yes | AWOS | Yes |
| ONO | Ontario | Ontario Municipal Airport | Yes | Yes | Lighted Wind Cone | Yes | ASOS | Yes |
| RBG | Roseburg | Roseburg Regional Airport | Yes | Yes | Lighted Wind Cone | Yes | ASOS | Yes |
| TMK | Tillamook | Tillamook Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | AWOS | Yes |
| **Category IV:** | | | | | | | | |
| S12 | Albany | Albany Municipal Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | None | N/A |
| M50 | Boardman | Boardman Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | None | N/A |
| BOK | Brookings | Brookings Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | ASOS | N/A |
| 17S | Newberg | Chehalem Airpark | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | None | N/A |
| 62S | Christmas Valley | Christmas Valley Airport | Yes | Yes | Wind Cone | No | None | N/A |
| 3S9 | Condon | Condon State Airport - Pauling Field | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | None | N/A |
| 61S | Cottage Grove | Cottage Grove State Airport -Jim Wright Field | Yes | Yes | Lighted Wind Cone | Yes | None | N/A |
| 77S | Creswell | Creswell Hobby Field Airport | Yes | Yes | Lighted Wind Cone | Yes | None | N/A |
| 6S2 | Florence | Florence Municipal Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | AWOS | N/A |
| 4S1 | Gold Beach | Gold Beach Municipal Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | AWOS | N/A |
| 3S4 | Cave Junction | Illinois Valley Airport | Yes | Yes | Lighted Wind Cone | Yes | None | N/A |
| 7S5 | Independence | Independence State Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | None | N/A |
| JSY | Joseph | Joseph State Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | AWOS | N/A |
| 4S2 | Hood River | Ken Jernstedt Airfield | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | AWOS | N/A |
| S30 | Lebanon | Lebanon State Airport | Yes | Yes | Lighted Wind Cone | Yes | None | N/A |

| FAA ID | City | Airport | Rotating Beacon | Meets Rotating Beacon Objective | Wind Indicator | Meets Wind Indicator Objective | Type of Weather Reporting | Meets Weather Reporting Objective |
|---|---|---|---|---|---|---|---|---|
| 7S9 | Hubbard | Lenhardt Airpark | No | No | Wind Cone, Lighted Wind Cone | Yes | None | N/A |
| 9S9 | Lexington | Lexington Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | AWOS | N/A |
| S33 | Madras | Madras Municipal Airport | Yes | Yes | Lighted Wind Cone | Yes | AWOS | N/A |
| 4S9 | Mulino | Mulino State Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | None | N/A |
| 16S | Myrtle Creek | Myrtle Creek Municipal Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | None | N/A |
| S39 | Prineville | Prineville Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | AWOS/ASOS | N/A |
| 56S | Seaside | Seaside Municipal Airport | Yes | Yes | Lighted Wind Cone | Yes | None | N/A |
| S45 | Gleneden Beach | Siletz Bay State Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | None | N/A |
| 6K5 | Sisters | Sisters Eagle Air Airport | Yes | Yes | Wind Cone | No | AWOS | N/A |
| 2S6 | Newberg | Sportsman Airpark | No | No | Wind Cone | No | None | N/A |
| S21 | Sunriver | Sunriver Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | None | N/A |
| 35S | Wasco | Wasco State Airport | Yes | Yes | Wind Cone, Lighted Wind Cone | Yes | None | N/A |
| **Category V:** | | | | | | | | |
| R03 | Alkali Lake | Alkali Lake State | No | N/A | Wind Cone | N/A | None | N/A |
| 1S8 | Arlington | Arlington Municipal | No | N/A | Wind Cone | N/A | None | N/A |
| 2S2 | Beaver Marsh | Beaver Marsh | No | N/A | None | N/A | None | N/A |
| 5S6 | Sixes | Cape Blanco State Airport | No | N/A | Wind Cone | N/A | None | N/A |
| CZK | Cascade Locks | Cascade Locks State Airport | No | N/A | Wind Cone | N/A | None | N/A |
| 2S7 | Chiloquin | Chiloquin State Airport | Yes | N/A | Wind Cone | N/A | None | N/A |
| S48 | Sandy | Country Squire Airpark | No | N/A | Wind Cone | N/A | None | N/A |
| 5S2 | Crescent Lake | Crescent Lake State Airport | No | N/A | Wind Cone | N/A | None | N/A |
| 6S4 | Gates | Davis Field | No | N/A | Wind Cone | N/A | None | N/A |
| 8S4 | Enterprise | Enterprise Municipal | Yes | N/A | Lighted Wind Cone | N/A | None | N/A |
| 5S1 | Roseburg | George Felt | No | N/A | Wind Cone | N/A | None | N/A |

