

OREGON AVIATION BOARD

May 17, 2018

AGENDA

ITEM NO.	TYPE	START	ITEM	LEAD(S)
1	Info	10:00	Call to order & introductions	Meeker
2	Action	10:05	Approve Consent Agenda	Meeker
3	Info	10:10	Public Comments (Limited to 2 minutes per speaker)	Meeker
4	Info	10:20	Guest Presenters	
5	Info	11:00	Director's Update	Swecker
6	Action	11:20	Vote – UAS Rulemaking	Peck
7	Info	11:30	Board Quick Reference Handbook Update	Washington
8		11:45	Break	
9	Info	11:55	Airports/Operations Division Update	Maass
10	Info	12:05	Planning Division Update	Peck
11	Action	12:15	Vote – PMP Region 3 NPIAS Airport Funding	Peck
12	Info	12:30	Oregon Aviation Plan Update	Peck/Caines
13	Info	12:45	Financial/Admin Division Update	Forest
14		1:00	Adjourn	
15		1:00	WAAM, Airport & TacAero/Hood Tech Tour (Map)	

APPROVE CONSENT AGENDA

- March 15, 2018 Board Meeting Audio Minutes

- Next Aviation Board Meeting
 - Thursday, July 19, 2018
 - Scappoose, Oregon
 - STEM/STEAM Education Focus

- Director's Calendar

PUBLIC COMMENTS

Limited to 2 minutes per person

GUEST SPEAKERS

- Representative Jeff Helfrich, House District 52
- Anne Medenbach, Port of Hood River
- Brian Prange & Kevin Cole, TacAero/Hood Tech
- Insitu

DIRECTOR'S UPDATE

Mitch Swecker

- Calendar
- UAS Test Ranges
- UAS Integrated Pilot Program
- Pacific City RFP Discussion

May 2018

May 2018							June 2018						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
6	7	1	2	3	4	5	3	4	5	6	7	1	2
13	14	8	9	10	11	12	10	11	12	13	14	15	16
20	21	15	16	17	18	19	17	18	19	20	21	22	23
27	28	22	23	24	25	26	24	25	26	27	28	29	30

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
Apr 29	30	May 1	2	3	4	5
6	7 9:30am Management Meeting (Director's office) - SWECKER Mitch	8	9	10	11	12
13	14 8:30am ODA All-Staff Meeting (ODA Conference Room) - 9:30am Management Meeting (Director's office) - SWECKER	15	16	17	18	19
20	21 9:30am Management Meeting (Director's office) - SWECKER Mitch	22 Legislative Days (Capitol) - SWECKER Mitch	23	24 PAAM Meeting (Aurora Airport) 8:30am PAAM Meeting (Aurora)	25	26
27	28 8:30am ODA All-Staff Meeting (ODA Conference Room) - 9:30am Management Meeting (Director's office) - SWECKER	29 10:00am Operation Planning Kick-Off Session with 3:00pm Jason Lewis-Berry meeting with Mitch Swecker	30	31 9:30am Oregon Transportation Forum (Clackamas) 1:30pm Foam Fire Suppression (Conference Room A)	Jun 1	2

June 2018

June 2018							July 2018						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
3	4	5	6	7	8	9	1	2	3	4	5	6	7
10	11	12	13	14	15	16	8	9	10	11	12	13	14
17	18	19	20	21	22	23	15	16	17	18	19	20	21
24	25	26	27	28	29	30	22	23	24	25	26	27	28
							29	30	31				

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
May 27	28	29	30	31	Jun 1	2
3	4 9:30am Management Meeting (Director's office) - SWECKER Mitch	5	6	7	8	9
10	11 8:30am ODA All-Staff Meeting (ODA Conference Room) - 9:30am Management Meeting (Director's office) - SWECKER	12	13	14	15	16
17	18 9:30am Management Meeting (Director's office) - SWECKER Mitch	19 Contract Tower Workshop (Washington D.C.)		20	21	22
24	25 8:30am ODA All-Staff Meeting (ODA Conference Room) - 9:30am Management Meeting (Director's office) - SWECKER	26	27	28 PAAM Meeting (Aurora Airport) 8:30am PAAM Meeting (Aurora)	29	30

July 2018

July 2018							August 2018						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7	5	6	7	1	2	3	4
8	9	10	11	12	13	14	12	13	14	15	16	17	18
15	16	17	18	19	20	21	19	20	21	22	23	24	25
22	23	24	25	26	27	28	26	27	28	29	30	31	
29	30	31											

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
Jul 1	2 9:30am Management Meeting (Director's office) - SWECKER Mitch	3	4	5	6	7
8	9 8:30am ODA All-Staff Meeting (ODA Conference Room) - 9:30am Management Meeting (Director's office) - SWECKER	10	11	12	13	14
15	16 9:30am Management Meeting (Director's office) - SWECKER Mitch	17	18	19 Aviation Board meeting (TBD)	20	21
22	23 8:30am ODA All-Staff Meeting (ODA Conference Room) - 9:30am Management Meeting (Director's office) - SWECKER	24	25	26 PAAM Meeting (Aurora Airport) 8:30am PAAM Meeting (Aurora)	27	28
29	30 9:30am Management Meeting (Director's office) - SWECKER Mitch	31	Aug 1	2	3	4

UAS IPP

- **FAA Goal:**
Accelerate safe integration of unmanned Aircraft Systems into National Airspace

- **State of Oregon Goal:**
 - Attract businesses and economic development in the state
 - Safely integrate UAS in Oregon

- **UAS IPP Partner Goals:**
Act in the best interest of their organization for profit or benefit

UAS OUTREACH

Stakeholder Work Group

- Agency involved in UAS outreach from 2012
- Cross functional team with industry, Legislative leadership, state and local agencies, ACLU, LEO
- Look at federal law and craft sensible state laws and rules
 - State preemption
 - Legal review
 - Consensus building a strength

UNMANNED TRAFFIC MANAGEMENT

- **Rural and Urban environment**
 - Beyond Visual Line of Sight (BVLOS)
 - Night Operations
 - Over Crowds
 - Detection and Tracking
 - Remote Identification
- **Oregon rich in test sites and airspace**
 - Whole state as a range
 - Three FAA sanctioned test sites
 - Portland as UTM
- **Oregon IPP team has strong pedigree**
 - Intel, Skyward, Drone Complier, Uavionix, Insitu, Oregon State University-Assure
 - FAA test sites
 - Cities, Independence, Pendleton,
 - Tribe, Warm Springs
 - Port, Tillamook
- **Shared Jurisdiction**
 - UAS Work group – state laws, public involvement, privacy, due process
 - Law enforcement, ACLU, Industry reps, legislators
 - State preemption, enforcement of statutes

UAS IPP

Targeted Operations

- Develop architecture using shared jurisdiction between federal and state entities.
 - Through UAS IPP, the Oregon Department of Aviation along with participating partners, will work to define state policies that support unmanned traffic management such as remote ID and tracking in order to allow waived operations such as:
 - BVLOS
 - Flights over people
 - Night operations
 - Waivered operations for unmanned aircraft over 55 pounds
 - Other waived operations

UAS IPP

Develop Policies

- Create model for statutory policies that allow accelerated integration of UAS safely into the National Airspace in Oregon in coordination with FAA, local communities and industry
 - ID requirements
 - Safety standards
 - Enforcement standards
 - Proficiency requirements and training
 - Privacy
 - Standards for shared jurisdiction of airspace
 - Facilitate development and testing of the integrated architecture

UAS IPP

Work Groups

- Education and Communication
- Policy and Legislation
- Air Operations
- Sustainable Funding and Econ Development
- Data Reporting
- Tech Standards



- Tillamook
- Warm Springs
- Pendleton



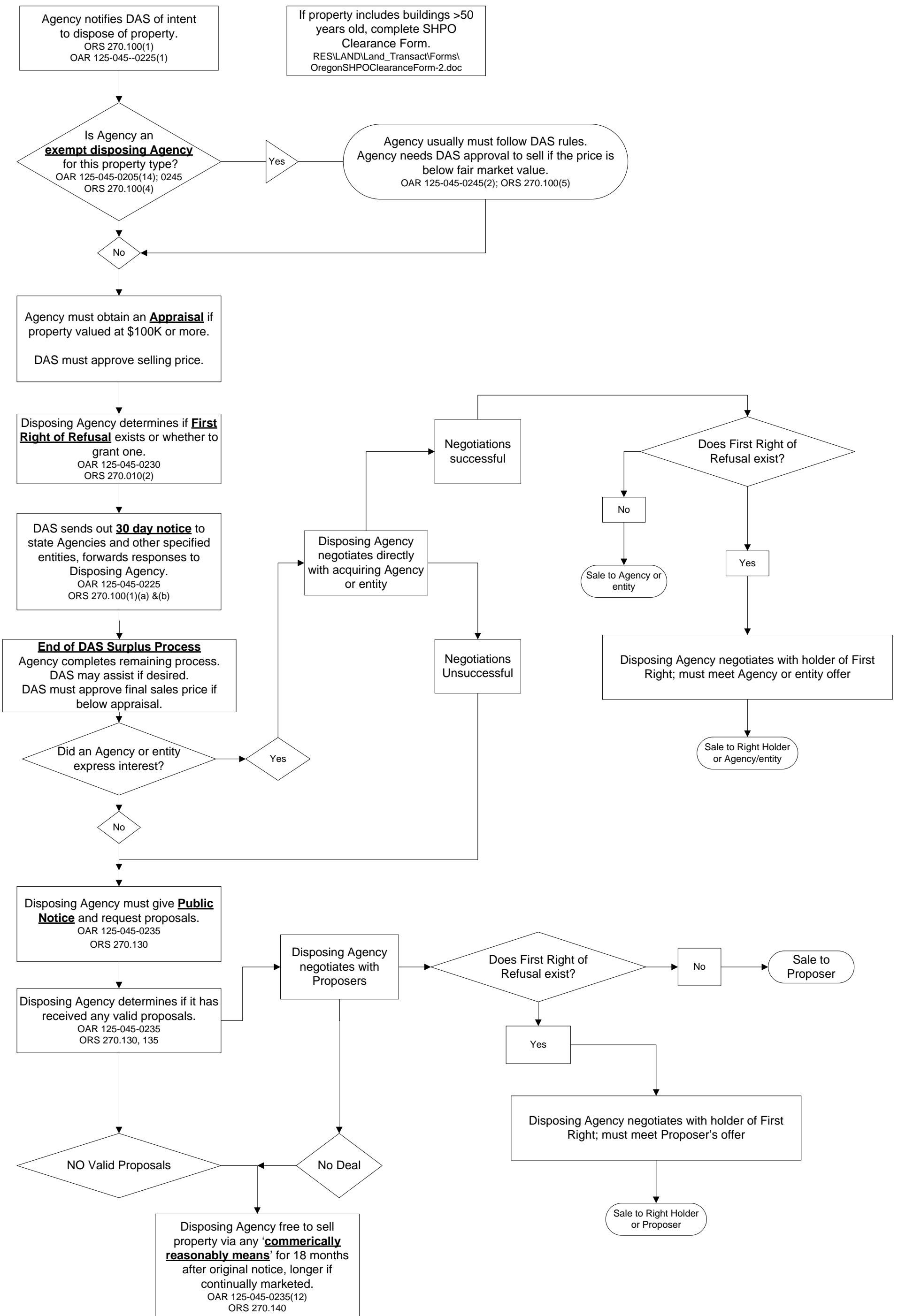
Oregon UAS Test Ranges

Funding

UAS Test Range	Grant	Expenditures	Retainage	Expenditures and Retainage	Project Budget	Budget Remaining After Retainage	Revenue	Project Budget Remaining (Shaded if <10%)	Total Revenue less Expenditures
TOTAL REVENUE							925,758.00		
UAS TEST RANGE ADMIN	UAS TEST RANGES GENERAL	-	-	-	92,576.00	92,576.00		92,576.00	
	Total UAS TEST RANGE ADMIN	-	-	-	92,576.00	92,576.00		92,576.00	
PENDLETON UAS TEST RANGE	PENDLETON UAS TEST RANGE	20,187.50	(1,062.50)	21,250.00	244,394.00	223,144.00	-	224,206.50	
	Total PENDLETON UAS TEST	20,187.50	(1,062.50)	21,250.00	244,394.00	223,144.00	-	224,206.50	
TILLAMOOK UAS TEST RANGE	TILLAMOOK UAS TEST RANGE	-	-	-	244,394.00	244,394.00	-	244,394.00	
	Total TILLAMOOK UAS TEST	-	-	-	244,394.00	244,394.00	-	244,394.00	-
WARM SPRINGS UAS TEST RANGE	WARM SPRINGS UAS TEST RANGE	12,075.80	(635.57)	12,711.37	244,394.00	231,682.63	-	232,318.20	
	Total WARM SPRINGS UAS TEST	12,075.80	(635.57)	12,711.37	244,394.00	231,682.63	-	232,318.20	
UAS TEST RANGES	UAS TEST RANGE MARKETING	7,668.40	-	7,668.40	100,000.00	92,331.60	-	92,331.60	
	Total UAS TEST RANGES	7,668.40	-	7,668.40	100,000.00	92,331.60	-	92,331.60	
Report Total		39,931.70	(1,698.07)	41,629.77	925,758.00	884,128.23	925,758.00	885,826.30	885,826.30

Property Sales

DAS Division 45 Rules Summary



Questions?



OAR 738-080-0045:

Public Agency Registration of Unmanned Aircraft System (UAS)

Heather Peck

- Requested changes
- Current language and proposed language
- Timeline

STATEMENT OF NEED AND JUSTIFICATION

Need for the Rule(s):

OAR 738-080-0045 is not in compliance with ORS 837.360(6), which requires “A public body that registers one or more unmanned aircraft systems under this section shall provide an annual report to the Oregon Department of Aviation...”

Justification of Temporary Filing:

Temporary filing will become effective immediately after receiving approval from the State Aviation Board and filing with the Secretary of State. The Department of Aviation will concurrently initiate the permanent rulemaking process. The permanent rules will eventually replace the temporary rules.

Documents Relied Upon, and where they are available:

None.

Bold and underlined - text to be added
[*Italicized text*] - text to be removed

Chapter 738

Division 80

AIRCRAFT REGISTRATION

738-080-0045

Public Agency Registration of Unmanned Aircraft System (UAS)

(1) All public departments, public agencies, and other public entities in the State of Oregon [*must*]**shall** register each UAS with the Federal Aviation Administration prior to registration with ODA. Registration with ODA [*must*]**shall** be completed prior to UAS flight. Fees to register each UAS weighing less than 55lbs shall be \$25. Fees to register each UAS weighing 55lbs or more shall be \$50. To register public UAS please visit <http://www.oregon.gov/aviation> or call (503) 378-4880.

(2) **All public departments, public agencies, and other public entities in the State of Oregon that register one or more UAS with ODA shall provide an annual report to ODA no later than January 31 for the preceding calendar year. The report shall be in the form of flight logs for (a) and (b) below and shall provide attachments to or links to (c) below:**

(a) **Summarizes the frequency of use of the unmanned aircraft systems by the public body during the preceding calendar year;**

(b) **Summarizes the purposes for which the unmanned aircraft systems have been used by the public body during the preceding calendar year; and**

(c) **Indicates how the public can access the policies and procedures established under ORS 837.362.**

[(2)]**(3)** Exemptions. The following entity types are exempt from the requirement to **pay a registration fee to** register each UAS with ODA, but [*must*]**shall** adhere to Federal Aviation Administration UAS guidelines prior to

UAS flight: publicly supported kindergarten through 12th grade school programs (K-12) and publicly-supported entities that support K-12 schools or after school K-12 programs. **Entities that are exempt shall comply with sections (1) and (2) above.**

Statutory/Other Authority: ORS 835.035, 835.112 & 837.360

Statutes/Other Implemented: ORS 835.035, 835.112 & 837.360

History:

AVIA 4-2017, f. & cert. ef. 7-12-17

AVIA 4-2015, f. & cert. ef. 12-15-15

DRAFT

Below is the statute behind this OAR:

837.360 Restrictions; civil penalties; registration; fees; rules. (1) A public body may not operate an unmanned aircraft system in the airspace over this state without registering the unmanned aircraft system with the Oregon Department of Aviation.

(2) The Oregon Department of Aviation may impose a civil penalty of up to \$10,000 against a public body that violates subsection (1) of this section.

(3) Evidence obtained by a public body through the use of an unmanned aircraft system in violation of subsection (1) of this section is not admissible in any judicial or administrative proceeding and may not be used to establish reasonable suspicion or probable cause to believe that an offense has been committed.

(4) The Oregon Department of Aviation shall establish a registry of unmanned aircraft systems operated by public bodies and may charge a fee sufficient to reimburse the department for the maintenance of the registry.

(5) The Oregon Department of Aviation shall require the following information for registration of an unmanned aircraft system:

(a) The name of the public body that owns or operates the unmanned aircraft system.

(b) The name and contact information of the individuals who operate the unmanned aircraft system.

(c) Identifying information for the unmanned aircraft system as required by the department by rule.

(6) A public body that registers one or more unmanned aircraft systems under this section shall provide an annual report to the Oregon Department of Aviation that:

(a) Summarizes the frequency of use of the unmanned aircraft systems by the public body during the preceding calendar year;

(b) Summarizes the purposes for which the unmanned aircraft systems have been used by the public body during the preceding calendar year; and

(c) Indicates how the public can access the policies and procedures established under ORS 837.362.

(7) The State Aviation Board may adopt all rules necessary for the registration of unmanned aircraft systems in Oregon that are consistent with federal laws and regulations. [2013 c.686 §8; 2015 c.315 §8; 2016 c.72 §8]

Note: See note under 837.300.

Bold and underlined - text to be added
[Italicized text] - text to be removed

Chapter 738

Division 80

AIRCRAFT REGISTRATION

738-080-0045

Public Agency Registration of Unmanned Aircraft System (UAS)

- (1) All public departments, public agencies, and other public entities in the State of Oregon *[must]* **shall** register each UAS with the Federal Aviation Administration prior to registration with ODA. Registration with ODA must be completed prior to UAS flight. Fees to register each UAS weighing less than 55lbs shall be \$25. Fees to register each UAS weighing 55lbs or more shall be \$50. To register public UAS please visit <http://www.oregon.gov/aviation> or call (503) 378-4880.

- (2) Exemptions. The following entity types are exempt from the requirement to **pay the registration fee described in subsection (1) of this rule** *[register each UAS with ODA, but must adhere to Federal Aviation Administration UAS guidelines prior to UAS flight]*: publicly supported kindergarten through 12th grade school programs (K-12) and publicly-supported entities that support K-12 schools or after school K-12 programs.

REQUESTED CHANGES

- OAR 738-080-0045 is not in compliance with ORS 837.360(1), which requires that “A public body may not operate an unmanned aircraft system in the airspace over this state without registering the unmanned aircraft system with the Oregon Department of Aviation.” The current rule exempts supported K-12 school programs and publicly-supported entities that support K-12 schools or after school K-12 programs from registration requirements.
- ODA will amend OAR 738-080-0045 to require all public entities, including publicly supported K-12 school programs and publicly-supported entities that support K-12 schools or after school K-12 programs, to register each UAS. However, ODA will maintain the exemption for those entities from the registration fee, consistent with ODA’s permissive authority to set registration fees in ORS 837.360(4).
- The agency intends to engage in permanent rulemaking to replace the temporary rules prior to the temporary rule expiration date.

CURRENT & PROPOSED LANGUAGE (ODA Draft)

738-080-0045 Public Agency Registration of Unmanned Aircraft System (UAS)

(1) All public departments, public agencies, and other public entities in the State of Oregon **must shall** register each UAS with the Federal Aviation Administration prior to registration with ODA. Registration with ODA **must shall** be completed prior to UAS flight. Fees to register each UAS weighing less than 55lbs shall be \$25. Fees to register each UAS weighing 55lbs or more shall be \$50. To register public UAS please visit <http://www.oregon.gov/aviation> or call (503) 378-4880.

(2) All public departments, public agencies, and other public entities in the State of Oregon that register one or more UAS with ODA shall provide an annual report to ODA no later than January 31 for the preceding calendar year. The report shall be in the form of flight logs for (a) and (b) below and shall provide attachments to or links to (c) below:

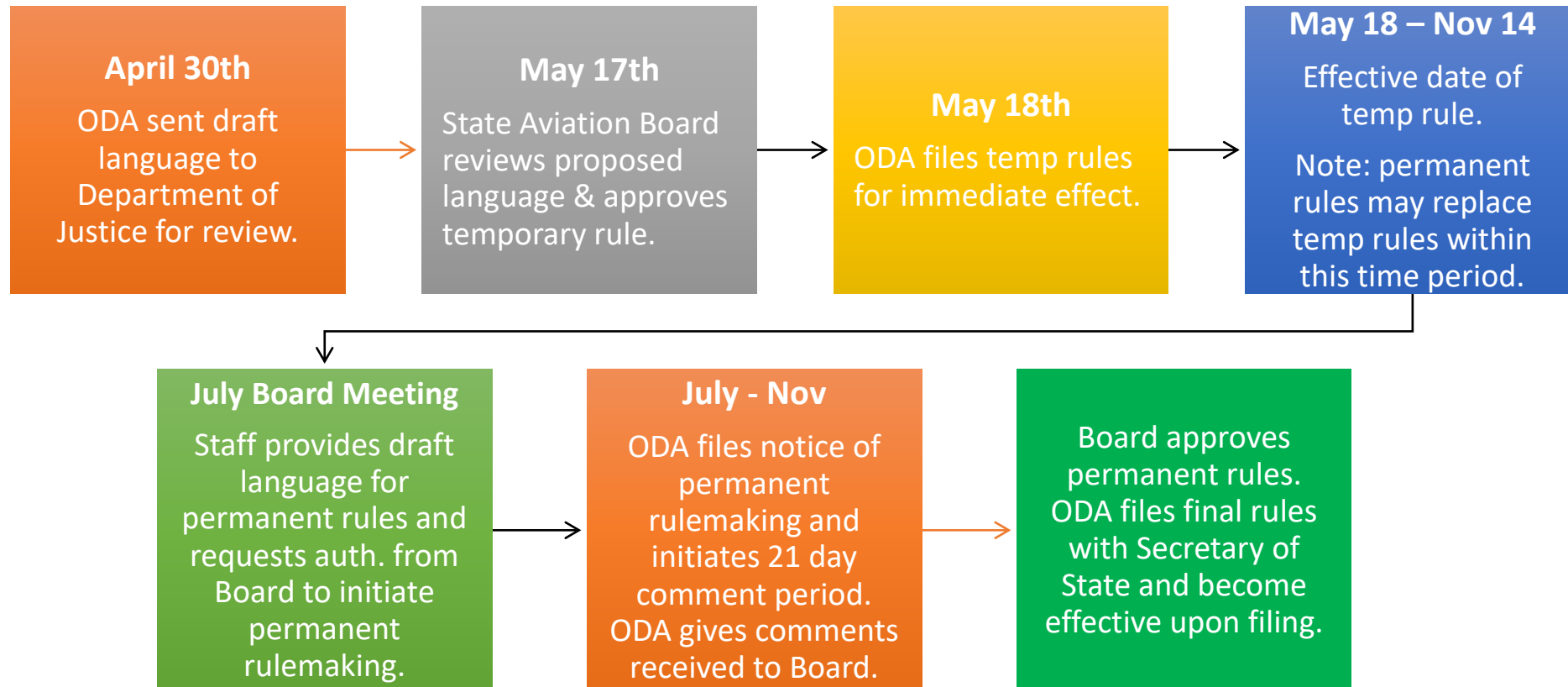
(a) Summarizes the frequency of use of the unmanned aircraft systems by the public body during the preceding calendar year;

(b) Summarizes the purposes for which the unmanned aircraft systems have been used by the public body during the preceding calendar year; and

(c) Indicates how the public can access the policies and procedures established under ORS 837.362.

~~(2)~~**(3)** Exemptions. The following entity types are exempt from the requirement to **pay a registration fee to** register each UAS with ODA, but **must shall** adhere to Federal Aviation Administration UAS guidelines prior to UAS flight: publicly supported kindergarten through 12th grade school programs (K-12) and publicly-supported entities that support K-12 schools or after school K-12 programs. **Entities that are exempt shall comply with sections (1) and (2) above.**

TIMELINE

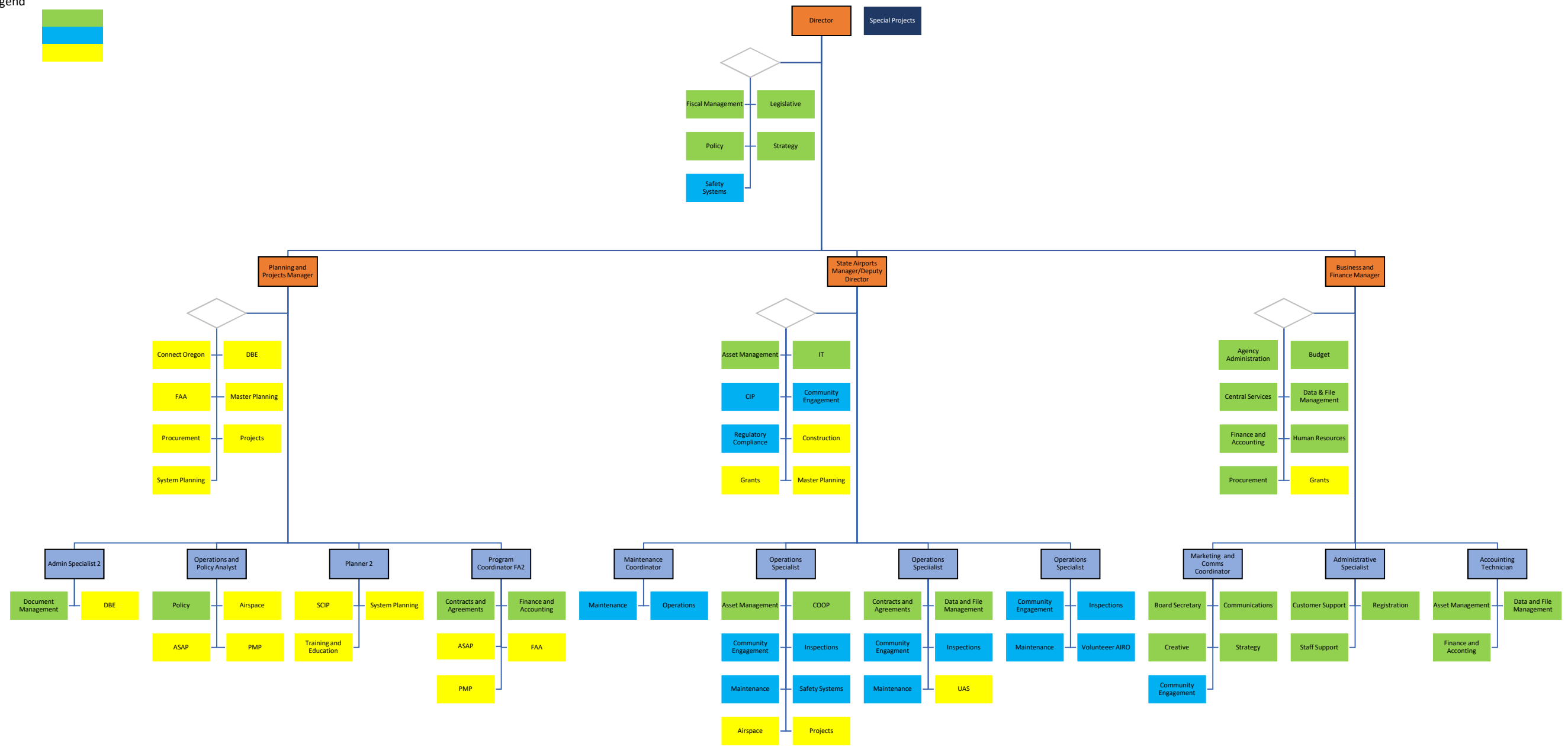




Questions?

ODA Functional Design Legend

- Administration
- Airports
- Planning and Programs





BREAK



AIRPORTS/OPERATION UPDATE

Matt Maass



PLANNING/PROGRAMS UPDATE

Heather Peck



VOTE

PMP Region 3 NPIAS Airport Funding



ODA STAFF REPORT

Action Item: Amendment of 2018 PMP Program

Date: May 17, 2018

Presented by: Heather Peck, Planning & Programs Manager

BACKGROUND:

ODA's Pavement Maintenance Program (PMP) started in 1999. The PMP program provides some level of pavement maintenance for all paved airports across the state, for airports receiving federal monies, this work assists the airports in meeting their grant assurances. Since 2003 the PMP Program has been partnering with the FAA and receiving some federal funding for work associated with this program. The FAA funding has been in form of an Airport Improvement Program (AIP) grant and approximately within 10% of the overall program cost, used to fund the match for National Plan of Integrated Airport System (NPIAS) airports (airports that receive federal funding). Over the course of the last year ODA has been informed by the FAA that the technical specifications that the program has been using and previously approved would no longer be approved without formal approval process called a modification to standard which requires a multi-level review. In very recent turn of events, the FAA had expressed to ODA that the Mod to Standards that would be requested will not be approved.

Events and History

Pavement maintenance specifications have not, until recently, been adequately addressed by the FAA Standard Specifications. From the origination of ODA's Pavement Maintenance Program, the lack of detailed maintenance specifications forced ODA to produce their own standard specification for this type of work and then became standard as part of the PMP. These specifications, created from industry standards, have evolved a bit over time as standards have improved and lessons have been learned from previous years. In many cases, the evolution was a direct result of changes to the FAA standards. Other improvements are not intended to add cost or complexity, but to improve the quality of the final product and even offer cost savings because of the magnitude in the amount of work performed. ODA has been successfully managing the PMP program since 2000 and the FAA has been a partner in funding since 2003. ODA has submitted the technical specifications to the FAA for review every year that PMP has been scheduled and the FAA has approved the specifications. About five years ago the FAA started requesting minor additional specifications be added, more reports, further breakdown of costs and denied expenditures that had been approved in the past (mostly equipment and striping related) but overall still understood the need to fund the program where they could.

As discussed in the March board meeting, the FAA had recently told ODA that in order to qualify for any maintenance funding through an AIP grant, ODA MUST rewrite all technical specifications for the PMP program to the FAA's exact verbiage. Since our 2018 technical specifications mirror those used in 2017 and 2016, we were under the impression that the FAA would grant us approval for a

modification to standard this year and allow us to address the specifications in full next year. However, that is not the case. We were informed last month that ODA would not be granted a modification to standard for PMP, thus will not be eligible for AIP funding that the program had been designed around. ODA was seeking a grant for approximately 100k to 110k for the match of the NPIAS airport work.

Though the FAA has always been involved and given the opportunity to review and approve contract documents for all previous years of FAA involvement, this is the first year that FAA staff has taken formal exception to the way in which these documents are written. We understand that the FAA now believes that the project must be specified as though it is a full Capital Improvement Project, using technical specification created for brand new or reconstructed and not maintenance. Furthermore the specification changes that are being requested may seem small but will require much more from a general contractor to provide, including new testing standards that were once only used in new construction. These new technical specification updates will not only affect the cost of the projects but will also further diminish the contractor pool for this type of work and work schedule. By adding the updates to the technical specifications, new testing standards and reporting requirements, the client will be the FAA rather than the airport.

Due to the FAA's late decision in this project we are now left at a crucial decision point in order to move forward with this year's program. I am asking that the Board consider to fund the approximate \$100k - \$110k out of the PMP fund or reduce the overall program work by \$100k - \$110k. Time is of the essence for this decision because the procurement posting, Invitation to Bid is on hold until we get this answered. The overall PMP program work is still anticipated to come in around 1 million dollars, however the cost share for the NPIAS airport work is what is needing to be revised at this time.

Staff Analysis:

Staff has reviewed all of the Technical and Administrative specifications that the FAA is requiring and has found that the implementation of the specifications will be detrimental to the overall program and no longer providing the intent, value and efficiencies.

Conclusion: The additional of FAA specifications add no value for maintenance work and are not necessary to receive a good quality product that maximizes and prolongs pavement life. On top of the additional specification requirements, staff will also be required to provide full FAA reports, generally associated with Capital Improvement Projects. The end result being further from the deliverable of the PMP program.

RECOMMENDATION:

Staff is recommending the Board consider approval of the PMP program fund to include and cover the approximate 100k to this years' program cost.

** additional information will be presented **



Oregon Aviation Plan Update

Jeff Caines

DRAFT

1.0 AIRPORT SYSTEM RESILIENCE

The extensive aviation system in Oregon is a crucial asset to the state during times of emergency. Airports allow emergency rescue crews to quickly access remote or hard-hit areas, supply resources to, and evacuate areas that may otherwise be unreachable via roadway, boat, and rail. As such, this study included an inventory of airports that support emergency services. Further, this study inventoried airports located within the Cascadia subduction zone (CSZ) that may be impacted or destroyed during a zone event. This study did not include an in-depth resiliency study but rather a high-level overview of airports that currently provide emergency services and those that may likely be unable to provide such service following a Cascadia subduction zone event¹.

1.1 Airport Roles in the 2013 Oregon Resilience Plan

Oregon emergency management officials and lawmakers recognize the vulnerability of airports and the communities they serve to potential earthquake events. Oregon has established the Oregon Seismic Safety Policy Advisory Commission (OSSPAC) which provided the Oregon Resilience Plan to the 77th Legislative Assembly. The authors of the 2013 Oregon Resilience Plan set out to help Oregonians know what to expect from the state's infrastructure should that disaster strike currently, and to propose the level of infrastructure reliability that a resilient state should provide. The plan's recommendations highlight ways to close the gap that separates expected and desired performance. The Transportation Task Group (Chapter Five) assessed the seismic integrity of Oregon's multi-modal transportation system, including bridges and highways, rail, airports, Ports, Sea-ports, and public transit systems. The Plan identified 29 airports in Oregon which can support recovery efforts related to a CSZ event. As discussed in previous sections of the OAP, Oregon airport system is comprised of 97 facilities grouped into five categories of airports.

In 2017 an Airport Resiliency Workgroup was formed to further identify system airports within each category that have the potential to maintain or quickly restore operational functions after a major earthquake. Workgroup was formed by the House of Representatives and the membership consisted of individuals from: Department of Aviation, Office of Emergency Management, State Resilience Office, and the Oregon Pilots Association. The Airport Resiliency Workgroup arranged the 30 airports into a tier system to indicate the priorities for making future investments.

Tier type and base concept:

Tier 1 (ISB, BSI, or Type 1 FSA)

Based on existing airports, Tier 1 (T1) are also referred to as Incident Staging Bases (ISB)(FEMA), Base Support Installation (BSI)(DOD), Type 1 Federal Staging Area (FSA)(FEMA), or National Guard Logistics Staging Base (NGLSB)(State). These are

¹ Oregon has the potential for a 9.0+ magnitude earthquake caused by the Cascadia Subduction Zone and a resulting tsunami of up to 100 feet in height that will impact the coastal area.

<http://www.oregon.gov/oem/hazardsprep/Pages/Cascadia-Subduction-Zone.aspx>



functioning as Aerial Port of Embarkation / Departure (APOE/D) for the response and simultaneously Tier 3 resupply points. They are capable of the full spectrum of response operations.

- Airfield Max Runway Strength 125,000 to 500,000 POUNDS (see Appendices further detail)
- Identified now
- Preplan usage now
- Pre-coordinate design now
- Acts as all Tiers
- Provides distribution to local communities
- Responder Base Camp (RBC)
- Joint reception, staging, onward movement, and integration (JRSOI)/ Relief in Place(RIP) Location

Tier 2 (T2) (Type 2 FSA)

Based on existing airports, Tier 2 (T2) are larger networks of airports that provide access to most rural areas and will be needed to restore major commercial operations. May also be referred to as Type 2 Federal Staging Areas (FSA). These function as forward APOE/D for the response and are simultaneously used as Tier 2 resupply points, and immediate area Tier 3s. They should be capable of the full spectrum of response operations.

- Airfield Max Runway Strength 25,000 to 125,000 POUNDS (see Appendices for further detail)
- Identified now
- Preplan usage
- Pre-coordinate design
- Serves as logistics base and RBC
- Provides distribution to local communities
- JRSOI / RIP Location

Tier 3 (T3) (Type 3 FSA w/Airport)

Tier 3 bases come in two varieties, with or without airports. Both are located based on the forecast needs of their surrounding population and provide economic and commercial restoration to the entire region after a disaster event. Tier / Type 3 Base with Airport is pre-identified location and is pre-coordinated with the airport manager.

- Airfield Max Runway Strength <20,000 POUNDS (see Appendices for further detail)
- Identified now
- Preplan usage
- Pre-coordinate design
- Serves as log base and RBC
- Provides distribution to local communities
- Responder Base Camp
- JRSOI / RIP (-) Location

Table 1-1 Recommended Organization of Oregon Airports:

Tier 1 (ISB, BSI, or Type 1 FSA)	Tier 2 (Type 2 FSA)	Tier 3 (Type 3 FSA w/Airport)
Redmond (RDM) FEMA	Tillamook (TMK) 4	Bandon (S05)
Klamath Falls (KLM) 6	Corvallis (CVO)	Siletz Bay (S45)
Portland International Airport (PDX)	Scappoose (SPB)	Independence (7S5) 11
Salem McNary (SLE)	Roseburg (5S1)	Grants Pass (3S8)
Newport (ONP)	McMinnville (MMV)	Myrtle Creek (16S)
Eugene (EUG)	Albany (S12) 10	Cottage Grove (61S)
Medford (MFR)	Aurora (UAO) 9	Creswell (77S)
Hillsboro (HIO)	Troutdale (TTD)	Brooking (BOK)
Cape Blanco State (5S6)		Florence (6S2)
Pendleton (PDT)		Portland Heliport (61J)
		Mulino (4S9)
		Lebanon State (S30)

On request by FEMA the State of Oregon prioritized 11 airports to have a federal assessment done. In March 2018 FEMA has assessed Redmond Municipal Airport (RDM). In 2019 Portland International Airport (PDX) and Salem Municipal Airport (SLE) are scheduled for FEMA assessment. The other airports that Oregon has prioritized:

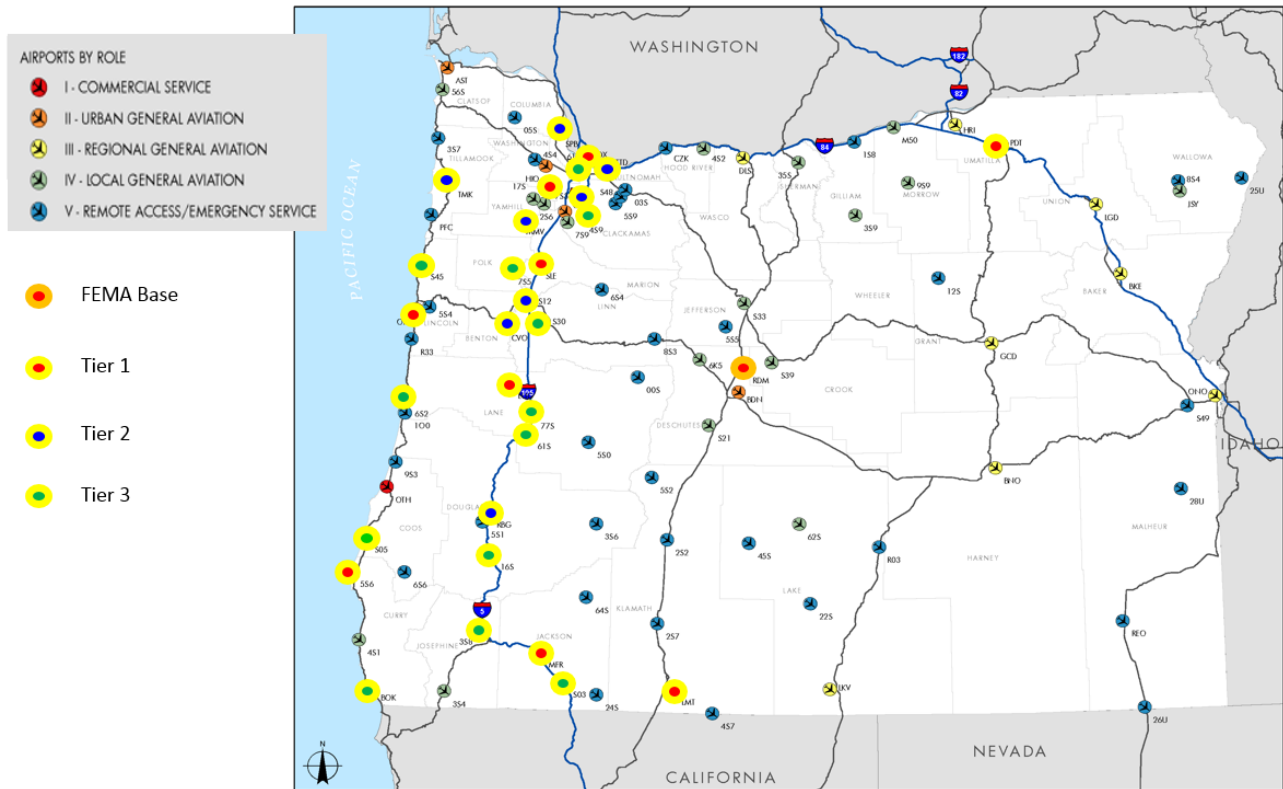
- Cape Blanco State Airport (5S6)
- Tillamook Airport (TMK)
- Eugene (EUG)
- Klamath Falls (KLM)
- Hillsboro Airport (HIO)
- Aurora State Airport (UAO)
- Albany Airport (S12)
- Independence State Airport (7S5)

As shown in **Figure 1-1** most airports in the Resilience Plan are along the Interstate 5 corridor and along the Oregon Coast. The exception to this is Klamath Falls International, Eastern Oregon Regional Airport at Pendleton, and Redmond Regional Airports. Redmond is currently the designated FEMA base of operations while Klamath Falls International has an Air National Guard base.

Additional research related to Oregon airports and a CSZ event has been recently conducted by the Airport Resiliency Workgroup. The group was tasked with developing three white papers on airport resiliency: 1) Identify Airports: Identify airports as forward operating bases and tier them based on capability; 2) Prioritize Equipment: Outline and prioritize the categories of equipment that could be used in a CSZ event; 3) Identify Funding: Identify the major avenues of funding Add paragraph on current draft work.

Analysis of Oregon Department of Geology and Mineral Industries (DOGAMI) data identifies airports within the study and their risk of earthquake damage – either through liquefaction² or Cascadia/Tsunami. It was determined that there are seven airports within a known coastal hazard area, all with both a liquefaction and Cascadia/Tsunami event hazard risk (see **Table 1-2**). None of these airports are listed as essential in the Oregon Resilience Plan and as such are not part of the Tier system.

FIGURE 1-1 AIRPORT RESILIENCY WORKGROUP – TIERED SYSTEM



² Soil liquefaction describes a phenomenon whereby a saturated or partially saturated soil substantially loses strength and stiffness in response to an applied stress, usually earthquake shaking or other sudden change in stress condition, causing it to behave like a liquid.

TABLE 1-2 AIRPORTS WITHIN A KNOWN COASTAL HAZARD AREA

Airport Name	Liquefaction Hazard	Cascadia Event Hazard ³
Astoria Regional Airport	High	Severe
Gold Beach Municipal Airport	Moderate	Violent
Nehalem Bay State Airport	High	Severe
Pacific City State Airport	High	Severe
Seaside Municipal Airport	High	Severe
Southwest Oregon Regional Airport	High	Violent
Wakonda Beach State	Moderate	Severe

Source: <http://www.oregongeology.org/tsuclearinghouse/pubs-inumaps.htm>, Jviation analysis

1.1.1 Coastal Airports Supporting Cascadia/Tsunami Event

In addition to the airports located within a known coastal hazard area, it was determined that ten more airports are at risk of impacts resulting from an earthquake; however, they are not located within a known coastal hazard area related to tsunami due to these airports inland locations and/or higher elevations. These airports are shown in **Table 1-3. Appendix 1** profiles these airport’s attributes and locations. These airports have a higher probability of less damage by tsunami and can be utilized in the event of a natural disaster along the Oregon coast. Additionally, seven of the ten airports profiled are listed in the Oregon Resilience Plan and have potential to maintain or quickly restore operational functions after a major earthquake. It is important to note that an earthquake generated tsunami may not be felt locally.⁴

TABLE 1-3 AIRPORTS OUTSIDE A KNOWN COASTAL HAZARD AREA

Airport Name	ORP Tier	Liquefaction Hazard ⁵	Cascadia Event Hazard ⁶
Bandon State Airport	T2	Moderate	Violent
Brookings Airport	T2	N/A	Severe
Cape Blanco State Airport	T2	Moderate	Violent
Florence Municipal Airport	T3	High	Severe
Lakeside Municipal Airport		Moderate	Severe
Newport Municipal Airport	T2	Low	Severe
Powers Hayes Field		Moderate	Severe
Siletz Bay State Airport	T2	Moderate	Severe
Tillamook Airport	T2	Moderate	Severe
Toledo State Airport		Moderate	Severe

Source: <http://www.oregongeology.org/tsuclearinghouse/pubs-inumaps.htm>

³ Violent shaking is greater than Severe shaking. In general, airports located closest to coast will likely experience greater shaking than airports higher in elevation and further from coast.

⁴ The last earthquake that occurred in this CSZ fault was on January 26, 1700, with an estimated 9.0 magnitude. This earthquake caused the coastline to drop several feet and a tsunami to form and crash into the land. What is most surprising is that evidence for this great earthquake also came from Japan. Japanese historic records indicate that a destructive distantly-produced tsunami struck their coast on January 26, 1700. By studying the geological records, the flow of the Pacific Ocean, scientists have linked the tsunami in Japan with the great Pacific Northwest earthquake. Native American legends support the timing of this last event.

⁵ Jviation analysis of Earthquake Hazard maps at <http://www.oregongeology.org/hazvu/> liquefaction data is based on soft soils analysis by DOGAMI

⁶ Jviation analysis of Cascadia Event Hazard maps at <http://www.oregongeology.org/hazvu/>

Several of the airports listed in **Table 1-4** serve areas with significant population numbers. If an earthquake were to damage or leave any of these airports inoperable, the region and its residents may experience delayed emergency response. Table 1-4 depicts these airports along with the population within a 30-minute drive, 20-miles, and within the city limits. It is important to note these airports are not included in a known coastal hazard area and may not be commonly associated with earthquake risks. **Figure 1-2** depicts the location of these airports.