| FAA ID | City | Airport | Rotating Beacon | Meets Rotating Beacon Objective | Wind Indicator | Meets Wind Indicator Objective | Type of Weather Reporting | Meets Weather Reporting Objective |
|---|---|---|---|---|---|---|---|---|
| 5S5 | Culver | Lake Billy Chinook | No | N/A | Wind Cone | N/A | None | N/A |
| 1O0 | Florence | Lake Woahink SPB | No | N/A | None | N/A | None | N/A |
| 9S3 | Lakeside | Lakeside Municipal Airport | No | N/A | Wind Cone | N/A | None | N/A |
| 4S7 | Malin | Malin | No | N/A | Wind Cone | N/A | None | N/A |
| 26U | McDermitt | McDermitt State Airport | Yes | N/A | Lighted Wind Cone | N/A | None | N/A |
| 00S | McKenzie Bridge | McKenzie Bridge State | No | N/A | Wind Cone | N/A | None | N/A |
| 25U | Imnaha | Memaloose USFS | No | N/A | Wind Cone | N/A | None | N/A |
| S49 | Vale | Miller Memorial Airpark | Yes | N/A | Wind Cone | N/A | None | N/A |
| 12S | Monument | Monument Municipal | No | N/A | Wind Cone | N/A | None | N/A |
| 3S7 | Manzanita | Nehalem Bay State Airport | No | N/A | Wind Cone | N/A | None | N/A |
| 5S0 | Oakridge | Oakridge State | No | N/A | Wind Cone | N/A | None | N/A |
| 28U | Owyhee Reservoir | Owyhee Reservoir State | No | N/A | Wind Cone | N/A | None | N/A |
| PFC | Pacific City | Pacific City State Airport | No | N/A | Wind Cone | N/A | None | N/A |
| 22S | Paisley | Paisley | Yes | N/A | Wind Cone | N/A | None | N/A |
| 24S | Pinehurst | Pinehurst State Airport | No | N/A | Wind Cone | N/A | None | N/A |
| 6S6 | Powers | Powers Hayes Field | No | N/A | Wind Cone | N/A | None | N/A |
| 64S | Prospect | Prospect State Airport | Yes | N/A | Wind Cone | N/A | None | N/A |
| REO | Rome | Rome State | No | N/A | Wind Cone | N/A | None | N/A |
| 03S | Sandy | Sandy River | No | N/A | Wind Cone | N/A | None | N/A |
| 8S3 | Santiam Junction | Santiam Junction State | No | N/A | Wind Cone | N/A | None | N/A |
| 45S | Silver Lake | Silver Lake USFS | No | N/A | None | N/A | None | N/A |
| 4S4 | Cornelius | Skyport | No | N/A | Wind Cone | N/A | None | N/A |
| 7S3 | Hillsboro | Stark's Twin Oaks | No | N/A | Wind Cone | N/A | None | N/A |
| 3S6 | Clearwater | Toketee State | No | N/A | Wind Cone | N/A | None | N/A |

| FAA ID | City | Airport | Rotating Beacon | Meets Rotating Beacon Objective | Wind Indicator | Meets Wind Indicator Objective | Type of Weather Reporting | Meets Weather Reporting Objective |
|---|---|---|---|---|---|---|---|---|
| 5S4 | Toledo | Toledo State Airport | No | N/A | Wind Cone | N/A | None | N/A |
| 5S9 | Estacada | Valley View | No | N/A | Wind Cone | N/A | None | N/A |
| 05S | Vernonia | Vernonia Municipal | No | N/A | Wind Cone | N/A | None | N/A |
| R33 | Waldport | Wakonda Beach State | No | N/A | Wind Cone | N/A | None | N/A |

Source: Airport Management Survey, Century West, Jviation and Marr Arnold Planning Analysis 2017, N/A = not an objective

TABLE 5-40: FACILITIES 6

| FAA ID | City | Airport | Percentage of Based Aircraft in Hangars | Meets Hangar Storage Objective | Percentage of Daily Transient Apron Parking | Meets Apron Parking Objective | Terminal Building | Meeting Room | Meets Terminal Building Objective |
|---|---|---|---|---|---|---|---|---|---|
| **Category I:** | | | | | | | | | |
| PDT | Pendleton | Eastern Oregon Regional Airport at Pendleton | 50% | No | 100% | Yes | Yes | Yes | Yes |
| EUG | Eugene | Eugene Airport -Mahlon Sweet Field | 95% | Yes | 95% | Yes | Yes | Yes | Yes |
| LMT | Klamath Falls | Crater Lake-Klamath Regional Airport | 98% | Yes | 100% | Yes | Yes | Yes | Yes |
| PDX | Portland | Portland International Airport | 90% | Yes | 100% | Yes | Yes | Yes | Yes |
| RDM | Redmond | Redmond Municipal Airport -Roberts Field | 80% | Yes | 100% | Yes | Yes | Yes | Yes |
| MFR | Medford | Rogue Valley International -Medford Airport | 98% | Yes | 70% | No | Yes | Yes | Yes |
| OTH | North Bend | Southwest Oregon Regional Airport | 90% | Yes | 10% | No | Yes | Yes | Yes |
| **Category II:** | | | | | | | | | |
| AST | Astoria | Port of Astoria Regional Airport | 90% | Yes | 100% | Yes | Yes | Yes | Yes |
| UAO | Aurora | Aurora State Airport | 98% | Yes | 0% | No | Yes | Yes | Yes |
| BDN | Bend | Bend Municipal Airport | 88% | Yes | 100% | Yes | Yes | Yes | Yes |
| CVO | Corvallis | Corvallis Municipal Airport | 100% | Yes | 100% | Yes | Yes | Yes | Yes |

| FAA ID | City | Airport | Percentage of Based Aircraft in Hangars | Meets Hangar Storage Objective | Percentage of Daily Transient Apron Parking | Meets Apron Parking Objective | Terminal Building | Meeting Room | Meets Terminal Building Objective |
|---|---|---|---|---|---|---|---|---|---|
| MMV | McMinnville | McMinnville Municipal Airport | 95% | Yes | 30% | No | Yes | Yes | Yes |
| ONP | Newport | Newport Municipal Airport | 100% | Yes | 75% | Yes | Yes | Yes | Yes |
| HIO | Portland | Portland -Hillsboro Airport | 95% | Yes | 5% | No | Yes | Yes | Yes |
| TTD | Portland | Portland -Troutdale Airport | 80% | Yes | 100% | Yes | Yes | No | Yes |
| 61J | Portland | Portland Downtown Heliport | 0% | N/A | 0% | N/A | Yes | Yes | Yes |
| SLE | Salem | Salem McNary Field | 95% | Yes | 100% | Yes | Yes | Yes | Yes |
| SPB | Scappoose | Scappoose Industrial Airpark | 92% | Yes | 100% | Yes | No | No | No |
| **Category III:** | | | | | | | | | |
| S03 | Ashland | Ashland Municipal Airport - Sumner Parker Field | 67% | No | 100% | Yes | Yes | Yes | Yes |
| BKE | Baker City | Baker City Municipal Airport | 95% | Yes | 95% | Yes | Yes | No | Yes |
| S05 | Bandon | Bandon State Airport | 100% | Yes | 100% | Yes | No | Yes | Yes |
| BNO | Burns | Burns Municipal Airport | 80% | Yes | 100% | Yes | Yes | No | Yes |
| DLS | The Dalles | Columbia Gorge Regional - The Dalles | 99% | Yes | 100% | Yes | Yes | Yes | Yes |
| GCD | John Day | Grant County Regional Airport | 100% | Yes | 100% | Yes | Yes | Yes | Yes |
| 3S8 | Grants Pass | Grants Pass Airport | 100% | Yes | 100% | Yes | Yes | Yes | Yes |
| HRI | Hermiston | Hermiston Municipal Airport | 97% | Yes | 100% | Yes | Yes | Yes | Yes |
| LGD | La Grande | La Grande / Union County Airport | 100% | Yes | 100% | Yes | Yes | Yes | Yes |
| LKV | Lakeview | Lake County Airport | 100% | Yes | 100% | Yes | Yes | Yes | Yes |
| ONO | Ontario | Ontario Municipal Airport | 98% | Yes | 70% | Yes | Yes | Yes | Yes |
| RBG | Roseburg | Roseburg Regional Airport | 80% | Yes | 100% | Yes | No | No | No |
| TMK | Tillamook | Tillamook Airport | 100% | Yes | 10% | No | Yes | Yes | Yes |
| **Category IV:** | | | | | | | | | |
| S12 | Albany | Albany Municipal Airport | 95% | Yes | 100% | Yes | No | Yes | N/A |