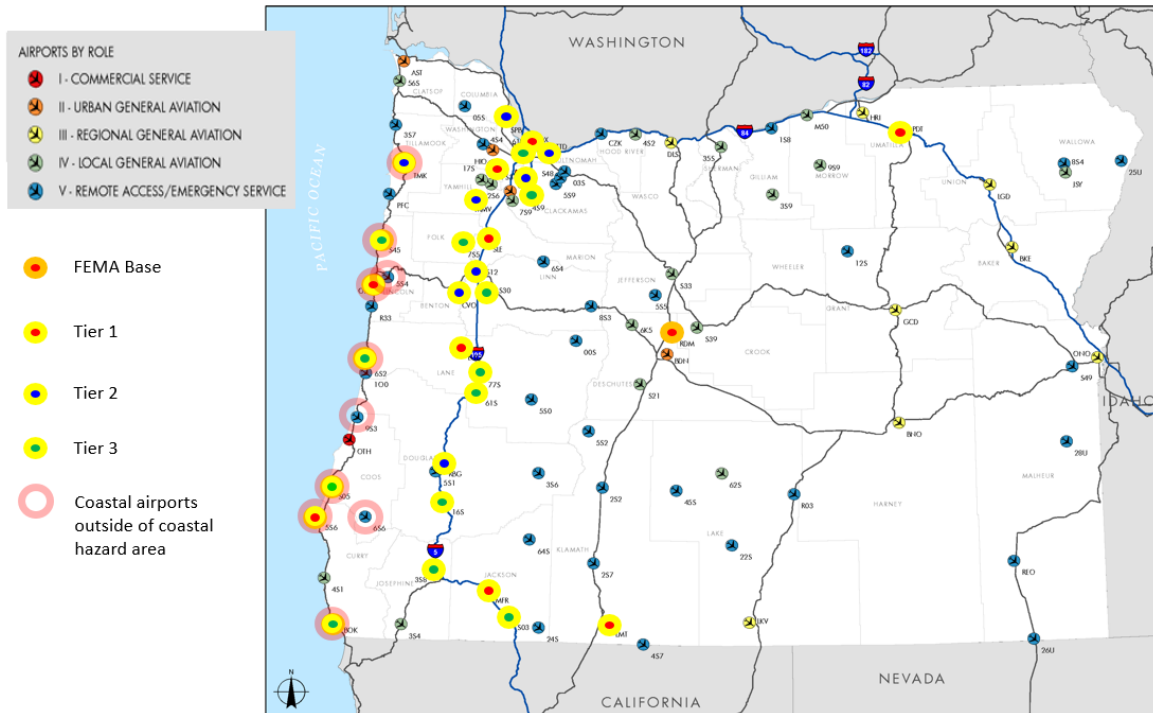
TABLE 1-4 POPULATION NEAR AIRPORTS OUTSIDE A COASTAL HAZARD AREA

Airport Name ⁷	Population within 30-min. Drive of Airport	Population within 20-Mile Radius	Population within City Limits
Bandon State Airport	7,554	29,567	3,147
Brookings Airport	13,883	25,779	6,497
Cape Blanco State Airport	3,382	4,998	1,146
Florence Municipal Airport	15,006	17,530	8,703
Lakeside Municipal Airport	29,167	48,208	1,748
Newport Municipal Airport	24,298	34,539	10,344
Powers Hayes Field	891	7,638	660
Siletz Bay State Airport	20,385	37,804	2,110
Tillamook Airport	17,630	25,025	4,976
Toledo State Airport	19,578	32,436	3,515

Source: <http://oregon.zoomprospector.com>, accessed by Jviation in 2017

⁷ All airports listed have paved runways except for Lakeside Municipal and Powers Hayes Field which are turf runways.

FIGURE 1-2 AIRPORT RESILIENCY WORKGROUP – TIERED SYSTEM AND COASTAL AIRPORTS OUTSIDE THE COASTAL HAZARD AREA



1.1.2 Coastal Airports Supporting Cascadia Event Recovery

Appendix 1 identifies Oregon airports, which are less likely to be inundated by a Tsunami due to airport elevation and distance from coast, and can be utilized to support communities on the coast in the event of a major earthquake and or tsunami. There are ten airports listed which are located outside of the hazardous zones identified by DOGAMI. Each airport’s attributes are identified in an individual two-page summary table in Appendix 1. Each table includes:

- Airport name and FAA three-letter identification code
- Airport contact person and telephone number
- Airport Communication Radio Frequency
- Airport elevation in feet and location in miles to coast
- Cascadia Event Hazard: Violent, Severe, Very Strong, Strong, Moderate, Light
- Liquefaction Hazard: High, Moderate, Low, N/A
- Airport inside DOGAMI Hazard Area
- Airport in 100-Year Floodplain

- Oregon Resiliency Plan Tier⁸:
- Airport Location Map related to Tsunami Regions (Green equals outside Known Hazard Area)
- Airport Infrastructure: Runway length and width, NAVAIDS, Weather Reporting
- Airport services: FBO Name, Fuel, and whether air ambulance aircraft are based on airport
- Airport Location: Distance to Central Business District and Local Hospital as well as distance to nearest airport on coast.
- Airports nearby with instrument approaches and distance
- Community profile: Population within 30-minutes of airport, population within 20-mile radius (by air) and population within associated city.
- Population Age distribution profile graph
- 30-minute drive time map

1.2 Airports Supporting Emergency Services

Through the collection of data during the inventory process of this study, Oregon airports were asked if they supported emergency services. **Table 1-5** depicts which airports support emergency services and what type of services are common. Airports that did not self-report supporting emergency services are not included nor were airports which research found no emergency service activity.

TABLE 1-5 AIRPORTS SUPPORTING EMERGENCY SERVICES

FAA ID	Associated City	Airport Name	Coast Guard	Air Ambulance	Based Fire-fighting	Support Fire-fighting
AST	Astoria	Astoria Regional Airport	X	X		
UAO	Aurora	Aurora State Airport		X		
BDN	Bend	Bend Municipal Airport		X		
BOK	Brookings	Brookings Airport		X		
BNO	Burns	Burns Municipal Airport			X	X
CZK	Cascade Locks	Cascade Locks Airport				X
2S7	Chiloquin	Chiloquin State Airport				X
61S	Cottage Grove	Cottage Grove State Airport -Jim Wright Field		X		
EUG	Eugene	Eugene Airport -Mahlon Sweet Field				X
3S8	Grants Pass	Grants Pass Airport				X
GCD	John Day	Grant County Regional Airport			X	X

⁸ The Oregon Resilience Plan identifies airports within each state OAP Category that have the potential to maintain or quickly restore operational functions after a major earthquake. The Transportation Task Group arranged 29 airports into a tier system to indicate the priorities for making future investments. Seven of the ten airports identified in this analysis are included in the Tier System. Tier 1 (T1) is comprised of the essential airports that will allow access to major population centers and areas considered vital for both rescue operations and economic restoration. Tier 2 (T2) is a larger network of airports that provide access to most rural areas and will be needed to restore major commercial operations. Tier 3 (T3) airports will provide economic and commercial restoration to the entire region after a Cascadia subduction zone event.

FAA ID	Associated City	Airport Name	Coast Guard	Air Ambulance	Based Fire-fighting	Support Fire-fighting
JSY	Joseph	Joseph State Airport				X
LMT	Klamath Falls	Klamath Falls International Airport		X	X	X
LGD	La Grande	La Grande / Union County Airport		X	X	X
LKV	Lakeview	Lake County Airport			X	X
S33	Madras	Madras Municipal Airport				X
00S	McKenzie Bridge	McKenzie Bridge State Airport				X
MFR	Medford	Rogue Valley International -Medford Airport		X	X	X
16S	Myrtle Creek	Myrtle Creek Municipal Airport				X
ONP	Newport	Newport Municipal Airport	X			
OTH	North Bend	Southwest Oregon Regional Airport	X	X		
5S0	Oakridge	Oakridge State				X
ONO	Ontario	Ontario Municipal Airport		X	X	X
PDT	Pendleton	Eastern Oregon Regional Airport at Pendleton		X	X	X
HIO	Portland	Portland -Hillsboro Airport		X		
TTD	Portland	Portland -Troutdale Airport		X		
S39	Prineville	Prineville Airport			X	X
64S	Prospect	Prospect State				X
RDM	Redmond	Redmond Municipal Airport -Roberts Field		X	X	X
5S1	Roseburg	George Felt				X
8S3	Santiam Junction	Santiam Junction State				X
SLE	Salem	Salem McNary Field				X
S21	Sunriver	Sunriver				X
TMK	Tillamook	Tillamook Airport		X		
3S6	Clearwater	Toketee State				X
S49	Vale	Miller Memorial Airpark			X	X

Source: ODA Inventory, Oregon Department of Forestry-Fire Protection Division, ADAM Air Ambulance Atlas, Aviation analysis

Coast Guard – Of the 26 airports that were identified as supporting emergency services throughout Oregon, only three support U.S. Coast Guard aviation infrastructure. Two of the three are US Coast Guard Air Stations; Astoria Regional Airport, and Southwest Oregon Regional Airport. At Newport Municipal Airport, the U.S. Coast Guard operates an Air Facility⁹. These USCG stations and facilities support search and rescue, and emergency medivac efforts throughout the state and neighboring regions.

Air Ambulance – As shown below, 15 of the 26 airports that support emergency services do so through a local air ambulance service provider. The following list includes airports with air ambulance series and the service provider.

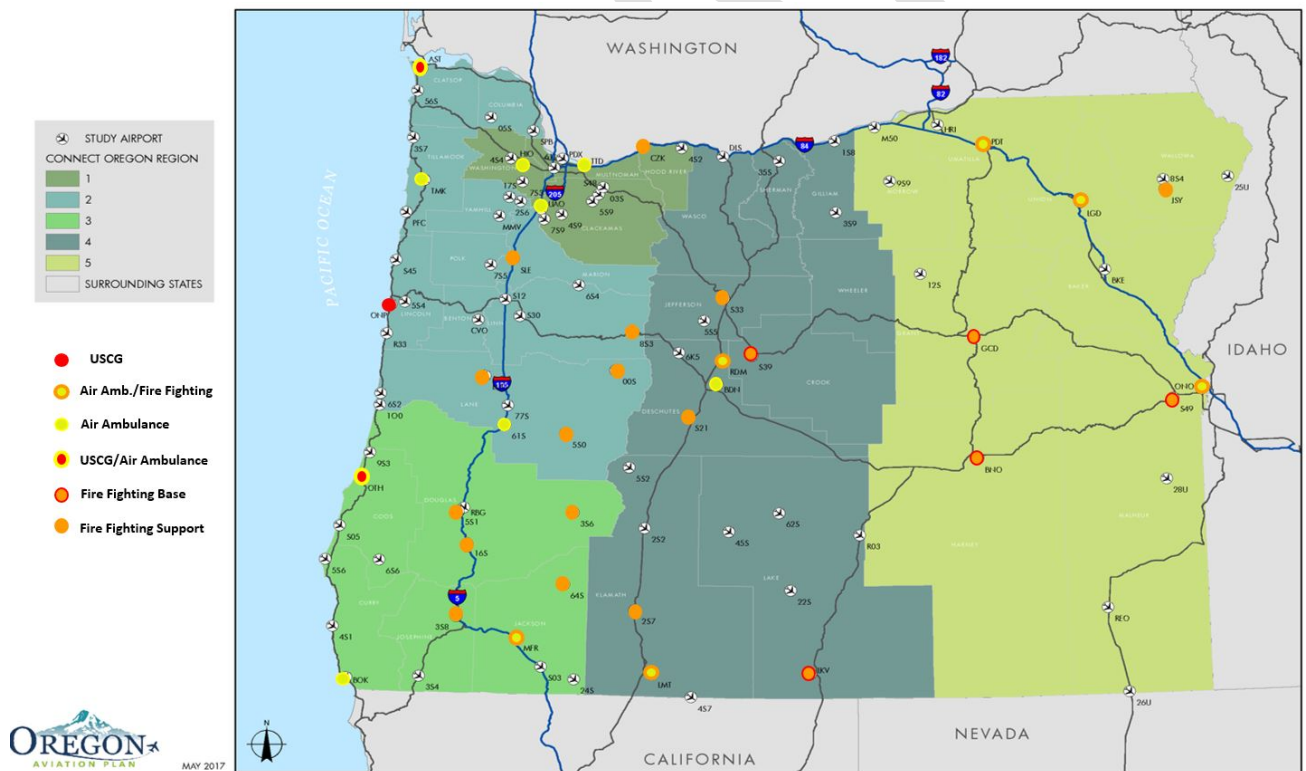
- Astoria Regional Airport - Life Flight Network
- Aurora State Airport - Life Flight Network
- Bend Municipal Airport - AirLink Critical Care Transport
- Brookings Airport - REACH Air Medical Services

⁹ USCG Air Facilities are staffed by crews that rotate in temporarily from a Coast Guard Air Station.

- Corvallis Municipal Airport - REACH Air Medical Services
- Cottage Grove State Airport -Jim Wright Field - Life Flight Network
- Eastern Oregon Regional Airport at Pendleton - Life Flight Network
- Klamath Falls International Airport - "AirLink Critical Care Transport and REACH Air Medical Services"
- La Grande / Union County Airport - Life Flight Network
- Ontario Municipal Airport - Life Flight Network
- Portland - Hillsboro Airport - Premier Jets/Lifeguard Air Ambulance
- Redmond Municipal Airport - Roberts Field - Life Flight Network
- Rogue Valley International - Medford Airport - Mercy Flights, Inc. (Oregon)
- Southwest Oregon Regional Airport - REACH Air Medical Services
- Tillamook Airport - Classic Air Medical

Wildland Firefighting – The above table shows airports that support wildland firefighting services in two ways; either through a full-time based firefighting operation or through operations that are temporarily based at an airport on an as-needed basis. **Figure 1-3** shows airports in Oregon supporting wildland firefighting and other emergency services.

FIGURE 1-3 AIRPORTS SUPPORTING EMERGENCY SERVICES



Source: Jviation

Airports that support full-time firefighting operations with based aircraft and infrastructure include:

- Burns Municipal Airport - SEAT¹⁰ Base
- Eastern Oregon Regional Airport at Pendleton - SEAT Base
- Grant County Regional Airport - SEAT Base
- Klamath Falls International Airport - Heavy Base
- La Grande / Union County Airport - Heavy Base
- Lake County Airport - SEAT Base
- Miller Memorial Airpark - SEAT Base
- Ontario Municipal Airport - SEAT Base
- Portland -Troutdale Airport - Heavy Base
- Prineville Airport - SEAT Base
- Redmond Municipal Airport - Roberts Field - Redmond Air Center is the hub of aerial firefighting and training activities in the PNW. Includes smokejumper unit, regional aviation group, a regional fire case, an air tanker base, and an interagency Type I training crew (the Redmond Hotshots)
- Rogue Valley International - Medford Airport - Heavy Base

Airports that are known to have supported firefighting operations in recent years on a temporary or short-term basis include the following airports:

- Eugene Airport - Mahlon Sweet Field
- George Felt
- Grants Pass Airport
- Madras Municipal Airport
- Myrtle Creek Municipal Airport
- Salem McNary Field
- Sisters Eagle
- Joseph State Airport
- Oakridge State Airport
- Crescent Lake State Airport
- Cascade Locks State Airport
- McDermit State Airport

1.3 Airports at Risk to Natural Hazards

A second aspect of this study was to inventory airports at risk to flooding.

¹⁰ Single-Engine Attack Aircraft

1.3.1 Flooding

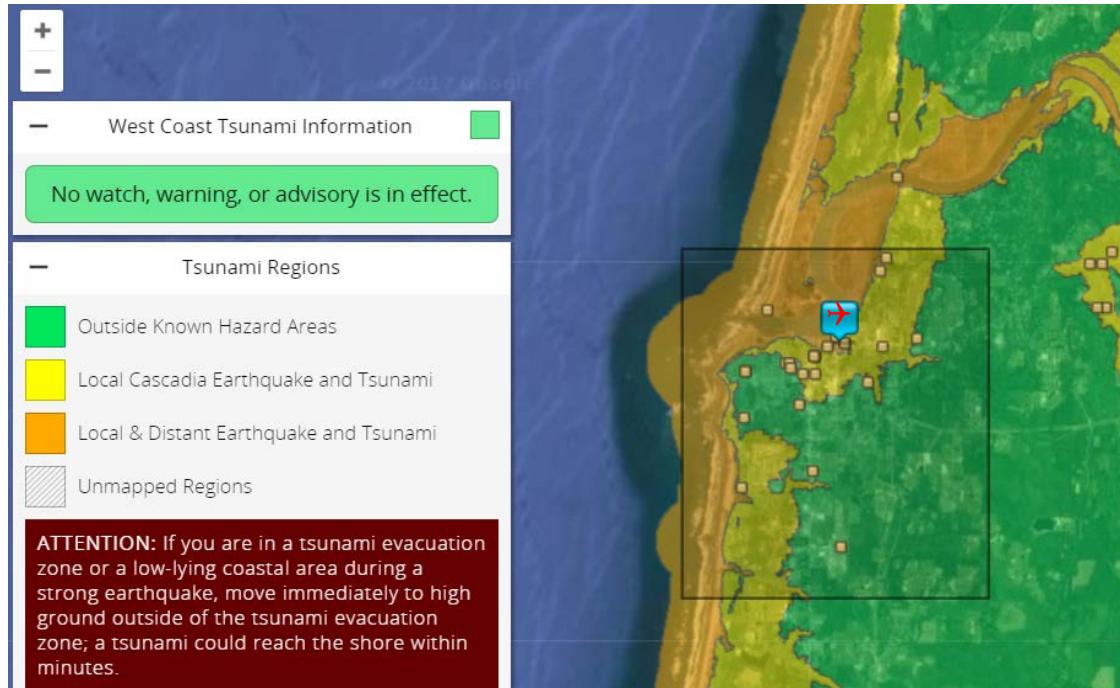
Study airports were evaluated and to determine which airports are located within a Flood Zone A, which has a 1% annual chance of flooding according to the Federal Emergency Management Agency (FEMA). It was found that ten airports are located within Flood Zone A and nine airports are partially located within a Flood Zone A (as shown in **Table 1-6**). These airports are considered “at risk” due to flooding hazards:

TABLE 1-6 AIRPORTS WITHIN FLOOD ZONE-A

Airport	Within 1% Annual Chance Flood Area
Ashland Municipal Airport -Sumner Parker Field	Partially
Astoria Regional Airport	Completely
Burns Municipal Airport	Completely
Cottage Grove State Airport -Jim Wright Field	Completely
George Felt	Partially
Lake County Airport	Completely
Myrtle Creek Municipal Airport	Completely
Pacific City State Airport	Completely
Portland -Troutdale Airport	Partially
Prospect State Airport	Partially
Rogue Valley International -Medford Airport	Partially
Salem McNary Field	Completely
Seaside Municipal Airport Hi	Completely
Siletz Bay State Airport	Completely
Southwest Oregon Regional Airport	Partially
Stark's Twin Oaks	Partially
Sunriver Airport	Partially
Tillamook Airport	Partially
Toledo State Airport	Completely

Source: <https://msc.fema.gov/portal/search>, Accessed 2017, Aviation analysis

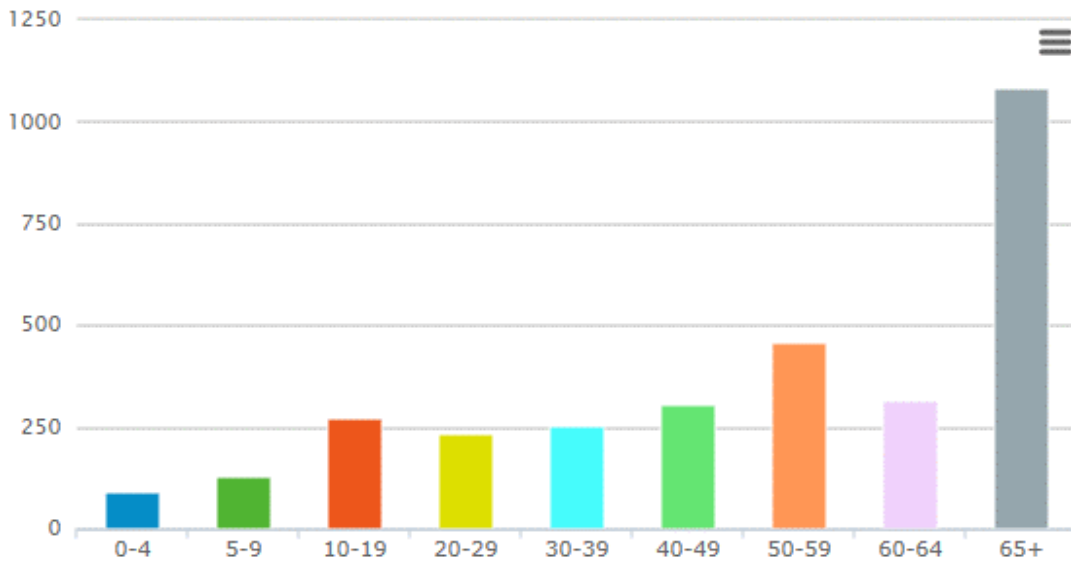
Airport Name	Bandon State Airport		FAA ID:	S05
Contact:	503-378-4880		Frequency 122.8	
Airport Location:	Miles from Coast	1.3	Elevation Ft.	117
Cascadia Event Hazard	Violent	Liquefaction Hazard	Moderate	
Airport Inside DOGAMI Hazard Areas:	No		In 100 Year Floodplain	No
Resiliency Plan Tier	T2			



Airport Infrastructure			
Runway Dimensions	3,601	60	
Nav aids	PAPI, REIL, VOR, GPS	Runway Strength:	S-12,000
Weather Reporting	AWOS		
Services			
FBO	Bandon Aero Club		
Fuel	AvGas		
Air Ambulance Based on Airport	NA		
Location			
CBD To Airport(NM) & Direction:	02 SE		
Distance to Local Hospital:	3 Miles, Southern Coos Hospital and Health Center		
Next nearest coastal airport:	Cape Blanco State Airport, 25 Minutes Drive Time		
Other nearby airports with instrument procedures:			
	KOTH - Southwest Oregon Regional Airport (21 nm N)		
	KRBG - Roseburg Regional Airport (47 nm E)		
	3S8 - Grants Pass Airport (57 nm SE)		
	KCEC - Jack Mc Namara Field Airport (79 nm S)		
	KMFR - Rogue Valley International - Medford Airport (80 nm SE)		

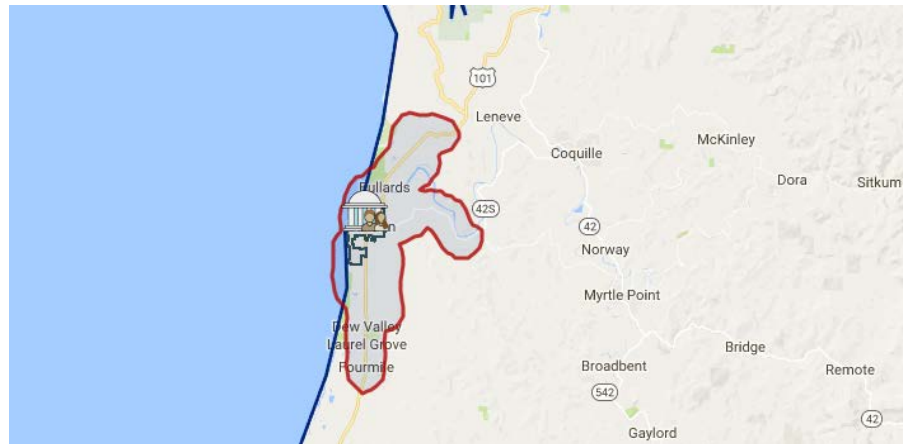
Community Profile	Bandon
Population within 30-minute Drive Time:	7,554
Population within 20-mile Radius:	29,567
Population within City Limits:	3,147