| FAA ID | City | Airport | Percentage of Based Aircraft in Hangars | Meets Hangar Storage Objective | Percentage of Daily Transient Apron Parking | Meets Apron Parking Objective | Terminal Building | Meeting Room | Meets Terminal Building Objective |
|---|---|---|---|---|---|---|---|---|---|
| M50 | Boardman | Boardman Airport | 0% | Yes | 100% | Yes | No | No | N/A |
| BOK | Brookings | Brookings Airport | 95% | Yes | 100% | Yes | Yes | Yes | N/A |
| 17S | Newberg | Chehalem Airpark | 100% | Yes | 3% | No | Yes | Yes | N/A |
| 62S | Christmas Valley | Christmas Valley Airport | 0% | Yes | 100% | Yes | No | No | N/A |
| 3S9 | Condon | Condon State Airport - Pauling Field | 100% | Yes | 100% | Yes | No | No | N/A |
| 61S | Cottage Grove | Cottage Grove State Airport -Jim Wright Field | 98% | Yes | 100% | Yes | No | No | N/A |
| 77S | Creswell | Creswell Hobby Field Airport | 90% | Yes | 75% | Yes | No | No | N/A |
| 6S2 | Florence | Florence Municipal Airport | 100% | Yes | 100% | Yes | Yes | No | N/A |
| 4S1 | Gold Beach | Gold Beach Municipal Airport | 100% | Yes | 100% | Yes | Yes | Yes | N/A |
| 3S4 | Cave Junction | Illinois Valley Airport | 100% | Yes | 100% | Yes | No | Yes | N/A |
| 7S5 | Independence | Independence State Airport | 95% | Yes | 100% | Yes | No | Yes | N/A |
| JSY | Joseph | Joseph State Airport | 100% | Yes | 100% | Yes | No | Yes | N/A |
| 4S2 | Hood River | Ken Jernstedt Airfield | 75% | Yes | 0% | No | Yes | Yes | N/A |
| S30 | Lebanon | Lebanon State Airport | 95% | Yes | 100% | Yes | Yes | Yes | N/A |
| 7S9 | Hubbard | Lenhardt Airpark | 100% | Yes | 100% | Yes | No | No | N/A |
| 9S9 | Lexington | Lexington Airport | 100% | Yes | 100% | Yes | Yes | No | N/A |
| S33 | Madras | Madras Municipal Airport | 95% | Yes | 100% | Yes | Yes | Yes | N/A |
| 4S9 | Mulino | Mulino State Airport | 85% | Yes | 25% | No | No | Yes | N/A |
| 16S | Myrtle Creek | Myrtle Creek Municipal Airport | 100% | Yes | 100% | Yes | No | No | N/A |
| S39 | Prineville | Prineville Airport | 90% | Yes | 95% | Yes | Yes | Yes | N/A |
| 56S | Seaside | Seaside Municipal Airport | 100% | Yes | 100% | Yes | No | No | N/A |
| S45 | Gleneden Beach | Siletz Bay State Airport | 100% | Yes | 100% | Yes | No | No | N/A |
| 6K5 | Sisters | Sisters Eagle Air Airport | 100% | Yes | 100% | Yes | No | Yes | N/A |

| FAA ID | City | Airport | Percentage of Based Aircraft in Hangars | Meets Hangar Storage Objective | Percentage of Daily Transient Apron Parking | Meets Apron Parking Objective | Terminal Building | Meeting Room | Meets Terminal Building Objective |
|---|---|---|---|---|---|---|---|---|---|
| 2S6 | Newberg | Sportsman Airpark | 98% | Yes | 95% | Yes | No | Yes | N/A |
| S21 | Sunriver | Sunriver Airport | 95% | Yes | 100% | Yes | Yes | No | N/A |
| 35S | Wasco | Wasco State Airport | 100% | Yes | 100% | Yes | No | No | N/A |
| **Category V:** | | | | | | | | | |
| R03 | Alkali Lake | Alkali Lake State | 0% | N/A | 100% | N/A | No | No | N/A |
| 1S8 | Arlington | Arlington Municipal | N/A | N/A | N/A | N/A | No | N/A | N/A |
| 2S2 | Beaver Marsh | Beaver Marsh | N/A | N/A | N/A | N/A | No | N/A | N/A |
| 5S6 | Sixes | Cape Blanco State Airport | 100% | N/A | 100% | N/A | No | No | N/A |
| CZK | Cascade Locks | Cascade Locks State Airport | 0% | N/A | 100% | N/A | No | No | N/A |
| 2S7 | Chiloquin | Chiloquin State Airport | 100% | N/A | 100% | N/A | No | Yes | N/A |
| S48 | Sandy | Country Squire Airpark | N/A | N/A | N/A | N/A | No | N/A | N/A |
| 5S2 | Crescent Lake | Crescent Lake State Airport | 0% | N/A | 100% | N/A | No | No | N/A |
| 6S4 | Gates | Davis Field | N/A | N/A | N/A | N/A | No | N/A | N/A |
| 8S4 | Enterprise | Enterprise Municipal | N/A | N/A | N/A | N/A | Yes | N/A | N/A |
| 5S1 | Roseburg | George Felt | N/A | N/A | N/A | N/A | Yes | N/A | N/A |
| 5S5 | Culver | Lake Billy Chinook | N/A | N/A | N/A | N/A | No | N/A | N/A |
| 1O0 | Florence | Lake Woahink SPB | N/A | N/A | N/A | N/A | No | N/A | N/A |
| 9S3 | Lakeside | Lakeside Municipal Airport | N/A | N/A | N/A | N/A | No | N/A | N/A |
| 4S7 | Malin | Malin | N/A | N/A | N/A | N/A | No | N/A | N/A |
| 26U | McDermitt | McDermitt State Airport | 100% | N/A | 100% | N/A | No | No | N/A |
| 00S | McKenzie Bridge | McKenzie Bridge State | 0% | N/A | 100% | N/A | No | No | N/A |
| 25U | Imnaha | Memaloose USFS | N/A | N/A | N/A | N/A | No | N/A | N/A |
| S49 | Vale | Miller Memorial Airpark | N/A | N/A | N/A | N/A | No | N/A | N/A |

| FAA ID | City | Airport | Percentage of Based Aircraft in Hangars | Meets Hangar Storage Objective | Percentage of Daily Transient Apron Parking | Meets Apron Parking Objective | Terminal Building | Meeting Room | Meets Terminal Building Objective |
|---|---|---|---|---|---|---|---|---|---|
| 12S | Monument | Monument Municipal | N/A | N/A | N/A | N/A | No | N/A | N/A |
| 3S7 | Manzanita | Nehalem Bay State Airport | 0% | N/A | 100% | N/A | No | No | N/A |
| 5S0 | Oakridge | Oakridge State | 100% | N/A | 100% | N/A | No | No | N/A |
| 28U | Owyhee Reservoir | Owyhee Reservoir State | 0% | N/A | 100% | N/A | No | No | N/A |
| PFC | Pacific City | Pacific City State Airport | 0% | N/A | 80% | N/A | No | No | N/A |
| 22S | Paisley | Paisley | N/A | N/A | N/A | N/A | No | N/A | N/A |
| 24S | Pinehurst | Pinehurst State Airport | 0% | N/A | 100% | N/A | No | No | N/A |
| 6S6 | Powers | Powers Hayes Field | N/A | N/A | N/A | N/A | No | N/A | N/A |
| 64S | Prospect | Prospect State Airport | 0% | N/A | 100% | N/A | No | No | N/A |
| REO | Rome | Rome State | 0% | N/A | 100% | N/A | No | No | N/A |
| 03S | Sandy | Sandy River | N/A | N/A | N/A | N/A | No | N/A | N/A |
| 8S3 | Santiam Junction | Santiam Junction State | 0% | N/A | 100% | N/A | No | No | N/A |
| 45S | Silver Lake | Silver Lake USFS | N/A | N/A | N/A | N/A | No | N/A | N/A |
| 4S4 | Cornelius | Skyport | N/A | N/A | N/A | N/A | No | N/A | N/A |
| 7S3 | Hillsboro | Stark's Twin Oaks | N/A | N/A | N/A | N/A | Yes | N/A | N/A |
| 3S6 | Clearwater | Toketee State | 0% | N/A | 100% | N/A | No | No | N/A |
| 5S4 | Toledo | Toledo State Airport | 100% | N/A | 100% | N/A | No | No | N/A |
| 5S9 | Estacada | Valley View | N/A | N/A | N/A | N/A | No | N/A | N/A |
| 05S | Vernonia | Vernonia Municipal | N/A | N/A | N/A | N/A | No | N/A | N/A |
| R33 | Waldport | Wakonda Beach State | 100% | N/A | 100% | N/A | No | No | N/A |

Source: Airport Management Survey, Century West, Jviation and Marr Arnold Planning Analysis 2017, N/A = not an objective

TABLE 5-41: FACILITIES 7

| FAA ID | City | Airport | General Aviation Terminal Auto Parking Spaces | Tenant Auto Parking Available | Meets Auto Parking Objective | Meets Fencing Objective | Meets Cargo Objective | Deicing Facility Available | Meets Deicing Facility Objective |
|---|---|---|---|---|---|---|---|---|---|
| **Category I:** | | | | | | | | | |
| PDT | Pendleton | Eastern Oregon Regional Airport | 15 | Yes | Yes | No | No | None | No |
| EUG | Eugene | Eugene Airport -Mahlon Sweet Field | 45 | Yes | Yes | Yes | Yes | Yes | Yes |
| LMT | Klamath Falls | Crater Lake-Klamath Regional Airport | 600 | Yes | Yes | Yes | Yes | None | No |
| PDX | Portland | Portland International Airport | 260 | Yes | Yes | Yes | Yes | Yes | Yes |
| RDM | Redmond | Redmond Municipal Airport -Roberts Field | 26 | Yes | Yes | Yes | No | Yes | Yes |
| MFR | Medford | Rogue Valley International -Medford Airport | 220 | Yes | Yes | Yes | Yes | Yes | Yes |
| OTH | North Bend | Southwest Oregon Regional Airport | 70 | Yes | Yes | Yes | Yes | None | No |
| **Category II:** | | | | | | | | | |
| AST | Astoria | Port of Astoria Regional Airport | 20 | Yes | Yes | Yes | No | N/A | N/A |
| UAO | Aurora | Aurora State Airport | 99 | Yes | Yes | Yes | No | N/A | N/A |
| BDN | Bend | Bend Municipal Airport | 36 | Yes | Yes | No | No | N/A | N/A |
| CVO | Corvallis | Corvallis Municipal Airport | 50 | Yes | Yes | No | Yes | N/A | N/A |
| MMV | McMinnville | McMinnville Municipal Airport | 25 | No | No | No | No | N/A | N/A |
| ONP | Newport | Newport Municipal Airport | 20 | Yes | Yes | Yes | Yes | N/A | N/A |
| HIO | Portland | Portland -Hillsboro Airport | 200 | Yes | Yes | Yes | No | N/A | N/A |
| TTD | Portland | Portland -Troutdale Airport | 100 | Yes | Yes | Yes | No | N/A | N/A |
| 61J | Portland | Portland Downtown Heliport | 400 | Yes | Yes | N/A | No | N/A | N/A |
| SLE | Salem | Salem McNary Field | 50 | Yes | Yes | Yes | Yes | N/A | N/A |
| SPB | Scappoose | Scappoose Industrial Airpark | 0 | Yes | No | Yes | No | N/A | N/A |
| **Category III:** | | | | | | | | | |
| S03 | Ashland | Ashland Municipal Airport - Sumner Parker Field | 18 | No | Yes | No | Yes | N/A | N/A |