Age Distribution (2017) Chart ▶

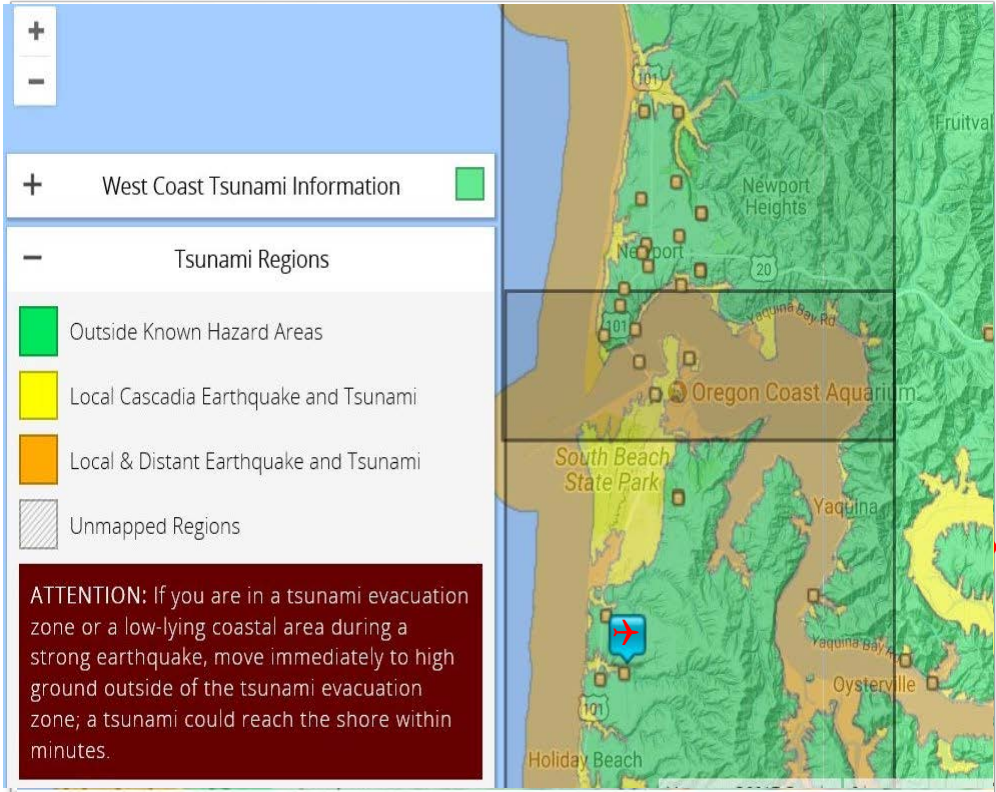


Source: Oregon.zoomprospector.com

**BANDON
30 Minute Drive Time**

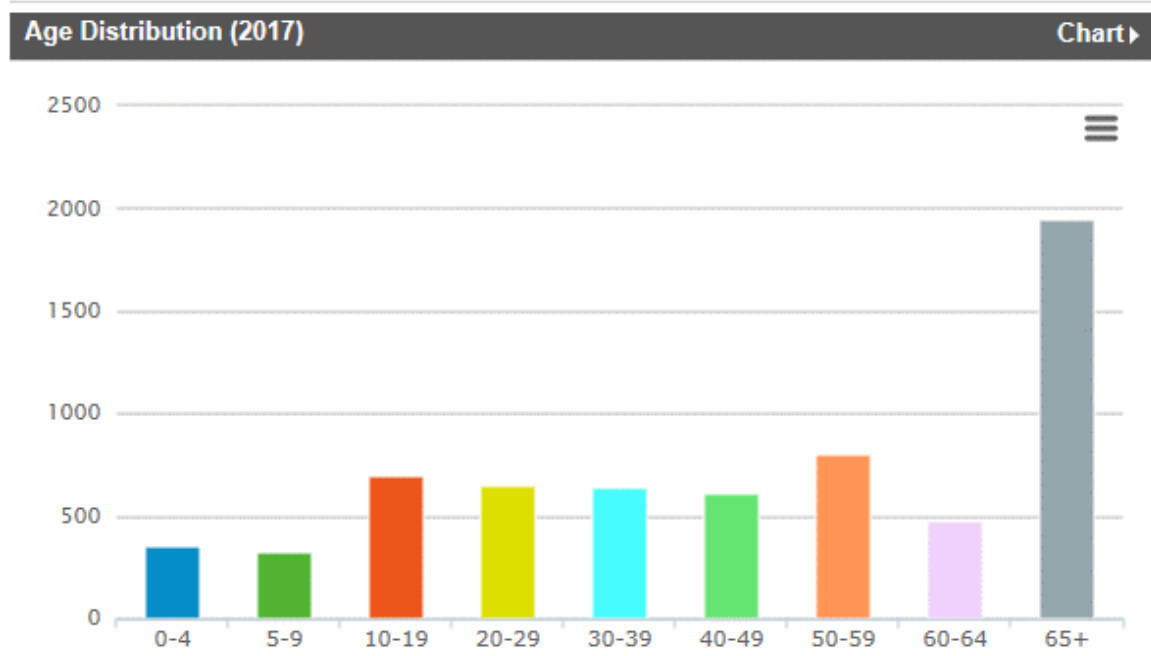


Airport Name	Brookings Airport		FAA ID:	BOK
Contact:	541-247-3296		Frequency 122.8	
Airport Location:	Miles from Coast	1.1	Elevation Ft.	459
Cascadia Event Hazard	Severe	Liquefaction Hazard	N/A	
Airport Inside DOGAMI Hazard Areas:	No		In 100 Year Floodplain	No
Resiliency Plan Tier	T2			



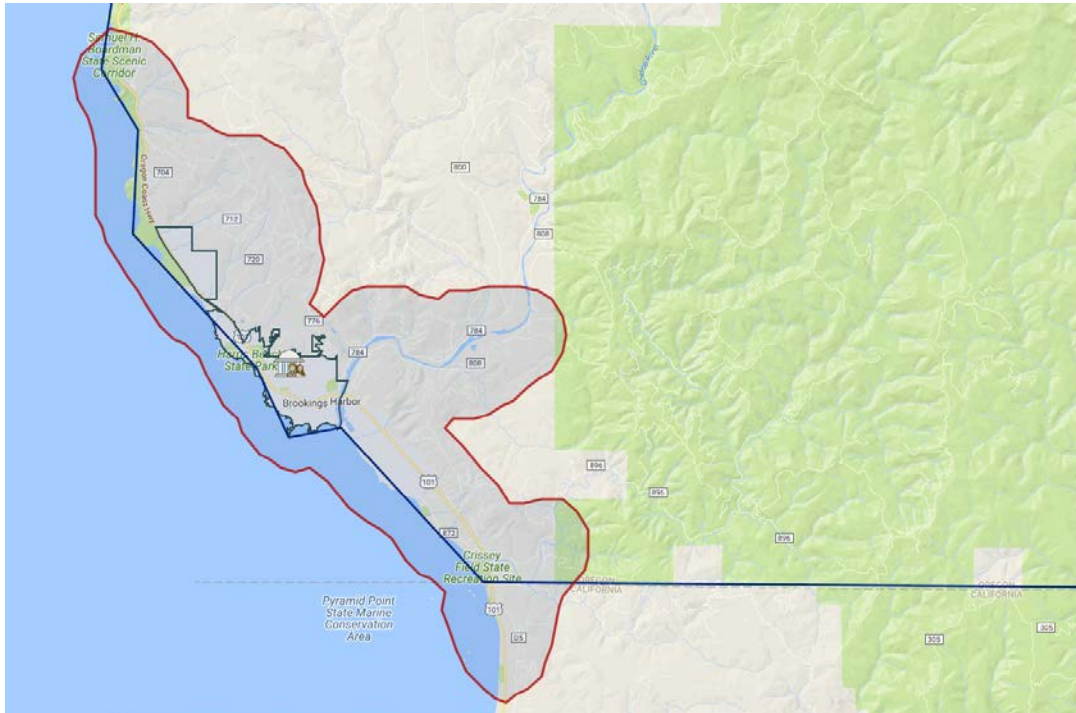
Airport Infrastructure			
Runway Dimensions	2,900	60	
Nav aids	PAPI, VASI, REIL, VOR, GPS, NDB		
Weather Reporting	ASOS	Runway Strength	S-30,000
Services			
FBO	Brookings Fly Club		
Fuel	AvGas, Jet A		
Air Ambulance Based on Airport	REACH Air Medical Services		
Location			
CBD To Airport(NM) & Direction:	01 NE		
Distance to Local Hospital:	29 Miles, Curry General Hospital		
Next nearest coastal airport:	Gold Beach Municipal Airport, 38 Minutes Drive Time		
Other nearby airports with instrument procedures:			
	KCEC - Jack Mc Namara Field Airport (18 nm S)		
	3S8 - Grants Pass Airport (48 nm NE)		
	KMFR - Rogue Valley International - Medford Airport (65 nm E)		
	KACV - California Redwood Coast-Humboldt County Airport (66 nm S)		
	KEKA - Murray Field Airport (77 nm S)		

Community Profile	Brookings
Population within 30-minute Drive Time:	13,833
Population within 20-mile Radius:	25,779
Population within City Limits:	6,497

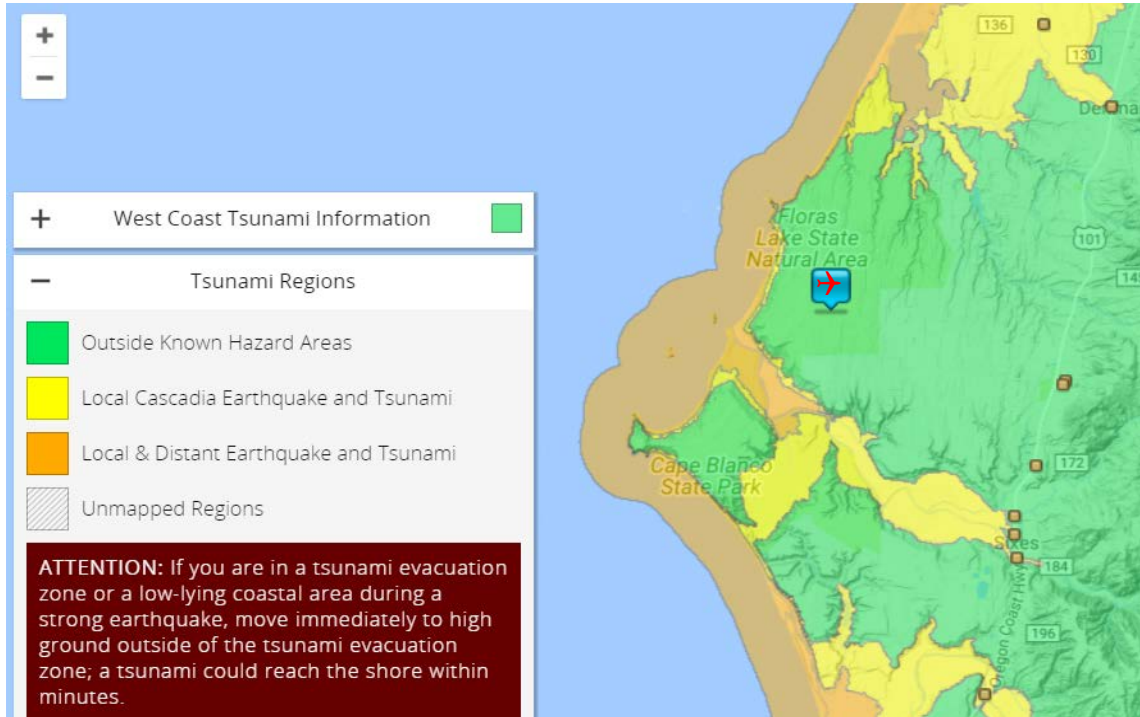


Source: Oregon.zoomprospector.com

BROOKINGS 30 Minute Drive Time

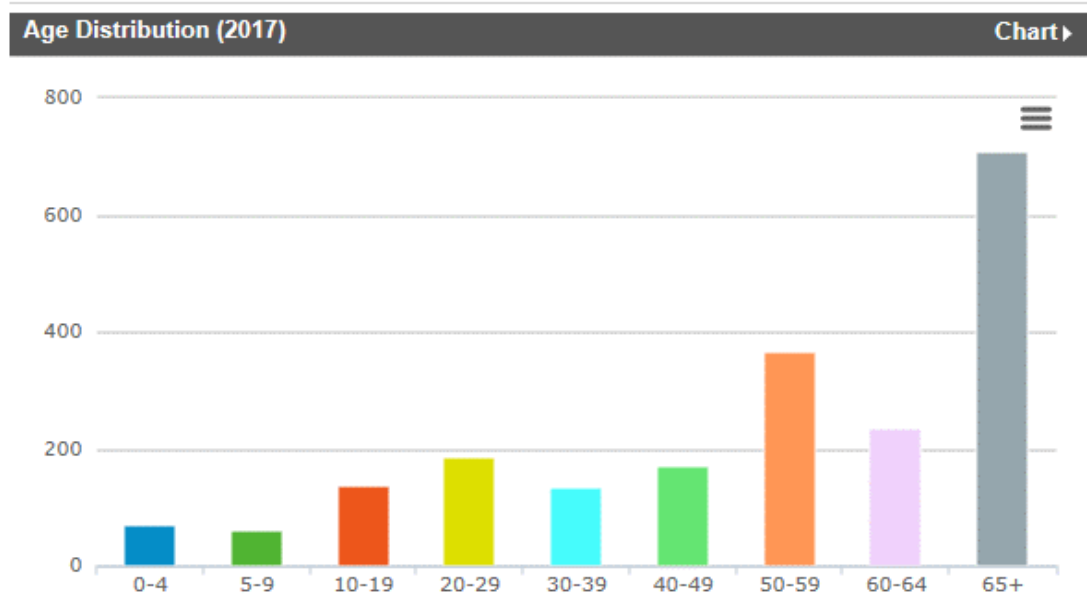


Airport Name	Cape Blanco State Airport	FAA ID:	5S6
Contact:	503-378-4880		Frequency 122.9
Airport Location:	Miles from Coast	1.0	Elevation Ft. 214
Cascadia Event Hazard	Violent	Liquefaction Hazard	Moderate
Airport Inside DOGAMI Hazard Areas:	No		In 100 Year Floodplain No
Resiliency Plan Tier	T2		



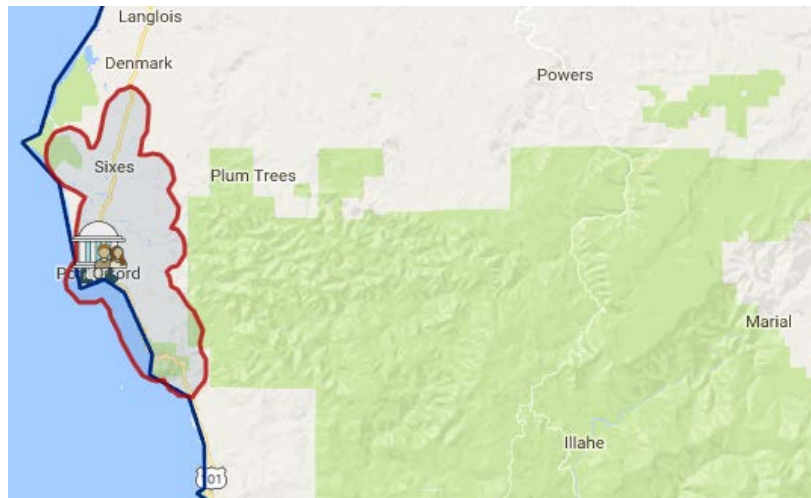
Airport Infrastructure	
Runway Dimensions	5,100 150
Nav aids	PAPI, REIL, VOR
Weather Reporting	Runway Strength S-115000, D-185000, 2D-340000
Services	
FBO	NA
Fuel	NA
Air Ambulance Based on Airport	NA
Location	
CBD To Airport(NM) & Direction:	04 NW
Distance to Local Hospital:	23 Miles, Southern Coos Hospital and Health Center
Next nearest coastal airport:	Bandon State Airport, 26 Minutes Drive Time
Other nearby airports with instrument procedures:	
	KOTH - Southwest Oregon Regional Airport (36 nm N)
	3S8 - Grants Pass Airport (54 nm E)
	KRBG - Roseburg Regional Airport (56 nm NE)
	KCEC - Jack Mc Namara Field Airport (66 nm S)
	KMFR - Rogue Valley International - Medford Airport (78 nm E)

Community Profile	Port Oxford
Population within 30-minute Drive Time:	3,382
Population within 20-mile Radius:	4,998
Population within City Limits:	1,146

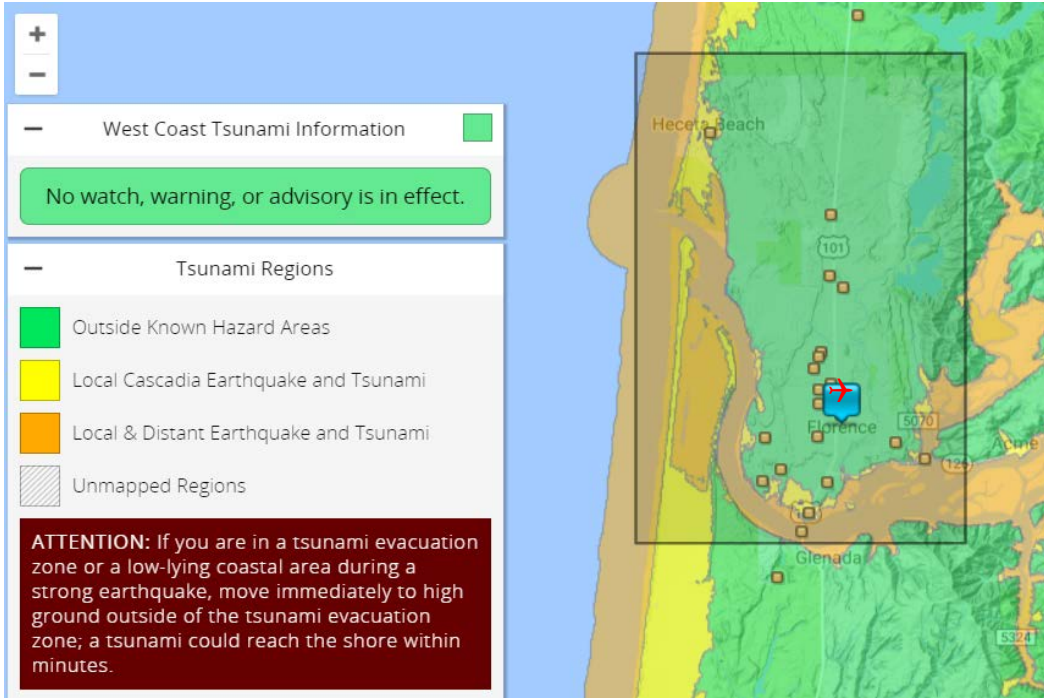


Source: Oregon.zoomprospector.com

**PORT OXFORD
30 Minute Drive Time**

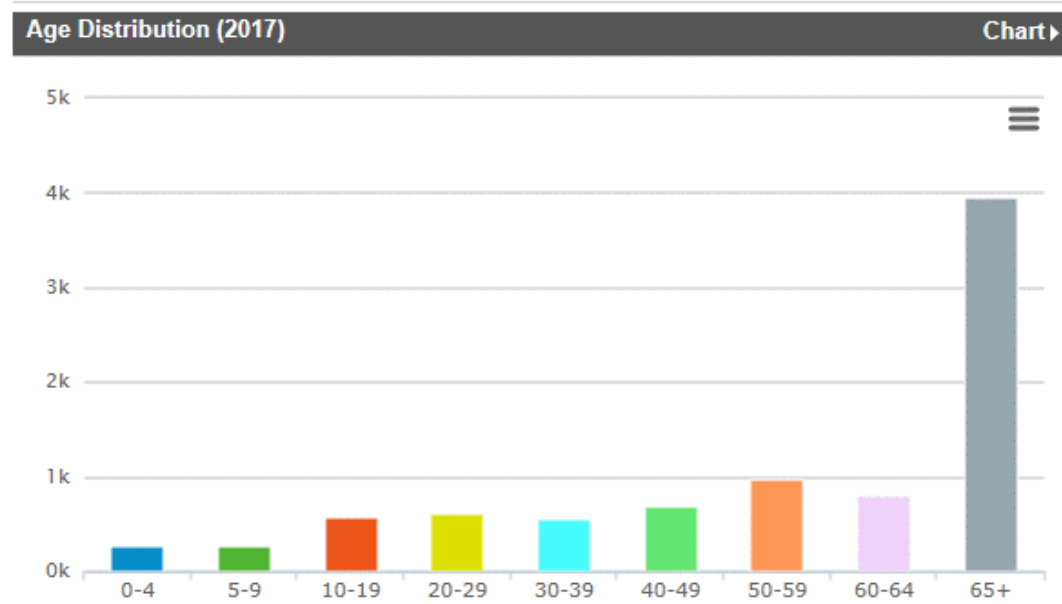


Airport Name	Florence Municipal Airport		FAA ID:	6S2
Contact:	541-997-8069		Frequency 122.8	
Airport Location:	Miles from Coast	1.4	Elevation Ft.	51
Cascadia Event Hazard	Severe	Liquefaction Hazard	High	
Airport Inside DOGAMI Hazard Areas:	No		In 100 Year Floodplain	No
Resiliency Plan Tier	T3			



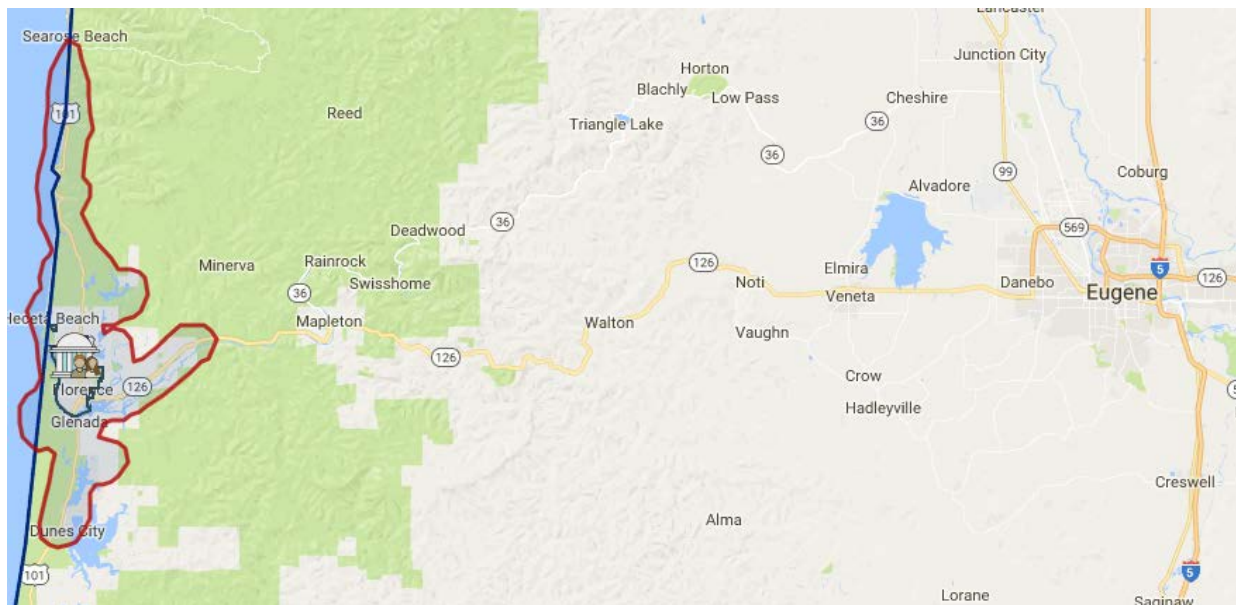
Airport Infrastructure	
Runway Dimensions	3,000 60
Nav aids	PAPI, REIL, VOR, GPS
Weather Reporting	AWOS Runway Strength: S-12,500
Services	
FBO	Florence Airport Volunteer Group
Fuel	AvGas, Jet A
Air Ambulance Based on Airport	NA
Location	
CBD To Airport(NM) & Direction:	01 N
Distance to Local Hospital:	1.3 Miles, Peace Harbor Hospital
Next nearest coastal airport:	Wakonda Beach Airport, 45 Minute Drive Time
Other nearby airports with instrument procedures:	
KOTH - Southwest Oregon Regional Airport (34 nm S)	
KONP - Newport Municipal Airport (36 nm N)	
KEUG - Mahlon Sweet Field Airport (40 nm E)	
KCVO - Corvallis Municipal Airport (47 nm NE)	
KRBG - Roseburg Regional Airport (55 nm SE)	