| FAA ID | City | Airport | General Aviation Terminal Auto Parking Spaces | Tenant Auto Parking Available | Meets Auto Parking Objective | Meets Fencing Objective | Meets Cargo Objective | Deicing Facility Available | Meets Deicing Facility Objective |
|---|---|---|---|---|---|---|---|---|---|
| BKE | Baker City | Baker City Municipal Airport | 10 | Yes | Yes | No | Yes | N/A | N/A |
| S05 | Bandon | Bandon State Airport | 9 | Yes | Yes | No | Yes | N/A | N/A |
| BNO | Burns | Burns Municipal Airport | 12 | Yes | Yes | Yes | Yes | N/A | N/A |
| DLS | The Dalles | Columbia Gorge Regional - The Dalles | 30 | Yes | Yes | No | Yes | N/A | N/A |
| GCD | John Day | Grant County Regional Airport | 50 | Yes | Yes | Yes | Yes | N/A | N/A |
| 3S8 | Grants Pass | Grants Pass Airport | 50 | Yes | Yes | Yes | Yes | N/A | N/A |
| HRI | Hermiston | Hermiston Municipal Airport | 20 | Yes | Yes | Yes | Yes | N/A | N/A |
| LGD | La Grande | La Grande / Union County Airport | 30 | Yes | Yes | No | Yes | N/A | N/A |
| LKV | Lakeview | Lake County Airport | 10 | No | Yes | No | Yes | N/A | N/A |
| ONO | Ontario | Ontario Municipal Airport | 25 | Yes | Yes | No | Yes | N/A | N/A |
| RBG | Roseburg | Roseburg Regional Airport | 60 | No | Yes | Yes | Yes | N/A | N/A |
| TMK | Tillamook | Tillamook Airport | 20 | Yes | Yes | Yes | Yes | N/A | N/A |
| **Category IV:** | | | | | | | | | |
| S12 | Albany | Albany Municipal Airport | 28 | Yes | Yes | N/A | N/A | N/A | N/A |
| M50 | Boardman | Boardman Airport | 0 | No | No | N/A | N/A | N/A | N/A |
| BOK | Brookings | Brookings Airport | 12 | Yes | Yes | N/A | N/A | N/A | N/A |
| 17S | Newberg | Chehalem Airpark | 20 | Yes | Yes | N/A | N/A | N/A | N/A |
| 62S | Christmas Valley | Christmas Valley Airport | 0 | No | No | N/A | N/A | N/A | N/A |
| 3S9 | Condon | Condon State Airport - Pauling Field | 0 | No | No | N/A | N/A | N/A | N/A |
| 61S | Cottage Grove | Cottage Grove State Airport -Jim Wright | 8 | No | Yes | N/A | N/A | N/A | N/A |
| 77S | Creswell | Creswell Hobby Field Airport | 10 | Yes | Yes | N/A | N/A | N/A | N/A |
| 6S2 | Florence | Florence Municipal Airport | 10 | Yes | Yes | N/A | N/A | N/A | N/A |
| 4S1 | Gold Beach | Gold Beach Municipal Airport | 10 | Yes | Yes | N/A | N/A | N/A | N/A |

| FAA ID | City | Airport | General Aviation Terminal Auto Parking Spaces | Tenant Auto Parking Available | Meets Auto Parking Objective | Meets Fencing Objective | Meets Cargo Objective | Deicing Facility Available | Meets Deicing Facility Objective |
|---|---|---|---|---|---|---|---|---|---|
| 3S4 | Cave Junction | Illinois Valley Airport | 12 | Yes | Yes | N/A | N/A | N/A | N/A |
| 7S5 | Independence | Independence State Airport | 16 | No | Yes | N/A | N/A | N/A | N/A |
| JSY | Joseph | Joseph State Airport | 5 | No | Yes | N/A | N/A | N/A | N/A |
| 4S2 | Hood River | Ken Jernstedt Airfield | 30 | Yes | Yes | N/A | N/A | N/A | N/A |
| S30 | Lebanon | Lebanon State Airport | 10 | No | Yes | N/A | N/A | N/A | N/A |
| 7S9 | Hubbard | Lenhardt Airpark | 10 | Yes | Yes | N/A | N/A | N/A | N/A |
| 9S9 | Lexington | Lexington Airport | 0 | No | No | N/A | N/A | N/A | N/A |
| S33 | Madras | Madras Municipal Airport | 30 | Yes | Yes | N/A | N/A | N/A | N/A |
| 4S9 | Mulino | Mulino State Airport | 6 | No | Yes | N/A | N/A | N/A | N/A |
| 16S | Myrtle Creek | Myrtle Creek Municipal Airport | 16 | Yes | Yes | N/A | N/A | N/A | N/A |
| S39 | Prineville | Prineville Airport | 40 | No | Yes | N/A | N/A | N/A | N/A |
| 56S | Seaside | Seaside Municipal Airport | 20 | Yes | Yes | N/A | N/A | N/A | N/A |
| S45 | Gleneden | Siletz Bay State Airport | 10 | Yes | Yes | N/A | N/A | N/A | N/A |
| 6K5 | Sisters | Sisters Eagle Air Airport | 20 | Yes | Yes | N/A | N/A | N/A | N/A |
| 2S6 | Newberg | Sportsman Airpark | 20 | Yes | Yes | N/A | N/A | N/A | N/A |
| S21 | Sunriver | Sunriver Airport | 75 | Yes | Yes | N/A | N/A | N/A | N/A |
| 35S | Wasco | Wasco State Airport | 0 | No | No | N/A | N/A | N/A | N/A |
| **Category V:** | | | | | | | | | |
| R03 | Alkali Lake | Alkali Lake State | 0 | No | N/A | N/A | N/A | N/A | N/A |
| 1S8 | Arlington | Arlington Municipal | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 2S2 | Beaver Marsh | Beaver Marsh | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 5S6 | Sixes | Cape Blanco State Airport | 0 | 0 | N/A | N/A | N/A | N/A | N/A |
| CZK | Cascade Locks | Cascade Locks State Airport | 0 | 0 | N/A | N/A | N/A | N/A | N/A |
| 2S7 | Chiloquin | Chiloquin State Airport | 0 | 0 | N/A | N/A | N/A | N/A | N/A |

| FAA ID | City | Airport | General Aviation Terminal Auto Parking Spaces | Tenant Auto Parking Available | Meets Auto Parking Objective | Meets Fencing Objective | Meets Cargo Objective | Deicing Facility Available | Meets Deicing Facility Objective |
|---|---|---|---|---|---|---|---|---|---|
| S48 | Sandy | Country Squire Airpark | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 5S2 | Crescent Lake | Crescent Lake State Airport | 0 | No | N/A | N/A | N/A | N/A | N/A |
| 6S4 | Gates | Davis Field | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 8S4 | Enterprise | Enterprise Municipal | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 5S1 | Roseburg | George Felt | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 5S5 | Culver | Lake Billy Chinook | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 1O0 | Florence | Lake Woahink SPB | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 9S3 | Lakeside | Lakeside Municipal Airport | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 4S7 | Malin | Malin | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 26U | McDermitt | McDermitt State Airport | 10 | No | N/A | N/A | N/A | N/A | N/A |
| 00S | McKenzie | McKenzie Bridge State | 0 | No | N/A | N/A | N/A | N/A | N/A |
| 25U | Imnaha | Memaloose USFS | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| S49 | Vale | Miller Memorial Airpark | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 12S | Monument | Monument Municipal | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 3S7 | Manzanita | Nehalem Bay State Airport | 0 | No | N/A | N/A | N/A | N/A | N/A |
| 5S0 | Oakridge | Oakridge State | 0 | No | N/A | N/A | N/A | N/A | N/A |
| 28U | Owyhee | Owyhee Reservoir State | 0 | No | N/A | N/A | N/A | N/A | N/A |
| PFC | Pacific City | Pacific City State Airport | 0 | 0 | N/A | N/A | N/A | N/A | N/A |
| 22S | Paisley | Paisley | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 24S | Pinehurst | Pinehurst State Airport | 0 | 0 | N/A | N/A | N/A | N/A | N/A |
| 6S6 | Powers | Powers Hayes Field | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 64S | Prospect | Prospect State Airport | 0 | 0 | N/A | N/A | N/A | N/A | N/A |
| REO | Rome | Rome State | 0 | 0 | N/A | N/A | N/A | N/A | N/A |
| 03S | Sandy | Sandy River | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

| FAA ID | City | Airport | General Aviation Terminal Auto Parking Spaces | Tenant Auto Parking Available | Meets Auto Parking Objective | Meets Fencing Objective | Meets Cargo Objective | Deicing Facility Available | Meets Deicing Facility Objective |
|---|---|---|---|---|---|---|---|---|---|
| 8S3 | Santiam Jct | Santiam Junction State | 0 | 0 | N/A | N/A | N/A | N/A | N/A |
| 45S | Silver Lake | Silver Lake USFS | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 4S4 | Cornelius | Skyport | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 7S3 | Hillsboro | Stark's Twin Oaks | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 3S6 | Clearwater | Toketee State | 0 | 0 | N/A | N/A | N/A | N/A | N/A |
| 5S4 | Toledo | Toledo State Airport | 0 | No | N/A | N/A | N/A | N/A | N/A |
| 5S9 | Estacada | Valley View | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 05S | Vernonia | Vernonia Municipal | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| R33 | Waldport | Wakonda Beach State | 0 | Yes | N/A | N/A | N/A | N/A | N/A |

Source: Airport Management Survey, Century West, Jviation and Marr Arnold Planning Analysis 2017, N/A = not an objective

TABLE 5-42: FACILITIES 8

| FAA ID | City | Airport | 100 LL Fuel Available | Jet A Fuel Available | Meets Fuel Objective | Full Service FBO Available | Snow Removal Available | Meets Snow Removal Objective |
|---|---|---|---|---|---|---|---|---|
| **Category I:** | | | | | | | | |
| PDT | Pendleton | Eastern Oregon Regional Airport at Pendleton | 100 LL (24-hour self-service) | Jet A (24-hour self-service) | Yes | Yes | Yes | Yes |
| EUG | Eugene | Eugene Airport -Mahlon Sweet Field | 100 LL | Jet A | No | Yes | Yes | Yes |
| LMT | Klamath Falls | Crater Lake-Klamath Regional Airport | 100 LL | Jet A | No | Yes | Yes | Yes |
| PDX | Portland | Portland International Airport | 100 LL | Jet A | No | Yes | Yes | Yes |
| RDM | Redmond | Redmond Municipal Airport -Roberts Field | 100 LL (24-hour self-service) | Jet A | Yes | Yes | Yes | Yes |
| MFR | Medford | Rogue Valley International -Medford Airport | 100 LL (24-hour self-service) | Jet A | Yes | Yes | Yes | Yes |
| OTH | North Bend | Southwest Oregon Regional Airport | 100 LL | Jet A | No | Yes | No | NA |
| **Category II:** | | | | | | | | |