Community Profile	Florence
Population within 30-minute Drive Time:	15,006
Population within 20-mile Radius:	17,530
Population within City Limits:	8,703

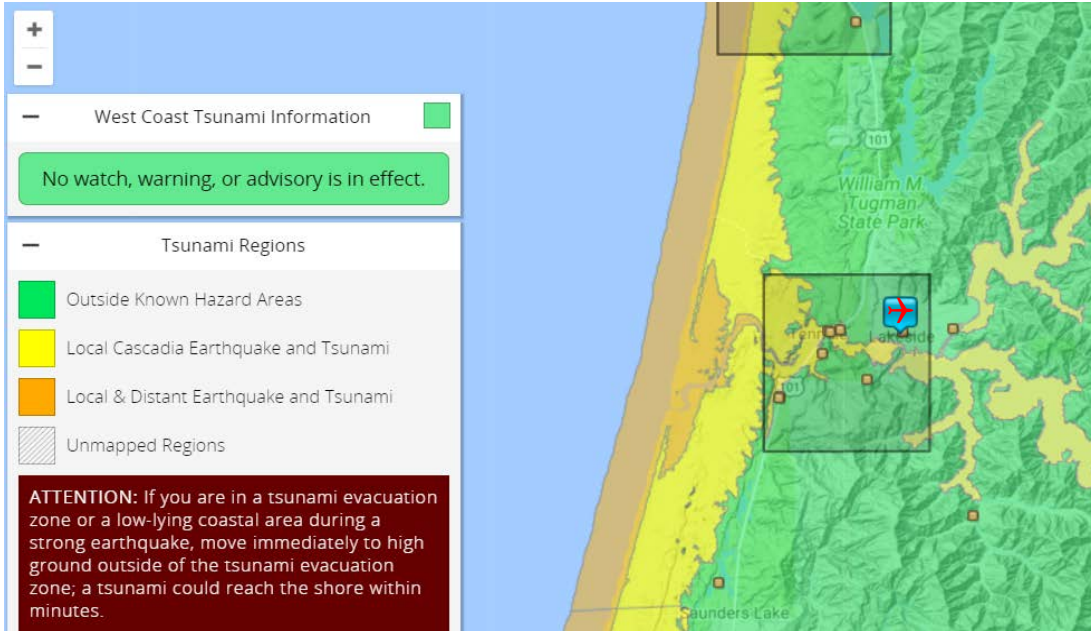


Source: Oregon.zoomprospector.com

FLORENCE
30 Minute Drive Time

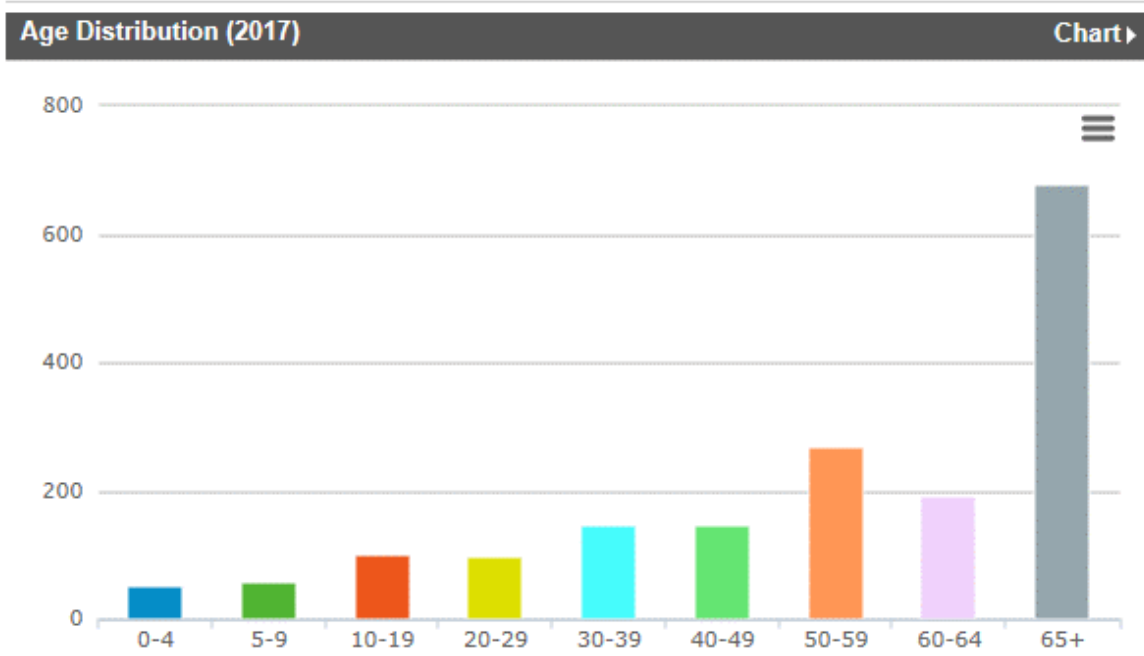


Airport Name	Lakeside Municipal Airport		FAA ID:	9S3
Contact:	541-759-3011		Frequency 122.9	
Airport Location:	Miles from Coast	2.3	Elevation Ft.	20
Cascadia Event Hazard	Severe	Liquefaction Hazard	Moderate	
Airport Inside DOGAMI Hazard Areas:	No		In 100 Year Floodplain	No
Resiliency Plan Tier	NA			



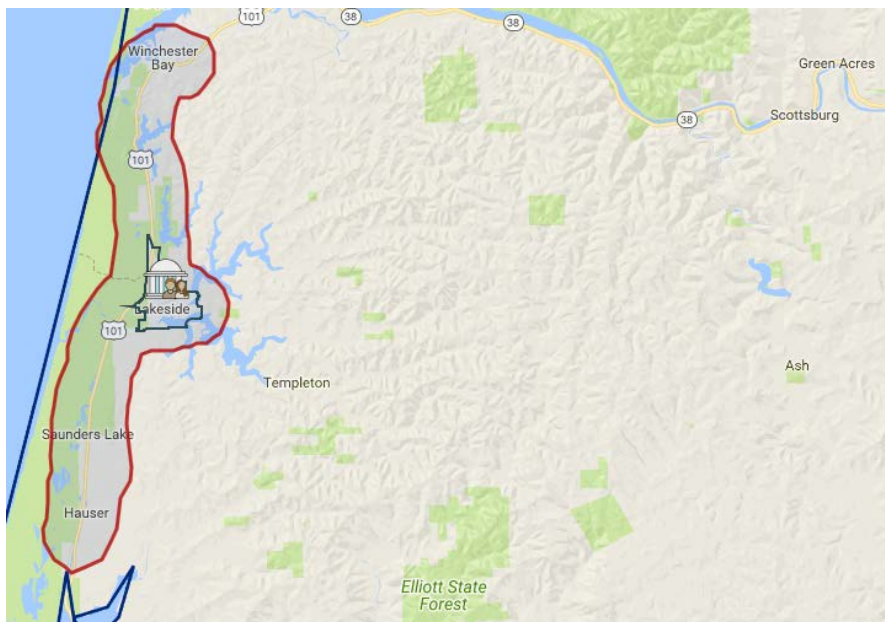
Airport Infrastructure	
Runway Dimensions	2,150 100
Nav aids	VOR
Weather Reporting	NA Runway Strength: Turf
Services	
FBO	NA
Fuel	AvGas
Air Ambulance Based on Airport	NA
Location	
CBD To Airport(NM) & Direction:	00 NW
Distance to Local Hospital:	14 Miles, Lower Umpqua Hospital
Next nearest coastal airport:	Southwest Oregon Regional Airport, 23 Miles Drive Time
Other nearby airports with instrument procedures:	
	KOTH - Southwest Oregon Regional Airport (10 nm S)
	KRBG - Roseburg Regional Airport (41 nm SE)
	KEUG - Mahlon Sweet Field Airport (53 nm NE)
	KONP - Newport Municipal Airport (60 nm N)
	KCVO - Corvallis Municipal Airport (67 nm NE)

Community Profile	Lakeside
Population within 30-minute Drive Time:	29,167
Population within 20-mile Radius:	48,208
Population within City Limits:	1,748

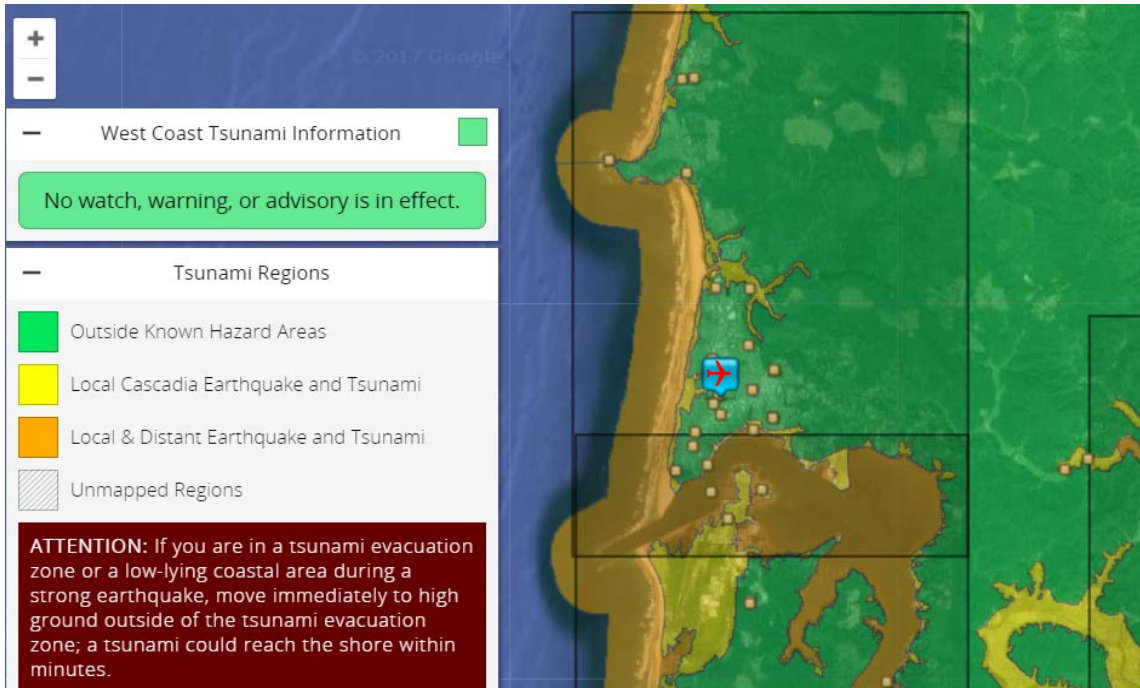


Source: Oregon.zoomprospector.com

LAKESIDE
30 Minute Drive Time

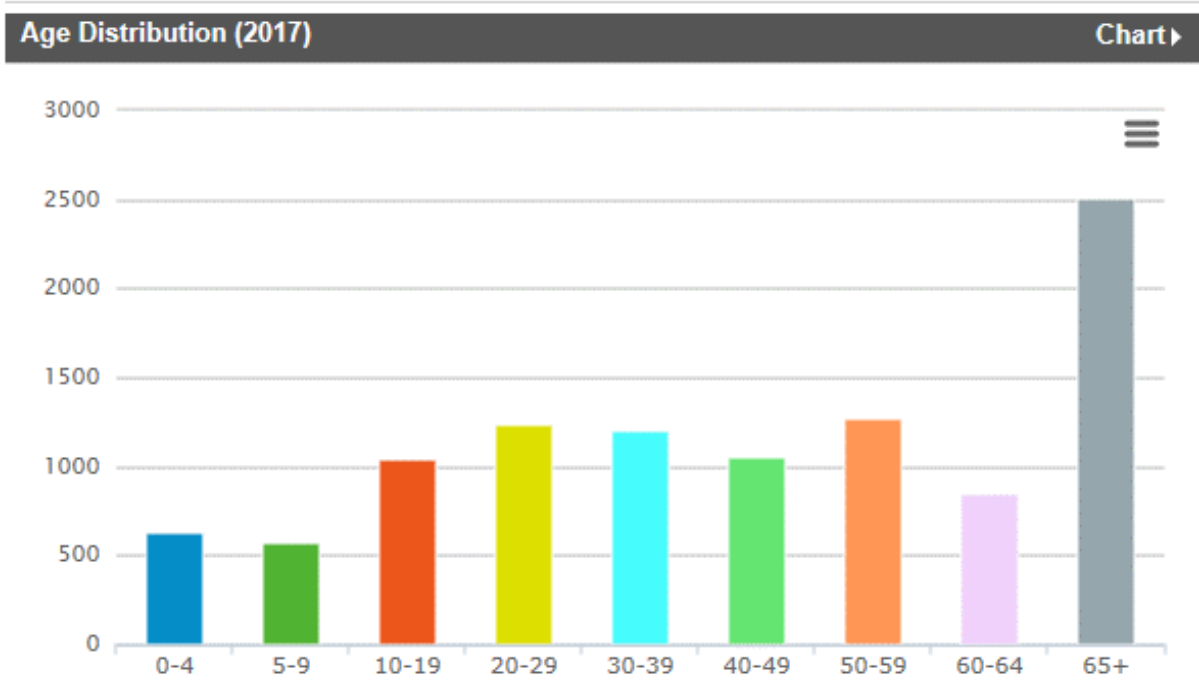


Airport Name	Newport Municipal Airport		FAA ID:	ONP
Contact:	(541) 867-7422		Frequency 122.8	
Airport Location:	Miles from Coast	0.3	Elevation Ft.	132
Cascadia Event Hazard	Severe	Liquefaction Hazard	Low	
Airport Inside DOGAMI Hazard Areas:	No		In 100 Year Floodplain	No
Resiliency Plan Tier	T2			



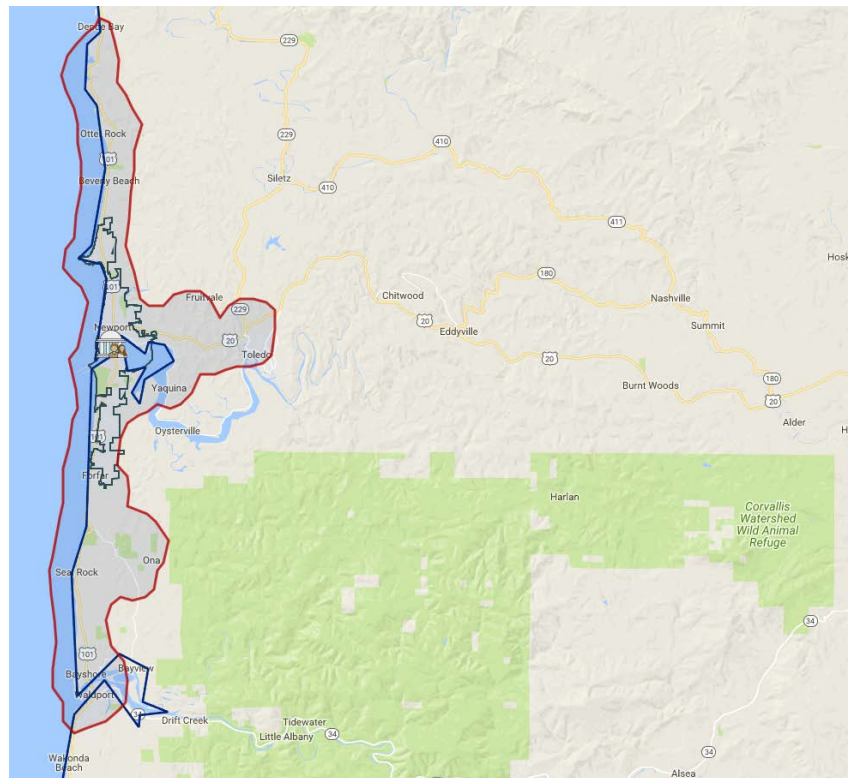
Airport Infrastructure	
Runway Dimensions	5,398 100
Nav aids	PAPI, REIL, MLS, ILS, LOC, MALSR, DME, VOR, GPS, NDB
Weather Reporting	AWOS
Rwy Strength:	S-75000, D-120000, 2S-152000, 2D-170000
Services	
FBO	Newport Municipal Airport
Fuel	Jet A, AvGas
Air Ambulance Based on Airport	NA
Location	
CBD To Airport(NM) & Direction:	03 S
Distance to Local Hospital:	4.5 Miles, Samaritan Pacific Communities Hospital
Next nearest coastal airport:	Toledo State Airport, 26 Minute Drive Time
Other nearby airports with instrument procedures:	
	KCVO - Corvallis Municipal Airport (33 nm E)
	S12 - Albany Municipal Airport (43 nm E)
	KEUG - Mahlon Sweet Field Airport (45 nm SE)
	KSLE - McNary Field Airport (49 nm NE)
	KTMK - Tillamook Airport (51 nm N)

Community Profile	Newport
Population within 30-minute Drive Time:	24,298
Population within 20-mile Radius:	34,539
Population within City Limits:	10,344

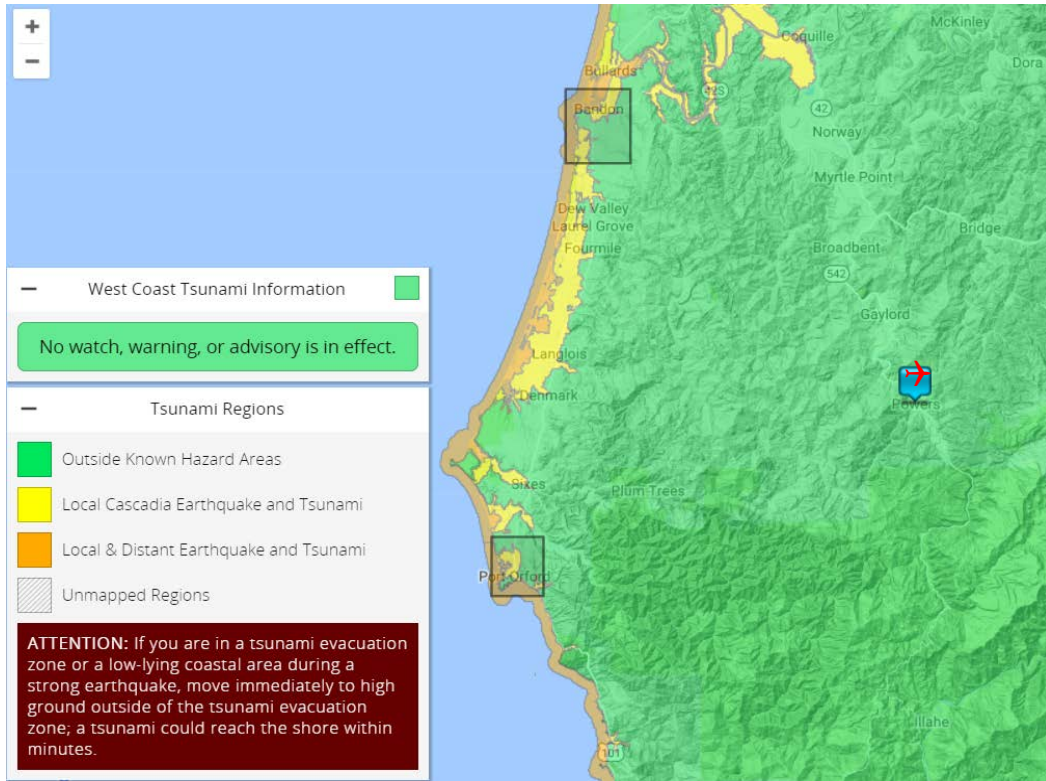


Source: Oregon.zoomprospector.com

**NEWPORT
30 Minute Drive Time**

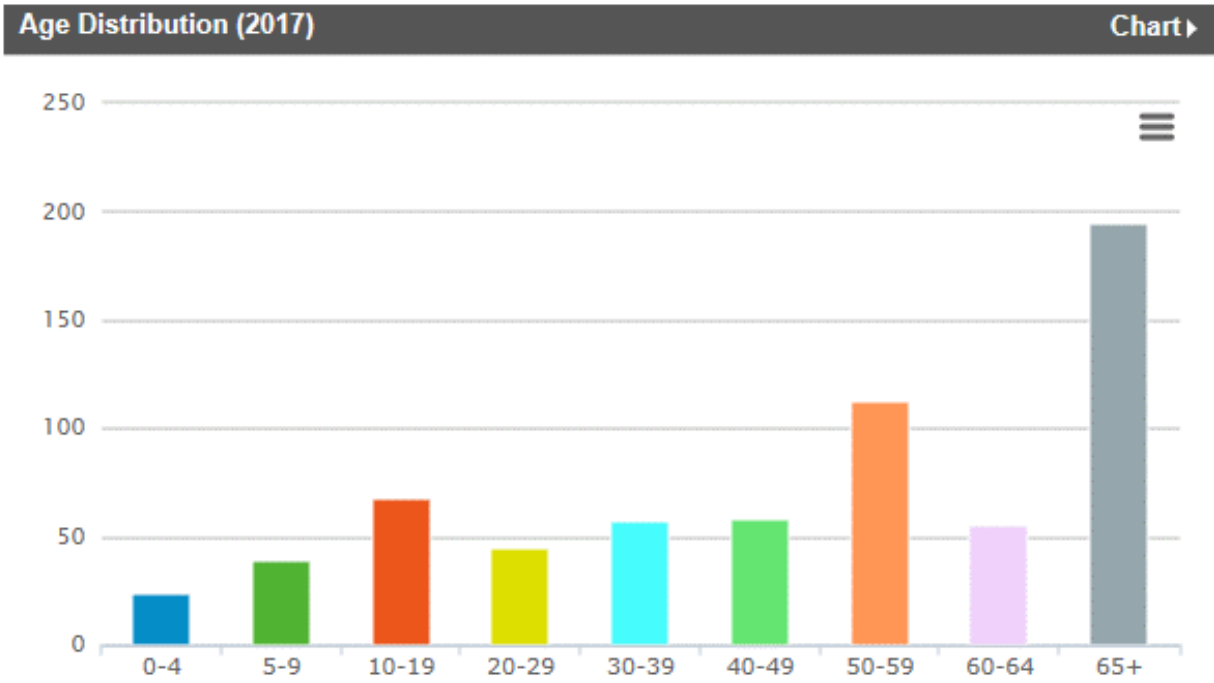


Airport Name	Powers Hayes Field	FAA ID:	6S6
Contact:	(541) 572-2737	Frequency 122.9	
Airport Location:	Miles from Coast	22.9	Elevation Ft. 326
Cascadia Event Hazard	Severe	Liquefaction Hazard	Moderate
Airport Inside DOGAMI Hazard Areas:	No	In 100 Year Floodplain	No
Resiliency Plan Tier	NA		



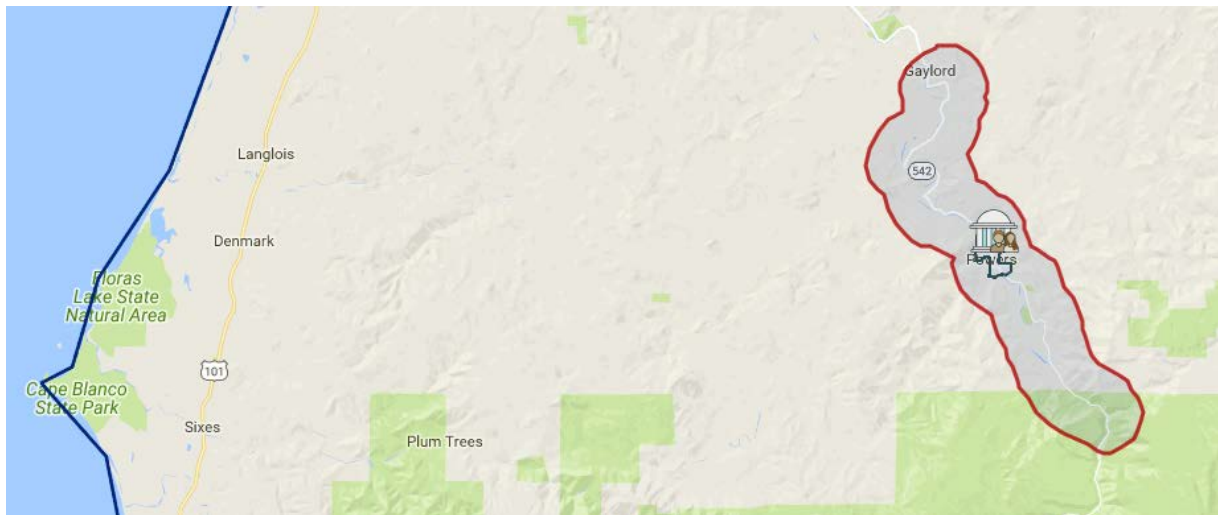
Airport Infrastructure	
Runway Dimensions	2,500 60
NavAids	VOR
Weather Reporting	NA
Runway Strength	NA
Services	
FBO	NA
Fuel	AvGas, Jet A
Air Ambulance Based on Airport	NA
Location	
CBD To Airport(NM) & Direction:	01 SE
Distance to Local Hospital:	49 Miles, Southern Coos Hospital and Health Center
Next nearest coastal airport:	Bandon State Airport, 1 Hour and 15 Minute Drive Time
Other nearby airports with instrument procedures:	
	KOTH - Southwest Oregon Regional Airport (34 nm N)
	3S8 - Grants Pass Airport (37 nm SE)
	KRBG - Roseburg Regional Airport (38 nm NE)
	KMFR - Rogue Valley International - Medford Airport (60 nm SE)
	KCEC - Jack Mc Namara Field Airport (66 nm S)

Community Profile	Powers
Population within 30-minute Drive Time:	891
Population within 20-mile Radius:	7,638
Population within City Limits:	660

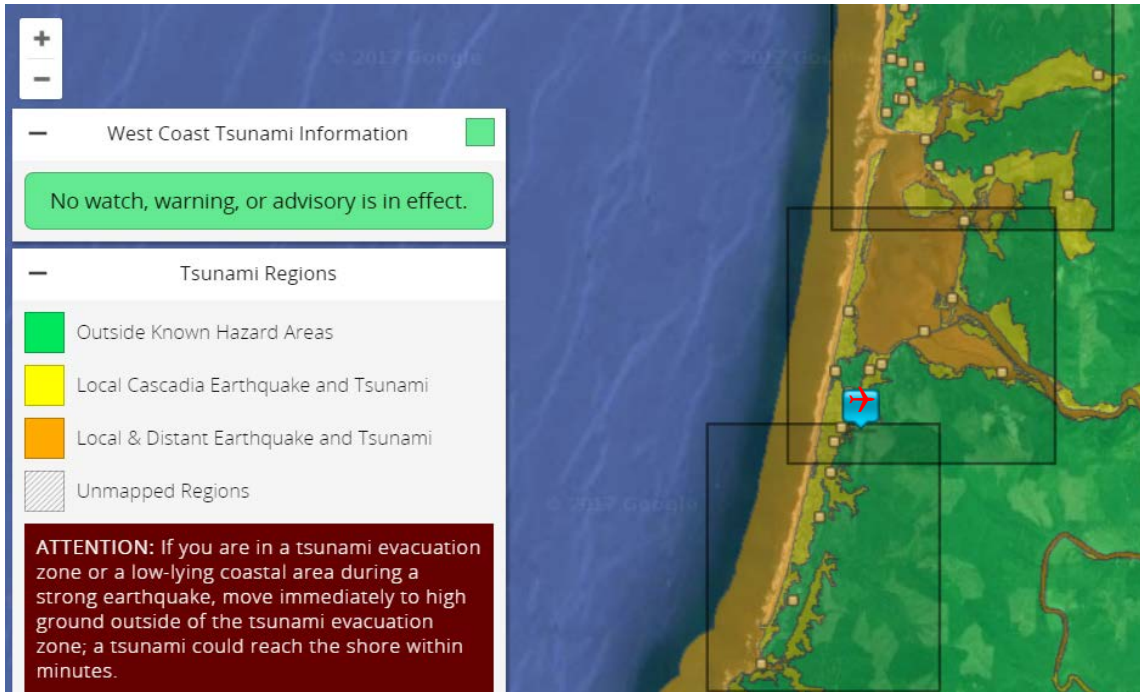


Source: Oregon.zoomprospector.com

POWERS
30 Minute Drive Time



Airport Name	Siletz Bay State Airport		FAA ID:	S45
Contact:	503-378-4880		Frequency 122.7	
Airport Location:	Miles from Coast	0.5	Elevation Ft.	69
Cascadia Event Hazard	Severe	Liquefaction Hazard	Moderate	
Airport Inside DOGAMI Hazard Areas:	No		In 100 Year Floodplain	Yes
Resiliency Plan Tier	T2			

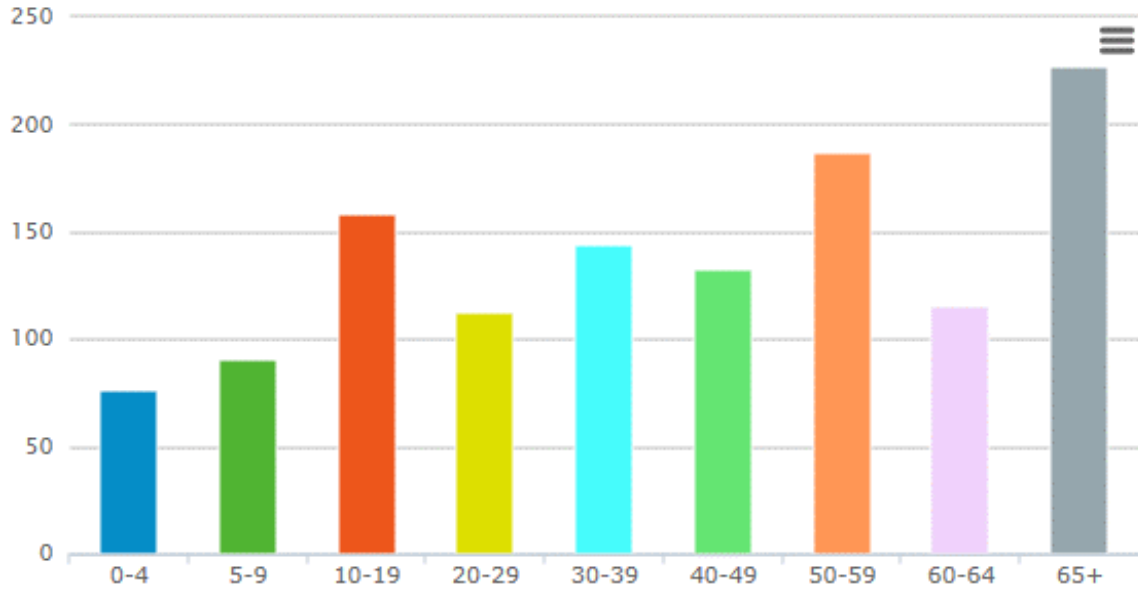


Airport Infrastructure			
Runway Dimensions	3,297	60	
Nav aids	PAPI, REIL, ODALS, VOR, GPS, NDB		
Weather Reporting	ASOS	Runway Strength	S-11000
Services			
FBO	NA		
Fuel	AvGas, Jet A		
Air Ambulance Based on Airport	NA		
Location			
CBD To Airport(NM) & Direction:	01 SE		
Distance to Local Hospital:	9.5 Miles, Samaritan North Lincoln Hospital		
Next nearest coastal airport:	Newport Municipal Airport, 38 Minute Drive Time		
Other nearby airports with instrument procedures:			
	KONP - Newport Municipal Airport (18 nm S)		
	KTMK - Tillamook Airport (34 nm N)		
	KCVO - Corvallis Municipal Airport (39 nm SE)		
	KMMV - Mc Minnville Municipal Airport (42 nm NE)		
	KSLE - McNary Field Airport (44 nm E)		

Community Profile	Lincoln Beach
Population within 30-minute Drive Time:	20,385
Population within 20-mile Radius:	37,804
Population within City Limits:	2,110

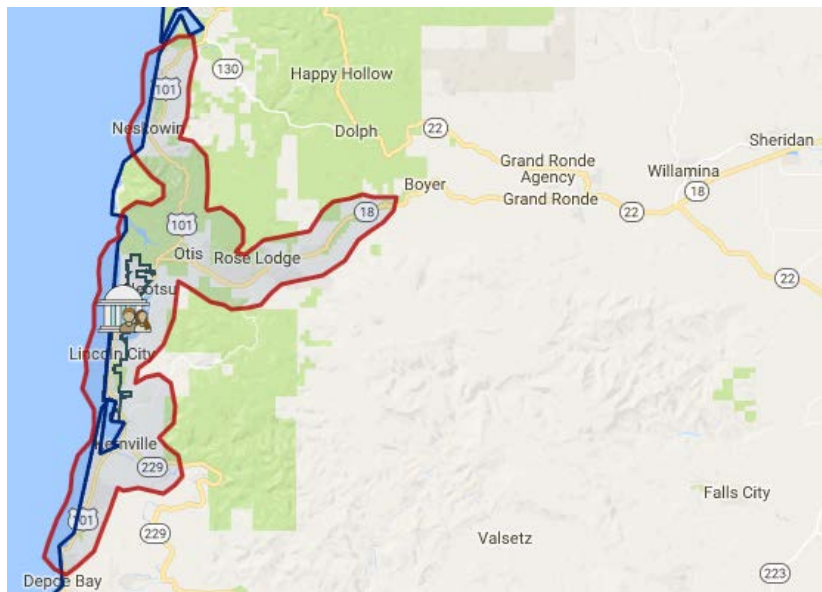
Age Distribution (2017)

Chart ▶

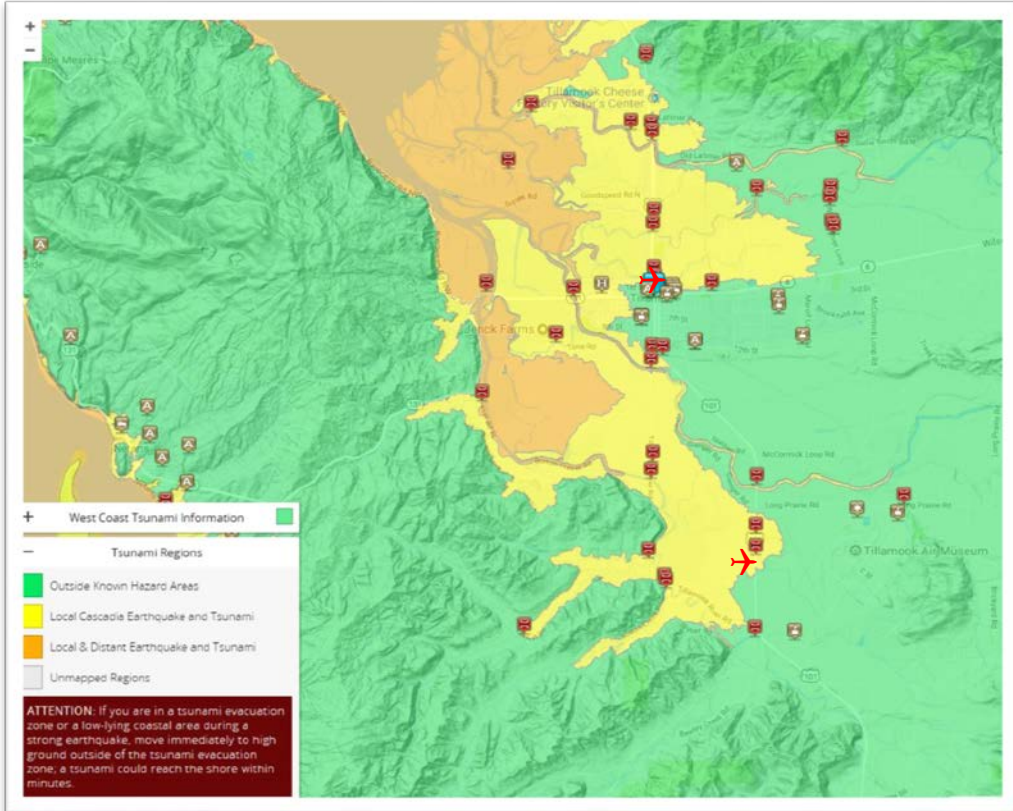


Source: Oregon.zoomprospect.com

**LINCOLN BEACH
30 Minute Drive Time**

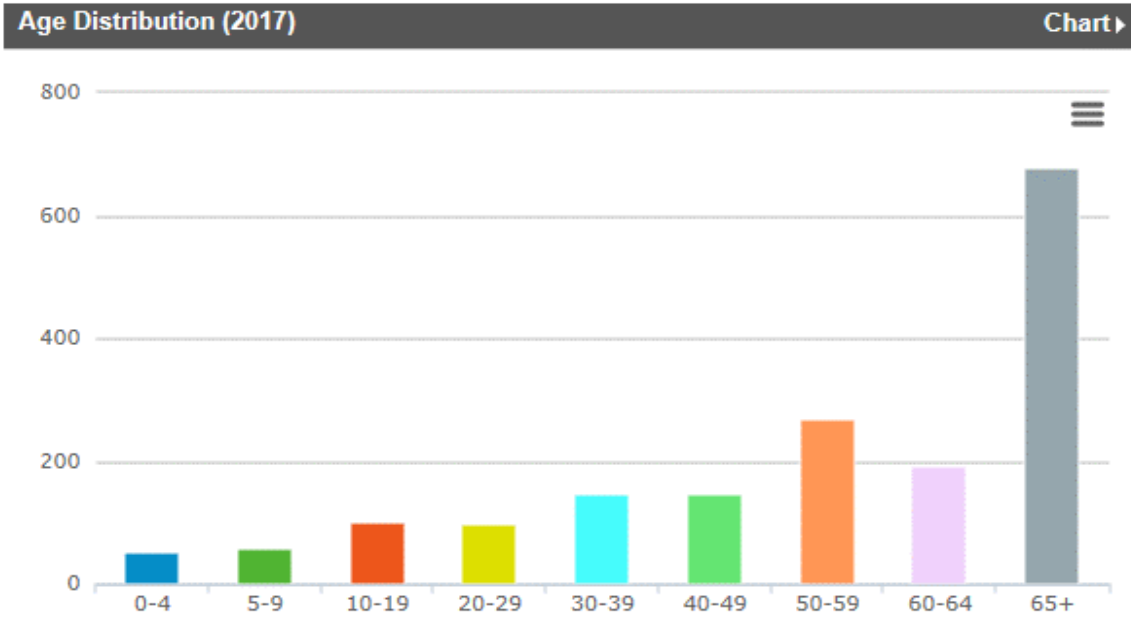


Airport Name	Tillamook Airport		FAA ID:	TMK
Contact:	(503)842-7152		Frequency 122.8	
Airport Location:	Miles from Coas	7.1	Elevation Ft.	39
Cascadia Event Hazard	Severe	Liquefaction Hazard	Moderate	
Airport Inside DOGAMI Hazard Areas:	No	In 100 Year Floodplain	Partial	
Resiliency Plan Tier	T2			



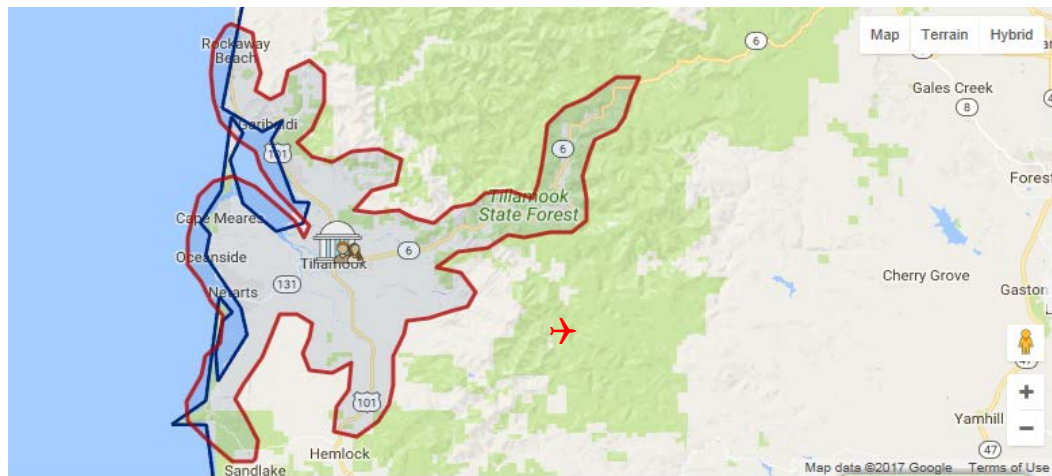
Airport Infrastructure	
Runway Dimensions	5,001 75
Nav aids	ILS
Weather Reporting	AWOS
Runway Strength	S-60000, D-75000,2D-125000
Services	
FBO	Port of Tillamook Bay Airport
Fuel	Jet A, AvGas
Air Ambulance Based on Airport	Classic Air Medical
Location	
CBD To Airport(NM) & Direction: 03 S	
Distance to Local Hospital – 3.6 Miles, Tillamook Regional Medical Center	
Next nearest coastal airport: Nehalem Bay, 41 Minutes drive time	
Other nearby airports with instrument procedures:	
KMMV - Mc Minnville Municipal Airport (32 nm SE)	
KHIO - Portland-Hillsboro Airport (37 nm E)	
KAST - Astoria Regional Airport (44 nm N)	
KUAO - Aurora State Airport (45 nm E)	
KSPB - Scappoose Industrial Airpark (45 nm NE)	

Community Profile	Tillamook
Population within 30-minute Drive Time:	17,630
Population within 20-mile Radius:	25,025
Population within City Limits:	4,976

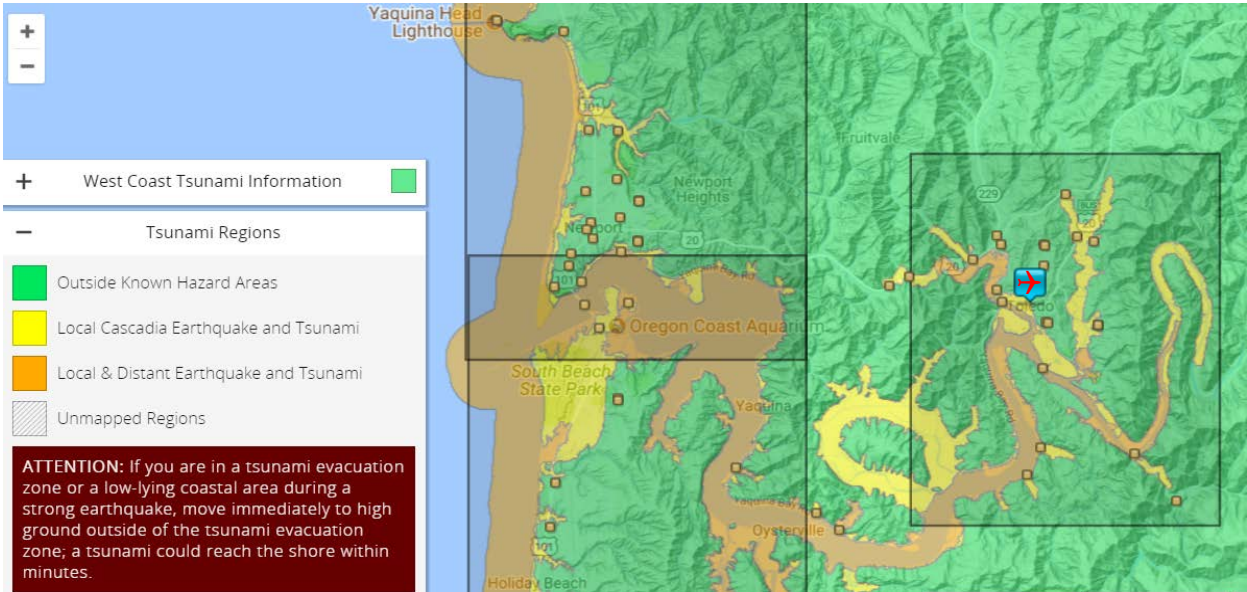


Source: Oregon.zoomprospector.com

Tillamook 30 Minute Drive Time



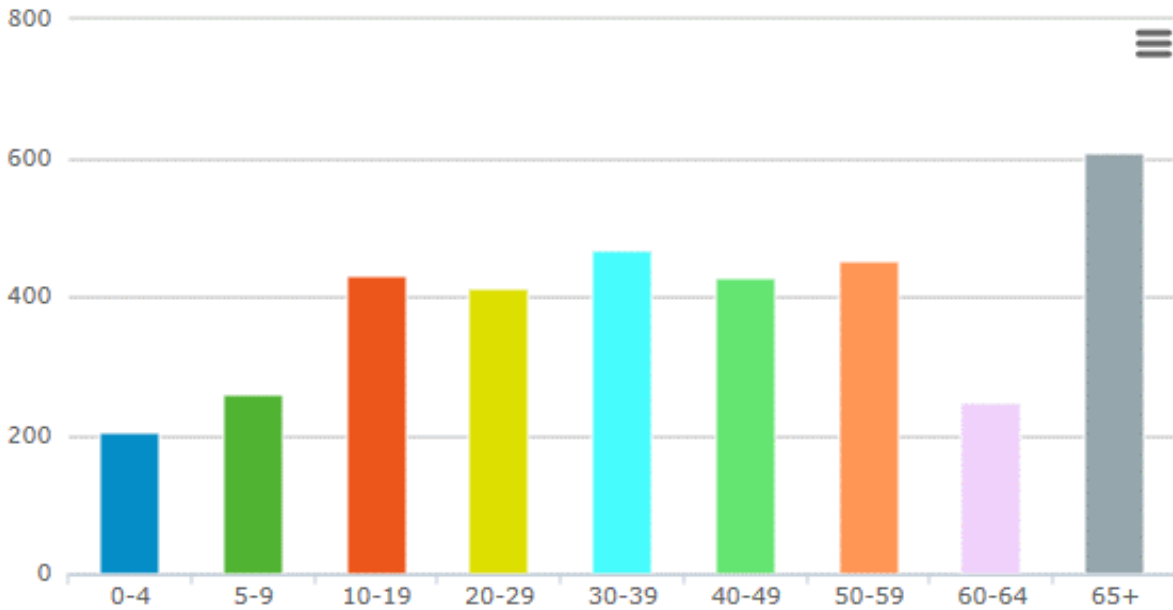
Airport Name	Toledo State Airport		FAA ID:	5S4
Contact:	503-378-4880		Frequency 122.9	
Airport Location:	Miles from Coast	6.4	Elevation Ft.	12
Cascadia Event Hazard	Severe	Liquefaction Hazard	Moderate	
Airport Inside DOGAMI Hazard Areas:	No		In 100 Year Floodplain	Yes
Resiliency Plan Tier	NA			