| FAA ID | City | Airport | 100 LL Fuel Available | Jet A Fuel Available | Meets Fuel Objective | Full Service FBO Available | Snow Removal Available | Meets Snow Removal Objective |
|---|---|---|---|---|---|---|---|---|
| AST | Astoria | Port of Astoria Regional Airport | 100 LL (24-hour self-service) | Jet A | Yes | Yes | No | NA |
| UAO | Aurora | Aurora State Airport | 100 LL (24-hour self-service) | Jet A | Yes | Yes | Yes | Yes |
| BDN | Bend | Bend Municipal Airport | 100 LL (24-hour self-service) | Jet A (24-hour self-service) | Yes | Yes | Yes | Yes |
| CVO | Corvallis | Corvallis Municipal Airport | 100 LL (24-hour self-service) | Jet A | Yes | Yes | Yes | Yes |
| MMV | McMinnville | McMinnville Municipal Airport | 100 LL (24-hour self-service) | Jet A | Yes | Yes | No | No |
| ONP | Newport | Newport Municipal Airport | 100 LL (24-hour self-service) | Jet A | Yes | Yes | No | NA |
| HIO | Portland | Portland -Hillsboro Airport | 100 LL | Jet A | No | Yes | Yes | Yes |
| TTD | Portland | Portland -Troutdale Airport | 100 LL | Jet A | No | Yes | No | No |
| 61J | Portland | Portland Downtown Heliport | None | None | No | No | No | No |
| SLE | Salem | Salem McNary Field | 100 LL (24-hour self-service) | Jet A | Yes | Yes | Yes | Yes |
| SPB | Scappoose | Scappoose Industrial Airpark | 100 LL | Jet A | No | Yes | Yes | Yes |
| **Category III:** | | | | | | | | |
| S03 | Ashland | Ashland Municipal Airport - Sumner Parker Field | 100 LL (24-hour self-service) | Jet A (24-hour self-service) | Yes | Yes | Yes | Yes |
| BKE | Baker City | Baker City Municipal Airport | 100 LL (24-hour self-service) | Jet A (24-hour self-service) | Yes | Yes | Yes | Yes |
| S05 | Bandon | Bandon State Airport | 100 LL (24-hour self-service) | None | No | Yes | No | NA |
| BNO | Burns | Burns Municipal Airport | 100 LL (24-hour self-service) | Jet A (24-hour self-service) | Yes | Yes | Yes | Yes |
| DLS | The Dalles | Columbia Gorge Regional - The Dalles | 100 LL (24-hour self-service) | Jet A (24-hour self-service) | Yes | Yes | Yes | Yes |
| GCD | John Day | Grant County Regional Airport | 100 LL (24-hour self-service) | Jet A (24-hour self-service) | Yes | Yes | Yes | Yes |
| 3S8 | Grants Pass | Grants Pass Airport | 100 LL (24-hour self-service) | Jet A | Yes | Yes | No | No |

| FAA ID | City | Airport | 100 LL Fuel Available | Jet A Fuel Available | Meets Fuel Objective | Full Service FBO Available | Snow Removal Available | Meets Snow Removal Objective |
|---|---|---|---|---|---|---|---|---|
| HRI | Hermiston | Hermiston Municipal Airport | 100 LL | Jet A | No | Yes | Yes | Yes |
| LGD | La Grande | La Grande / Union County Airport | 100 LL | Jet A | No | Yes | Yes | Yes |
| LKV | Lakeview | Lake County Airport | 100 LL (24-hour self-service) | Jet A (24-hour self-service) | Yes | Yes | Yes | Yes |
| ONO | Ontario | Ontario Municipal Airport | 100 LL (24-hour self-service) | Jet A (24-hour self-service) | Yes | Yes | Yes | Yes |
| RBG | Roseburg | Roseburg Regional Airport | 100 LL (24-hour self-service) | Jet A (24-hour self-service) | Yes | Yes | No | No |
| TMK | Tillamook | Tillamook Airport | 100 LL (24-hour self-service) | Jet A (24-hour self-service) | Yes | Yes | No | NA |
| **Category IV:** | | | | | | | | |
| S12 | Albany | Albany Municipal Airport | 100 LL (24-hour self-service) | None | Yes | Yes | No | No |
| M50 | Boardman | Boardman Airport | None | None | No | No | No | No |
| BOK | Brookings | Brookings Airport | 100 LL (24-hour self-service) | Jet A (24-hour self-service) | Yes | Yes | No | NA |
| 17S | Newberg | Chehalem Airpark | 100 LL | Jet A | Yes | Yes | No | No |
| 62S | Christmas Valley | Christmas Valley Airport | None | None | No | No | Yes | Yes |
| 3S9 | Condon | Condon State Airport - Pauling Field | None | None | No | No | No | No |
| 61S | Cottage Grove | Cottage Grove State Airport -Jim Wright Field | 100 LL (24-hour self-service) | None | Yes | No | No | No |
| 77S | Creswell | Creswell Hobby Field Airport | 100 LL (24-hour self-service) | Jet A (24-hour self-service) | Yes | Yes | No | No |
| 6S2 | Florence | Florence Municipal Airport | 100 LL (24-hour self-service) | Jet A (24-hour self-service) | Yes | No | Yes | Yes |
| 4S1 | Gold Beach | Gold Beach Municipal Airport | 100 LL (24-hour self-service) | Jet A (24-hour self-service) | Yes | Yes | No | NA |
| 3S4 | Cave Junction | Illinois Valley Airport | None | None | No | No | No | No |
| 7S5 | Independence | Independence State Airport | 100 LL (24-hour self-service) | None | Yes | Yes | No | No |
| JSY | Joseph | Joseph State Airport | 100 LL (24-hour self-service) | Jet A | Yes | No | Yes | Yes |