Airport Infrastructure			
Runway Dimensions	1,750	40	
Nav aids	VOR, NDB		
Weather Reporting	NA	Runway Strength:	NA
Services			
FBO	NA		
Fuel	NA		
Air Ambulance Based on Airport	NA		
Location			
CBD To Airport(NM) & Direction:	01 SW		
Distance to Local Hospital:	9.3 Miles, Samaritan Pacific Communities Hospital		
Next nearest coastal airport:	Newport Municipal Airport, 26 Minutes Drive Time		
Other nearby airports with instrument procedures:			
	KONP - Newport Municipal Airport (5 nm W)		
	KCVO - Corvallis Municipal Airport (28 nm E)		
	S12 - Albany Municipal Airport (38 nm E)		
	KEUG - Mahlon Sweet Field Airport (42 nm SE)		
	KSLE - McNary Field Airport (44 nm NE)		

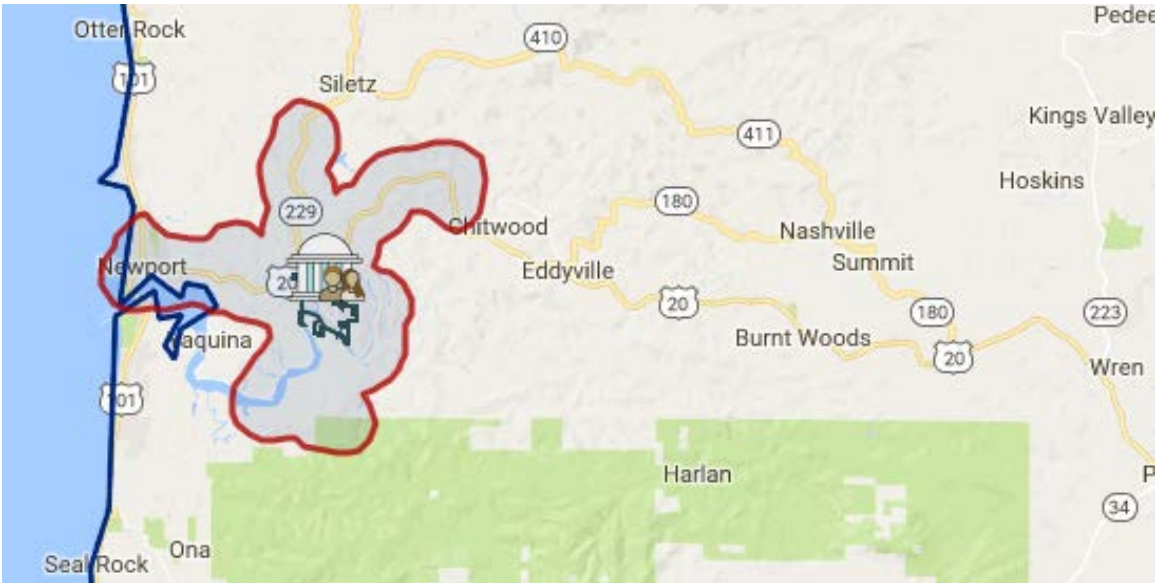
Community Profile	Toledo
Population within 30-minute Drive Time:	19,578
Population within 20-mile Radius:	32,436
Population within City Limits:	3,515

Age Distribution (2017) Chart ▶



Source: Oregon.zoomprospector.com

TOLEDO
30 Minute Drive Time





4.0 AIRPORT FUNCTIONAL ROLES

This chapter presents the airport classification system, developed to determine the facility and service standards used to evaluate the adequacy of Oregon's system of airports. Every airport within the Oregon Aviation Plan 2016 (OAP 2016) plays an important role in the functionality and capacity of the Oregon system of airports.

The first step in updating the OAP 2016 airport classification system was to evaluate the existing airport classification system outlined during the 2007 Oregon Aviation Plan (OAP 2007). OAP 2007 established five categories of airports based on the definitions outlined within the National Plan of Integrated Airport Systems (NPIAS), the design criteria outlined by the Airport Reference Code (ARC), and a facilities inventory.

4.1 Functional Airport Roles - Oregon Aviation Plan 2016 (OAP 2016)

Each airport in Oregon impacts the overall operational capacity and efficiency of the state aviation system by supporting different types of aviation activity. OAP 2007 developed a new classification system of functional airport roles to clearly demonstrate the types of facilities and services that should be provided within each airport category. The Federal Aviation Administration (FAA) airport design criteria known as the Airport Reference Code (ARC) was used to create performance measures to develop the airport functional roles. OAP 2016 maintains the OAP 2007 classification system.

4.1.1 Performance Measures

OAP 2007 also developed performance criteria that illustrate the facility requirements for each airport category. Performance criteria can be defined as a series of objectives an airport should satisfy to qualify for a particular functional role. The objectives were developed through a cooperative process with Oregon Department of Aviation (ODA) and aviation stakeholders. Similarly, OAP 2016 maintains the performance criteria from OAP 2007 with a number of adjustments.

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

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



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

Facility Objectives

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

Community Access Objectives

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

4.1.2 Airport Reference Code (ARC)

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

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

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

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

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

4.1.3 OAP Airport Classification System

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

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

4.1.4 Airport Functional Roles

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

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

Category I – Commercial Service Airports

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

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

TABLE 4-2 – CATEGORY I PERFORMANCE CRITERIA

Facilities	Basic Criteria
Airside Facilities	
FAA – ARC	C-II
NPIAS	Yes
Based Aircraft	Not an Objective
Runway Orientation	95% wind coverage (combined primary/secondary rwy)
Runway Length	6,000 feet
Runway Width	100 feet
Runway Pavement Type	Bituminous, Concrete
Runway Pavement Strength	Varies by Airport*/Design Aircraft
Runway Pavement PCI	65
Taxiways	Full Parallel
Approach Type	Precision
Visual Approach Aids	Both Runway Ends
Instrument Approach Aids	One Runway End
Runway Lighting	MIRL/HIRL/ALS
Taxiway Lighting	MITL/HITL
General Facilities	
Rotating Beacon	Yes
Lighted Wind Indicator	Yes
Weather Reporting	AWOS/ASOS
Hangared Aircraft Storage	75% of Based Aircraft
Apron Parking/Storage	75% of Daily Transient
Terminal Building	Yes
Auto Parking	Moderate
Fencing	Perimeter; controlled access
Cargo	Small Handling Facility w/ Apron

TABLE 4-2 – CATEGORY I PERFORMANCE CRITERIA

Facilities	Basic Criteria
Deicing Facility	Yes
Services	
Fuel	100 LL & Jet A (24-hour self-service)
FBO	Full Service (normal business hours)
Ground Transportation	Rental Car, Taxi, or Other
Food Service	Coffee Shop/Deli & Cold Foods
Restrooms	Yes
Pilot Lounge	Yes w/ Weather Reporting Station
Snow Removal	Yes
Telephone	Yes

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

Category II – Urban General Aviation

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

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

TABLE 4-3 – CATEGORY II PERFORMANCE CRITERIA

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

TABLE 4-3 – CATEGORY II PERFORMANCE CRITERIA

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

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

Category III – Regional General Aviation

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

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

TABLE 4-4 – CATEGORY III PERFORMANCE CRITERIA

Facilities	Basic Criteria
Airside Facilities	
FAA – ARC	B-II
NPIAS	Yes
Based Aircraft	≥10 (NPIAS Standard)
Runway Orientation	≥95% wind coverage (combined primary/secondary rwy)
Runway Length	4,000 feet
Runway Width	75 feet
Runway Pavement Type	Bituminous, Concrete
Runway Pavement Strength	Varies by Airport* (≥12,500 lbs.)
Runway Pavement PCI	60
Taxiways	Partial or Turnarounds
Approach Type	Non-Precision
Visual Approach Aids	One Runway End
Instrument Approach Aids	Not an Objective
Runway Lighting	MIRL

TABLE 4-4 – CATEGORY III PERFORMANCE CRITERIA

Facilities	Basic Criteria
Taxiway Lighting	MITL
General Facilities	
Rotating Beacon	Yes
Lighted Wind Indicator	Yes
Weather Reporting	AWOS/ASOS
Hangared Aircraft Storage	75% of Based Aircraft
Apron Parking/Storage	30% of Daily Transient
Terminal Building	Small Meeting Area
Auto Parking	Minimal (tenant/public)
Fencing	Terminal Area; controlled access
Cargo	Space on Existing Apron
Deicing Facility	Not an Objective
Services	
Fuel	100 LL & Jet A (24-hour self-service)
FBO	Full Service (normal business hours)
Ground Transportation	Courtesy Car / Offsite Rental Car
Food Service	Vending
Restrooms	Yes
Pilot Lounge	Yes w/ Weather Reporting Station
Snow Removal	Yes
Telephone	Yes

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

Category IV – Local General Aviation Airport

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

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

TABLE 4-5 – CATEGORY IV PERFORMANCE CRITERIA

Facilities	Basic Criteria
Airside Facilities	
FAA – ARC	B-I
NPIAS	Not an Objective
Based Aircraft	≥10 (NPIAS Only); Not an Objective (Non-NPIAS)
Runway Orientation	95% wind coverage
Runway Length	3,000 feet Paved; 2,500 feet Turf
Runway Width	60 feet Paved; 120 feet Turf
Runway Pavement Type	Bituminous, Concrete, Turf
Runway Pavement Strength	≥12,500 lbs. (Hard Surface Only)
Runway Pavement PCI	60
Taxiways	Exit Taxiway(s)

TABLE 4-5 – CATEGORY IV PERFORMANCE CRITERIA

Facilities	Basic Criteria
Approach Type	Visual
Visual Approach Aids	One Runway End
Instrument Approach Aids	Not an Objective
Runway Lighting	LIRL
Taxiway Lighting	LITL/Reflectors
General Facilities	
Rotating Beacon	Yes
Lighted Wind Indicator	Yes
Weather Reporting	Not an Objective
Hangared Aircraft Storage	75% of Based Aircraft
Apron Parking/Storage	30% of Daily Transient
Terminal Building	Not an Objective
Auto Parking	Minimal (tenant/public)
Fencing	Not an Objective
Cargo	Not an Objective
Deicing Facility	Not an Objective
Services	
Fuel	100 LL
FBO	Not an Objective
Ground Transportation	Not an Objective
Food Service	Not an Objective
Restrooms	Yes
Pilot Lounge	Not an Objective
Snow Removal	Yes
Telephone	Not an Objective

Category V – Remote Access/Emergency Services (RAES)

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

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

TABLE 4-6 – CATEGORY V PERFORMANCE CRITERIA

Facilities	Basic Criteria
Airside Facilities	
FAA – ARC	A-I
NPIAS	Not an Objective
Based Aircraft	Not an Objective
Runway Orientation	Varies by Airport
Runway Length	2,500 feet Turf
Runway Width	60 feet Turf
Runway Pavement Type	Turf, Gravel

TABLE 4-6 – CATEGORY V PERFORMANCE CRITERIA

Facilities	Basic Criteria
Runway Pavement Strength	Varies by Airport
Runway Pavement PCI	55
Taxiways	Not an Objective
Approach Type	Visual
Visual Approach Aids	Not an Objective
Instrument Approach Aids	Not an Objective
Runway Lighting	Not an Objective
Taxiway Lighting	Not an Objective
General Facilities	
Rotating Beacon	Not an Objective
Lighted Wind Indicator	Not an Objective
Weather Reporting	Not an Objective
Hangared Aircraft Storage	Not an Objective
Apron Parking/Storage	Not an Objective
Terminal Building	Not an Objective
Auto Parking	Not an Objective
Fencing	Not an Objective
Cargo	Not an Objective
Deicing Facility	Not an Objective
Services	
Fuel	Not an Objective
FBO	Not an Objective
Ground Transportation	Not an Objective
Food Service	Not an Objective
Restrooms	Not an Objective
Pilot Lounge	Not an Objective
Snow Removal	Not an Objective
Telephone	Not an Objective

4.1.5 2016 Airport Classifications

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

The airport classifications influence the type of aircraft an airport can accommodate, and in the case of commercial service airports, the routes and markets they can serve.



The airport classification assignment recommends the corresponding facility requirements be provided. Airports can be reclassified by the Oregon Aviation Board (OAB) on a case-by-case basis. Airport sponsors should present justification for a classification change to the OAB for review.

TABLE 4-7 – OAP 2016 AIRPORT CLASSIFICATION BY CATEGORY

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

TABLE 4-7 – OAP 2016 AIRPORT CLASSIFICATION BY CATEGORY

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

Source: ODA & Century West Engineering, Inc.

4.2 FAA Airport Classifications

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

4.2.1 NPIAS Classifications

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

- **Commercial Service:** Public airports receiving scheduled passenger service and having 2,500 or more enplaned passengers per year. Commercial service airports in the United States are divided into Primary and Non-primary.
 - **Primary airports**
 - have more than 10,000 annual passenger enplanements
 - receive an annual apportionment of at least \$1 million in AIP funds with the amount determined by the number of enplaned passengers
 - are grouped into four categories defined as: large hub, medium hub, small hub, and non-hub airports.



- **Non-primary airports**
 - have less than 10,000 annual passenger enplanements
- **Reliever Airports:** Publicly or privately-owned airports designated by the FAA to relieve congestion at Commercial Service Airports and to provide improved general aviation access to the overall community.
- **General Aviation:** Public-use airports that do not have scheduled service or have less than 2,500 annual passenger enplanements.

4.2.2 FAA Asset Study Classifications

The NPIAS offers only two categories for general aviation airports. The FAA Asset Study examined general aviation airports across the United States and was released in May 2012 and an update was completed in 2014. With only two categories for general aviation airports, the NPIAS does not offer much differentiation in terms of airport roles. The FAA recently addressed this shortcoming with its Asset Study which examines general aviation airports across the United States. The first version was released in May 2012 and the second updated version, which identified issues related to airports in the “Unclassified” category, was released in March 2014. The Asset Study describes the critical roles of the general aviation airports and groups general aviation airports into more descriptive categories.

Oregon’s airport system includes a total of 97 airports; 57 of these airports are in the NPIAS. The remaining 40 airports were not included in the FAA 2012 and 2014 Asset Studies. Six of the 57 OAP airports were classified as Unclassified in the 2014 Asset Study. The FAA Asset Study categories are as follows:

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

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

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

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

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

Source: 2014 FAA Asset Study

- Five of the seven commercial service airports in Oregon were not included in the Asset Study analysis.
- Aurora State Airport and Portland-Hillsboro are the only two Oregon airports assigned the National category.
- Eastern Oregon Regional Airport and Klamath Falls Airport both have commercial service airline activity but were included in the FAA Asset Study as Regional airports.
- Portland-Downtown Heliport is included in the Unclassified category.

Table 4-9 compares OAP Airport Classifications with the FAA NPIAS and FAA Asset Study Categories. The FAA Asset Study categories have no bearing on OAP 2016 Classifications.

TABLE 4-9 – OAP AIRPORT CLASSIFICATION COMPARISON - FAA NPIAS AND ASSET STUDY CATEGORIES

Associated City	Airport Name	NPIAS 2016	FAA Asset Study	OAP 2016	OAP 2007
Albany	Albany Municipal Airport	Yes	Local	IV	IV
Alkali Lake	Alkali Lake State Airport			V	V
Arlington	Arlington Municipal Airport			V	V
Ashland	Ashland Municipal-Sumner Parker Field	Yes	Local	III	III
Astoria	Astoria Regional Airport	Yes	Local	II	II
Aurora	Aurora State Airport	Yes	National	II	II
Baker City	Baker City Municipal Airport	Yes	Local	III	III
Bandon	Bandon State Airport	Yes	Local	III	III
Beaver Marsh	Beaver Marsh Airport			V	V
Bend	Bend Municipal Airport	Yes	Regional	II	II
Boardman	Boardman Airport	Yes	Unclassified	IV	IV
Brookings	Brookings Airport	Yes	Local	IV	IV
Burns	Burns Municipal Airport	Yes	Basic	III	III
Cascade Locks	Cascade Locks State Airport			V	V
Cave Junction	Illinois Valley Airport	Yes	Local	IV	IV
Chiloquin	Chiloquin State Airport	Yes	Basic	V	V

TABLE 4-9 – OAP AIRPORT CLASSIFICATION COMPARISON - FAA NPIAS AND ASSET STUDY CATEGORIES-CONTINUED

Associated City	Airport Name	NPIAS 2016	FAA Asset Study	OAP 2016	OAP 2007
Christmas Valley	Christmas Valley Airport	Yes	Basic	IV	IV
Clearwater	Toketee State Airport			V	V
Condon	Condon State – Pauling Field	Yes	Basic	IV	IV
Cornelius	Skyport Airport			V	V
Corvallis	Corvallis Municipal Airport	Yes	Regional	II	II
Cottage Grove	Cottage Grove State Airport	Yes	Local	IV	IV
Crescent Lake	Crescent Lake State Airport			V	V
Creswell	Creswell - Hobby Field	Yes	Local	IV	IV
Culver Lake	Billy Chinook Airport			V	V
Denmark	Cape Blanco State Airport			V	V
Enterprise	Enterprise Municipal Airport			V	V
Estacada	Valley View Airport			V	V
Eugene	Mahlon Sweet Field	Yes		I	I
Florence	Florence Municipal Airport	Yes	Basic	IV	IV
Gates	Davis Field			V	V
Gleneden Beach	Siletz Bay State Airport	Yes	Basic	IV	IV
Gold Beach	Gold Beach Municipal Airport	Yes	Basic	IV	IV
Grants Pass	Grants Pass Airport	Yes	Local	III	III
Hermiston	Hermiston Municipal Airport	Yes	Regional	III	III
Hillsboro	Stark’s Twin Oaks Airport			V	V
Hood River	Ken Jernstedt Airfield	Yes	Local	IV	IV
Hubbard	Lenhardt Airpark			IV	IV
Imnaha	Memaloose Airport (USFS)			V	V
Independence	Independence State Airport	Yes	Local	IV	IV
John Day	Grant County Regional / Ogilvie Field	Yes	Local	III	III
Joseph	Joseph State Airport	Yes	Basic	IV	IV
Klamath Falls	Klamath Falls Airport	Yes	Regional	I	I
La Grande	La Grande / Union County Airport	Yes	Local	III	III
Lakeside	Lakeside Municipal Airport			V	V
Lakeview	Lake County Airport	Yes	Basic	III	III
Lebanon	Lebanon State Airport	Yes	Local	IV	IV
Lexington	Lexington Airport	Yes	Basic	IV	IV
Madras	Madras City-County Airport	Yes	Local	IV	IV
Malin	Malin Airport			V	V
Manzanita	Nehalem Bay State Airport			V	V
McDermitt	McDermitt State Airport	Yes	Basic	V	V
McKenzie Bridge	McKenzie Bridge State Airport			V	V
McMinnville	McMinnville Municipal Airport	Yes	Regional	II	II
Medford	Rogue Valley International – Medford Airport	Yes		I	I

Chapter 4 – Airport Functional Roles

TABLE 4-9 – OAP AIRPORT CLASSIFICATION COMPARISON - FAA NPIAS AND ASSET STUDY CATEGORIES-CONTINUED

Associated City	Airport Name	NPIAS 2016	FAA Asset Study	OAP 2016	OAP 2007
Monument	Monument Municipal Airport			V	V
Myrtle Creek	Myrtle Creek Municipal Airport	Yes	Basic	IV	IV
Newberg	Chehalem Airpark	Yes	Unclassified	IV	IV
Newberg	Sportsman Airpark			IV	IV
Newport	Newport Municipal Airport	Yes	Local	II	II
North Bend	Southwest Oregon Regional Airport	Yes		I	I
Oakridge	Oakridge State Airport			V	V
Ontario	Ontario Municipal Airport	Yes	Local	III	III
Owyhee	Owyhee Reservoir State Airport			V	V
Pacific City	Pacific City State Airport			V	V
Paisley	Paisley Airport			V	V
Pendleton	Eastern Oregon Regional Airport	Yes	Regional	I	I
Pinehurst	Pinehurst State Airport			V	V
Portland	Portland International Airport	Yes		I	I
Portland	Portland Downtown Heliport	Yes	Unclassified	II	II
Portland	Portland Hillsboro Airport	Yes	National	II	II
Portland	Mulino State Airport	Yes	Local	IV	IV
Portland	Portland Troutdale Airport	Yes	Regional	II	II
Powers	Powers Hayes Field			V	V
Prineville	Prineville Airport	Yes	Local	IV	IV
Prospect	Prospect State Airport			V	V
Redmond	Redmond Municipal - Roberts Field	Yes		I	I
Rome	Rome State Airport			V	V
Roseburg	Roseburg Regional Airport	Yes	Regional	III	III
Roseburg	George Felt Airport			V	V
Salem	McNary Field	Yes	Regional	II	I
Sandy	Country Squire Airpark			V	V
Sandy	Sandy River Airport			V	V
Santiam Junction	Santiam Junction State Airport			V	V
Scappoose	Scappoose Industrial Airpark	Yes	Local	II	II
Seaside	Seaside Municipal Airport	Yes	Unclassified	IV	IV
Silver Lake	Silver Lake USFS Strip			V	V
Sisters	Sisters Eagle Air Airport			IV	IV
Sunriver	Sunriver Airport	Yes	Unclassified	IV	IV
The Dalles	Columbia Gorge Regional Airport/The Dalles Municipal Airport	Yes	Local	III	III
Tillamook	Tillamook Airport	Yes	Local	III	III
Toledo	Toledo State Airport			V	V
Vale	Miller Memorial Airpark			V	V
Vernonia	Vernonia Airfield			V	V