| FAA ID | City | Airport | 100 LL Fuel Available | Jet A Fuel Available | Meets Fuel Objective | Full Service FBO Available | Snow Removal Available | Meets Snow Removal Objective |
|---|---|---|---|---|---|---|---|---|
| 4S2 | Hood River | Ken Jernstedt Airfield | 100 LL (24-hour self-service) | None | Yes | Yes | Yes | Yes |
| S30 | Lebanon | Lebanon State Airport | 100 LL (24-hour self-service) | None | Yes | Yes | No | No |
| 7S9 | Hubbard | Lenhardt Airpark | 100 LL | None | Yes | No | No | No |
| 9S9 | Lexington | Lexington Airport | 100 LL (24-hour self-service) | None | Yes | No | Yes | Yes |
| S33 | Madras | Madras Municipal Airport | 100 LL (24-hour self-service) | Jet A (24-hour self-service) | Yes | Yes | Yes | Yes |
| 4S9 | Mulino | Mulino State Airport | 100 LL (24-hour self-service) | None | Yes | No | No | No |
| 16S | Myrtle Creek | Myrtle Creek Municipal Airport | 100 LL (24-hour self-service) | None | Yes | No | No | No |
| S39 | Prineville | Prineville Airport | 100 LL (24-hour self-service) | Jet A (24-hour self-service) | Yes | Yes | Yes | Yes |
| 56S | Seaside | Seaside Municipal Airport | None | None | No | No | No | NA |
| S45 | Gleneden Beach | Siletz Bay State Airport | None | None | No | No | No | NA |
| 6K5 | Sisters | Sisters Eagle Air Airport | 100 LL (24-hour self-service) | None | Yes | No | Yes | Yes |
| 2S6 | Newberg | Sportsman Airpark | 100 LL | Jet A | Yes | Yes | Yes | Yes |
| S21 | Sunriver | Sunriver Airport | 100 LL (24-hour self-service) | Jet A (24-hour self-service) | Yes | Yes | Yes | Yes |
| 35S | Wasco | Wasco State Airport | None | None | No | No | No | No |
| **Category V:** | | | | | | | | |
| R03 | Alkali Lake | Alkali Lake State | None | None | N/A | No | No | N/A |
| 1S8 | Arlington | Arlington Municipal | None | None | N/A | No | No | N/A |
| 2S2 | Beaver Marsh | Beaver Marsh | None | None | N/A | No | No | N/A |
| 5S6 | Sixes | Cape Blanco State Airport | None | None | N/A | No | No | N/A |
| CZK | Cascade Locks | Cascade Locks State Airport | None | None | N/A | No | No | N/A |
| 2S7 | Chiloquin | Chiloquin State Airport | None | None | N/A | No | No | N/A |

| FAA ID | City | Airport | 100 LL Fuel Available | Jet A Fuel Available | Meets Fuel Objective | Full Service FBO Available | Snow Removal Available | Meets Snow Removal Objective |
|---|---|---|---|---|---|---|---|---|
| S48 | Sandy | Country Squire Airpark | None | None | N/A | No | No | N/A |
| 5S2 | Crescent Lake | Crescent Lake State Airport | None | None | N/A | No | No | N/A |
| 6S4 | Gates | Davis Field | None | None | N/A | No | No | N/A |
| 8S4 | Enterprise | Enterprise Municipal | 100 LL | None | N/A | No | No | N/A |
| 5S1 | Roseburg | George Felt | None | None | N/A | No | No | N/A |
| 5S5 | Culver | Lake Billy Chinook | None | None | N/A | No | No | N/A |
| 1O0 | Florence | Lake Woahink SPB | None | None | N/A | No | No | N/A |
| 9S3 | Lakeside | Lakeside Municipal Airport | None | None | N/A | No | No | N/A |
| 4S7 | Malin | Malin | 100 LL (24-hour self-service) | None | N/A | No | Yes | N/A |
| 26U | McDermitt | McDermitt State Airport | None | None | N/A | No | No | N/A |
| 00S | McKenzie Bridge | McKenzie Bridge State | None | None | N/A | No | No | N/A |
| 25U | Imnaha | Memaloose USFS | None | None | N/A | No | No | N/A |
| S49 | Vale | Miller Memorial Airpark | None | None | N/A | No | No | N/A |
| 12S | Monument | Monument Municipal | None | None | N/A | No | No | N/A |
| 3S7 | Manzanita | Nehalem Bay State Airport | None | None | N/A | No | No | N/A |
| 5S0 | Oakridge | Oakridge State | None | None | N/A | No | No | N/A |
| 28U | Owyhee Reservoir | Owyhee Reservoir State | None | None | N/A | No | No | N/A |
| PFC | Pacific City | Pacific City State Airport | None | None | N/A | No | No | N/A |
| 22S | Paisley | Paisley | None | None | N/A | No | No | N/A |
| 24S | Pinehurst | Pinehurst State Airport | None | None | N/A | No | No | N/A |
| 6S6 | Powers | Powers Hayes Field | None | None | N/A | No | No | N/A |
| 64S | Prospect | Prospect State Airport | None | None | N/A | No | No | N/A |
| REO | Rome | Rome State | None | None | N/A | No | No | N/A |

| FAA ID | City | Airport | 100 LL Fuel Available | Jet A Fuel Available | Meets Fuel Objective | Full Service FBO Available | Snow Removal Available | Meets Snow Removal Objective |
|---|---|---|---|---|---|---|---|---|
| 03S | Sandy | Sandy River | None | None | N/A | No | No | N/A |
| 8S3 | Santiam Junction | Santiam Junction State | None | None | N/A | No | No | N/A |
| 45S | Silver Lake | Silver Lake USFS | None | None | N/A | No | No | N/A |
| 4S4 | Cornelius | Skyport | None | None | N/A | No | No | N/A |
| 7S3 | Hillsboro | Stark's Twin Oaks | 100 LL (24-hour self-service) | None | N/A | Yes | No | N/A |
| 3S6 | Clearwater | Toketee State | None | None | N/A | No | No | N/A |
| 5S4 | Toledo | Toledo State Airport | None | None | N/A | No | No | N/A |
| 5S9 | Estacada | Valley View | None | None | N/A | No | No | N/A |
| 05S | Vernonia | Vernonia Municipal | None | None | N/A | No | No | N/A |
| R33 | Waldport | Wakonda Beach State | None | None | N/A | No | No | N/A |

Source: Airport Management Survey, Century West, Jviation and Marr Arnold Planning Analysis 2017, N/A = not an objective

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