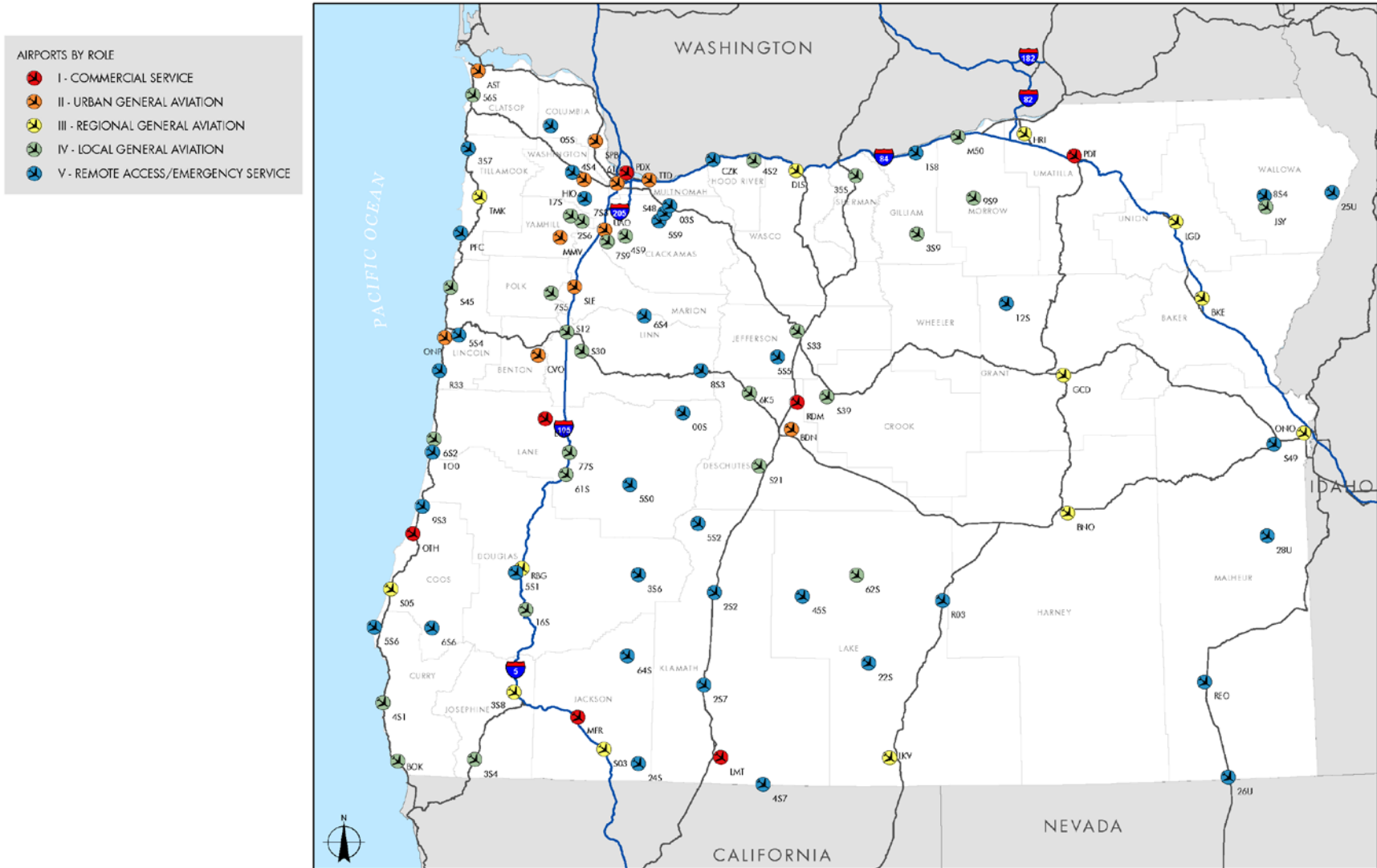


TABLE 4-9 – OAP AIRPORT CLASSIFICATION COMPARISON - FAA NPIAS AND ASSET STUDY CATEGORIES-CONTINUED

Associated City	Airport Name	NPIAS 2016	FAA Asset Study	OAP 2016	OAP 2007
Waldport	Wakonda Beach State Airport			V	V
Wasco	Wasco State Airport	Yes	Unclassified	IV	IV

Source: FAA NPIAS 2017, FAA Asset Study 2012 and 2014, OAP, Century West Engineering, Jviation

FIGURE 4-1 – OAP AIRPORT FUNCTIONAL ROLES



Source: Aviation, OAP 2007 and OAP 2016

2.0 INVENTORY

In 2015, the Oregon Department of Aviation (ODA) and its planning consultant began data collection to update the information contained in the Oregon Aviation Plan 2007 (OAP 2007). An updated inventory of the existing conditions was necessary in order to support the ongoing evaluation of the Oregon system of airports. The Project Team was able to evaluate the existing condition of individual airports, and the state aviation system as a whole, from information collected through the inventory process. The data compiled through the original or updated inventory process includes:

- Physical airport characteristics
- Activity levels
- Environmental considerations
- Navigation aids
- Local socioeconomic data
- Airport financial data
- Surface transportation access
- Terminal, airspace, and airfield capacity

The inventory process is summarized in the following sections:

- 2.1 - Aviation Inventory
- 2.2 - Airport Survey Questionnaire
- 2.3 - Oregon System of Airports

2.1 Aviation Inventory

The OAP 2007 assessed 97 public-use airports, including 82 publicly-owned and 15 privately-owned airports. These airports are dispersed over 98,386 square miles within the state of Oregon, the ninth largest of the 50 states. The 2016 update of the aviation inventory data is intended to reflect changes in conditions occurring since OAP 2007, and expand data where necessary. The inventory update was limited in scope and did not include site visits or individual facility evaluations, but instead relied on airport officials to update and verify their OAP 2007 facility data.

Updating statewide aviation system data required coordination with ODA, airport managers, and airport sponsors. The Project Team developed a streamlined data collection strategy to engage these key stakeholders in the process of maintaining accurate system data.

The Project Team developed a survey questionnaire that was uploaded to Survey Monkey®, a web-based survey site. Emails were sent to all 97 airports within the ODA system with a link to the Survey Monkey website, requesting that they provide the



requested information to support the OAP update and the ongoing ODA-managed state capital improvement program (SCIP) process. A total of 52 initial responses/questionnaires (54%) were received. In an effort to increase participation, the remaining non-responding airport sponsors were contacted by telephone and were mailed a printed copy of the questionnaire. Sponsors provided information for a total of 59 of the 97 surveyed airports (61%).

The survey responses provided the Project Team with local verification of facility and activity data for the airports. For those airports that did not respond to the requests for data, the Project Team reviewed available information from a variety of local, state, and federal sources to identify changes occurring since the 2007 OAP. The data were cataloged, compiled, and evaluated for the 2016 OAP update.

2.2 Airport Survey Questionnaire (OAP 2016)

The survey questionnaire covered a wide range of airport activity including:

- Number of based aircraft
- Aircraft operations (local, itinerant, and total)
- Number of airport employees
- Availability, type, and quantity of fuel storage
- Annual operating expenditures and capital improvements
- Aircraft storage facilities (availability versus demand)
- Airport lease rates and landing fees, if applicable
- NAVAIDS, lighting, etc.
- Types of airport activities such as law enforcement, emergency response, firefighting, etc.
- Any additional comments

The Project Team began the process of updating inventory data by reviewing the Federal Aviation Administration (FAA) Airport Master Record (Form 5010) for each of the study airports. The 5010 provides a record of existing airport facilities, services, based aircraft, and operations. A checklist was created based on the Airport Master Record and the information was cross-checked and updated during the inventory process. Additional data sources included the FAA Chart Supplements (formerly known as the FAA Airport/Facility Directory); the FAA “webdatasheet” site (<http://webdatasheet.faa.gov/>); www.AirNav.com, a secondary online source of airport specific information; available Airport Master Plans and Airport Layout Plans; and the FAA’s Terminal Area Forecast (TAF). The TAF provides based aircraft and aircraft operations data (local, itinerant, and total operations), as well as a breakdown between commercial, air taxi, and military operations.

The physical characteristics of each airport were documented and updated as necessary during the inventory process via the Survey Monkey questionnaire, the 5010 checklist, airport master plans and airport layout plans, the TAF,

<http://webdatasheet.faa.gov>, and through a review of the recent FAA grant histories for airports in Oregon. A sample of the Survey Monkey questionnaire is included in **Appendix B, Surveys**.

2.2.1 Survey Results

The OAP 2007 included the compilation of a spreadsheet tabulating the results of the completed airport surveys. An updated spreadsheet was compiled in the development of the 2016 OAP update. Data within the two spreadsheets were compared to identify any significant changes within the OAP system between 2007 and 2016.

It is noted that some data inconsistencies were identified between the two spreadsheets. For example, there were instances where the 2007 data indicated the presence of facilities that were subsequently found to be non-existent at that time. In other instances, facilities of greater capability identified in OAP 2007 were reported having reduced (downsized or eliminated) capability in the 2016 update. These were investigated to the extent possible to verify/resolve any inconsistencies.

In total, 59 of the 97 airports responded in some form to the survey questionnaire, either online via Survey Monkey or via the printed survey questionnaire. Of the 97 airports reviewed, 66 had updated information that reflected a change from the OAP 2007 study. Additional data sources were queried for those airports that did not respond to the survey questionnaire in order to identify any required facility updates. A summary of significant facility changes is provided below:

- Nineteen airports had a change in runway length:
 - Eleven airports had an increase in runway length.
 - Eight airports had a decrease in runway length.
- Seven airports had a change in runway width:
 - Six airports had a runway width reduced.
 - One airport had an increase in runway width.
- Six airports had a change in runway surface:
 - Four airports upgraded runway composition (paved).
 - Two airports converted gravel runways to turf.
- One airport added runway edge lighting.
- Eleven airports had changes in their primary taxiway configuration, including the addition of full- or partial-length parallel taxiways, taxiway turnarounds and new access taxiways.
- Nine airports added or upgraded taxiway edge lighting or retroreflectors.

Table 2-1, Table 2-2, and Table 2-3 provide a comprehensive overview of all the changes in airport facilities identified between OAP 2007 and OAP 2016.

TABLE 2-1 – AIRSIDE FACILITY CHANGES, 2007-2016 – FACILITIES

Airport Identifier	Associated City	Airport Name	Primary Runway Orientation	Primary Runway Length	Primary Runway Width	Primary Runway Surface Type	Primary Runway Pavement Strength	Primary Runway Lighting	Primary Taxiway Configuration	Primary Taxiway Lighting	Apron
R03	Alkali Lake	Alkali Lake State									
1S8	Arlington	Arlington Municipal			100' to 50'	Gravel to Turf					
AST	Astoria	Astoria Regional Airport		5,796' to 5,794'							N.A. to E
UAO	Aurora	Aurora State Airport					3,000 to 30,000			Reflectors to MITL	
BKE	Baker City	Baker City Municipal Airport								Reflectors to MITL	
S05	Bandon	Bandon State Airport					12,500 to 12,000				
BDN	Bend	Bend Municipal Airport									
M50	Boardman	Boardman Airport									
BOK	Brookings	Brookings Airport									
BNO	Burns	Burns Municipal Airport					40,000 to 30,000				
5S6	Sixes	Cape Blanco State Airport									
CZK	Cascade Locks	Cascade Locks State Airport									
2S7	Chiloquin	Chiloquin State Airport		3,735' to 3,749'			12,500 to 10,000			N.A. to Reflectors	N.A. to E
62S	Christmas Valley	Christmas Valley Airport					12,500 to 12,000		N.A. to Full Parallel	N.A. to MITL	E, C to E
DLS	The Dalles	Columbia Gorge Regional-The Dalles	Runway 12/30 to Runway 13/31				12,000 to 60,000	HIRL to MIRL			E, C to E
3S9	Condon	Condon State Airport - Pauling Field									
61S	Cottage Grove	Cottage Grove State Airport - Jim Wright Field		3,200' to 3,188'			12,500 to 15,000				
EUG	Eugene	Eugene Airport - Mahlon Sweet Field									
6S2	Florence	Florence Municipal Airport									
5S1	Roseburg	George Felt		2,325' to 2,300'							
4S1	Gold Beach	Gold Beach Municipal Airport		3,200' to 3,237'							
GCD	John Day	Grant County Regional Airport								N.A. to Reflectors	
3S8	Grants Pass	Grants Pass Airport									
HRI	Hermiston	Hermiston Municipal Airport									
3S4	Cave Junction	Illinois Valley Airport		5,001' to 4,807'			19,000 to 20,000	MLS to LIRL			N.A. to E
JSY	Joseph	Joseph State Airport									
4S2	Hood River	Ken Jernstedt Airfield									
LMT	Klamath Falls	Klamath Falls International Airport				Bituminous to Bituminous / Concrete					
LGD	La Grande	La Grande / Union County Airport		5,600' to 6,260'			65,000 to 99,000				
5S5	Culver	Lake Billy Chinook			34' to 32'	Paved-Chip Seal to Bituminous			N.A. to Turnarounds		
LKV	Lakeview	Lake County Airport		5,306' to 5,318'						N.A. to Reflectors	N.A. to E
100	Florence	Lake Woahink SPB									
7S9	Hubbard	Lenhardt Airpark		3,200' to 2,956'					N.A. to Turnarounds		
9S9	Lexington	Lexington Airport		4,155' to 4,156'							
S33	Madras	Madras Municipal Airport					12,500 to 75,000				
4S7	Malin	Malin		2,950' to 2,800'	40' to 30'		12,500 to N.A.		Partial Parallel to N.A.		
00S	McKenzie Bridge	McKenzie Bridge State									
MMV	McMinnville	McMinnville Municipal Airport									
S49	Vale	Miller Memorial Airpark				Gravel to Bituminous					
12S	Monument	Monument Municipal			29' to 25'						
4S9	Mulino	Mulino State Airport									
3S7	Manzanita	Nehalem Bay State Airport							Partial Parallel to N.A.		

Airport Identifier	Associated City	Airport Name	Primary Runway Orientation	Primary Runway Length	Primary Runway Width	Primary Runway Surface Type	Primary Runway Pavement Strength	Primary Runway Lighting	Primary Taxiway Configuration	Primary Taxiway Lighting	Apron
ONP	Newport	Newport Municipal Airport			150' to 100'						
5S0	Oakridge	Oakridge State		3,601' to 3,610'							
ONO	Ontario	Ontario Municipal Airport					30,000 to 30,000s, 60,000d				
28U	Owyhee Reservoir	Owyhee Reservoir State									
61J	Portland	Portland Downtown Heliport									
HIO	Portland	Portland-Hillsboro Airport	Runway 12/30 to Runway 13R/31L								
PDX	Portland	Portland International Airport				Bituminous to Concrete					N.A. to E
TTD	Portland	Portland-Troutdale Airport									
S39	Prineville	Prineville Airport		5,750' to 5,751'					Partial Parallel to Full Parallel		
RDM	Redmond	Redmond Municipal Airport-Roberts Field		7,040' to 7,038'							N.A. to E
MFR	Medford	Rogue Valley International-Medford Airport					200,000 to 75,000				
RBG	Roseburg	Roseburg Regional Airport		4,602' to 5,001'			89,000 to 42,000				
SLE	Salem	Salem McNary Field									
03S	Sandy	Sandy River									
6K5	Sisters	Sisters Eagle Air Airport		3,556' to 3,560'	30' to 60'			N.A. to MIRL	Turnarounds to Full Parallel		N.A. to E
4S4	Cornelius	Skyport				Gravel to Turf					
OTH	North Bend	Southwest Oregon Regional Airport							Partial Parallel to Full Parallel		
2S6	Newberg	Sportsman Airpark		2,745' to 2,755'							
7S3	Hillsboro	Stark's Twin Oaks							Turnarounds to Full Parallel		
S21	Sunriver	Sunriver Airport		5,455' to 5,461'							
TMK	Tillamook	Tillamook Airport									

Source: Century West, airport records, and FAA 5010 data Notes: NA = Not Applicable or None; C = ; D = Desired from 2007 OAP; E = Existing

TABLE 2-2 - FACILITY CHANGES, 2007-2016 – NAVAIDS

Airport Identifier	Associated City	Airport Name	Beacon	ASOS	AWOS	Wind Cone	Lighted Wind Cone	PAPI	VASI	REIL	MLS	ILS	Localizer	MALSR	ODALS	DME	VOR*	GPS	NDB
R03	Alkali Lake	Alkali Lake State																	
1S8	Arlington	Arlington Municipal				N.A. to E											N.A. to E		
AST	Astoria	Astoria Regional Airport		N.A. to E			N.A. to E	N.A. to E	N.A. to E	N.A. to E		N.A. to E	N.A. to E	N.A. to E		N.A. to E	N.A. to E	N.A. to E	N.A. to E
UAO	Aurora	Aurora State Airport								E		N.A. to E				N.A. to E	N.A. to E		N.A. to E
BKE	Baker City	Baker City Municipal Airport																	
S05	Bandon	Bandon State Airport															N.A. to E		
BDN	Bend	Bend Municipal Airport					E, D, C to E	E, C to E								N.A. to E	N.A. to E		N.A. to E
M50	Boardman	Boardman Airport								E							N.A. to E		
BOK	Brookings	Brookings Airport				N.A. to E											N.A. to E		
BNO	Burns	Burns Municipal Airport															N.A. to E		
5S6	Sixes	Cape Blanco State Airport															N.A. to E		
CZK	Cascade Locks	Cascade Locks State Airport					E to N.A.										N.A. to E		
2S7	Chiloquin	Chiloquin State Airport				N.A. to E	E to N.A.										N.A. to E		
62S	Christmas Valley	Christmas Valley Airport						E											

Airport Identifier	Associated City	Airport Name	Beacon	ASOS	AWOS	Wind Cone	Lighted Wind Cone	PAPI	VASI	REIL	MLS	ILS	Localizer	MALSR	ODALS	DME	VOR*	GPS	NDB
DLS	The Dalles	Columbia Gorge Regional-The Dalles			N.A. to E													E	
3S9	Condon	Condon State Airport - Pauling Field																	
61S	Cottage Grove	Cottage Grove State Airport-Jim Wright Field															N.A. to E		
EUG	Eugene	Eugene Airport-Mahlon Sweet Field							E to N.A.										
6S2	Florence	Florence Municipal Airport								E to N.A.									N.A. to E
5S1	Roseburg	George Felt				N.A. to E													
4S1	Gold Beach	Gold Beach Municipal Airport																	N.A. to E
GCD	John Day	Grant County Regional Airport					N.A. to E		E to N.A.	N.A. to E									N.A. to E
3S8	Grants Pass	Grants Pass Airport							E to N.A.				E to N.A.						N.A. to E
HRI	Hermiston	Hermiston Municipal Airport		N.A. to E	E to N.A.					N.A. to E									
3S4	Cave Junction	Illinois Valley Airport	E				E		N.A. to E										N.A. to E
JSY	Joseph	Joseph State Airport						E		E									N.A. to E
4S2	Hood River	Ken Jernstedt Airfield					N.A. to E			E, C to E									N.A. to E
LMT	Klamath Falls	Klamath Falls International Airport	E, C to E						E, C to E	E to N.A.									E
LGD	La Grande	La Grande / Union County Airport																	N.A. to E
5S5	Culver	Lake Billy Chinook																	N.A. to E
LKV	Lakeview	Lake County Airport	N.A. to E		N.A. to E		N.A. to E		N.A. to E	N.A. to E									N.A. to E
100	Florence	Lake Woahink SPB																	N.A. to E
7S9	Hubbard	Lenhardt Airpark					N.A. to E		N.A. to E										N.A. to E
9S9	Lexington	Lexington Airport																	N.A. to E
S33	Madras	Madras Municipal Airport								E									N.A. to E
4S7	Malin	Malin																	N.A. to E
00S	McKenzie Bridge	McKenzie Bridge State																	N.A. to E
MMV	McMinnville	McMinnville Municipal Airport										E to N.A.				N.A. to E			N.A. to E
S49	Vale	Miller Memorial Airpark					N.A. to E												N.A. to E
12S	Monument	Monument Municipal																	N.A. to E
4S9	Mulino	Mulino State Airport							E to N.A.										N.A. to E
3S7	Manzanita	Nehalem Bay State Airport																	N.A. to E
ONP	Newport	Newport Municipal Airport							E to N.A.				E to N.A.						
5S0	Oakridge	Oakridge State																	
ONO	Ontario	Ontario Municipal Airport						E, C to E, C		E, C to E									N.A. to E
28U	Owyhee Reservoir	Owyhee Reservoir State																	
61J	Portland	Portland Downtown Heliport							E to N.A.										N.A. to E
HIO	Portland	Portland-Hillsboro Airport							E to N.A.										
PDX	Portland	Portland International Airport	N.A. to E	N.A. to E		N.A. to E	N.A. to E	N.A. to E		N.A. to E		N.A. to E	N.A. to E	N.A. to E		N.A. to E	N.A. to E	N.A. to E	N.A. to E
TTD	Portland	Portland-Troutdale Airport																	
S39	Prineville	Prineville Airport		N.A. to E	N.A. to E	N.A. to E													N.A. to E
RDM	Redmond	Redmond Municipal Airport-Roberts Field																	E to N.A.
MFR	Medford	Rogue Valley International-Medford Airport							E to N.A.										
RBG	Roseburg	Roseburg Regional Airport															E to N.A.		
SLE	Salem	Salem McNary Field		N.A. to E		N.A. to E						E, D to E				N.A. to E			N.A. to E
03S	Sandy	Sandy River																	N.A. to E
6K5	Sisters	Sisters Eagle Air Airport	N.A. to E		N.A. to E			N.A. to E											N.A. to E
4S4	Cornelius	Skyport																	N.A. to E

Airport Identifier	Associated City	Airport Name	Beacon	ASOS	AWOS	Wind Cone	Lighted Wind Cone	PAPI	VASI	REIL	MLS	ILS	Localizer	MALSR	ODALS	DME	VOR*	GPS	NDB
OTH	North Bend	Southwest Oregon Regional Airport						E, C to N.A.										N.A. to E	
2S6	Newberg	Sportsman Airpark															N.A. to E		
7S3	Hillsboro	Stark's Twin Oaks															N.A. to E		
S21	Sunriver	Sunriver Airport														N.A. to E	N.A. to E		
TMK	Tillamook	Tillamook Airport									E to N.A.	N.A. to E					N.A. to E		
5S4	Toledo	Toledo State Airport						E to N.A.									N.A. to E		
05S	Vernonia	Vernonia Municipal				N.A. to E											N.A. to E		
R33	Waldport	Wakonda Beach State															N.A. to E		

Source: Century West, airport records, and FAA 5010 data

Notes: NA = Not Applicable or None; E = Existing

TABLE 2-3 - FACILITY CHANGES, 2007-2016 – SERVICES

Airport Identifier	Associated City	Airport Name	Deicing	100 II	Jet A	Full Service FBO	Ground Transportation	Control Tower	Food Services	Restrooms	Pilot Lounge	Telephone	Snow Removal	NPIAS
R03	Alkali Lake	Alkali Lake State												
1S8	Arlington	Arlington Municipal												
AST	Astoria	Astoria Regional Airport	N.A. to E	N.A. to E	N.A. to E	N.A. to E	N.A. to E		N.A. to E	N.A. to E	N.A. to E	N.A. to E		
UAO	Aurora	Aurora State Airport						N.A. to E				N.A. to E		
BKE	Baker City	Baker City Municipal Airport												
S05	Bandon	Bandon State Airport									N.A. to E	N.A. to E		
BDN	Bend	Bend Municipal Airport												
M50	Boardman	Boardman Airport												
BOK	Brookings	Brookings Airport		E, D, C to E	E, D, C to E	N.A. to E	E to N.A.							
BNO	Burns	Burns Municipal Airport				N.A. to E	N.A. to E							
5S6	Sixes	Cape Blanco State Airport												
CZK	Cascade Locks	Cascade Locks State Airport												
2S7	Chiloquin	Chiloquin State Airport												
62S	Christmas Valley	Christmas Valley Airport												
DLS	The Dalles	Columbia Gorge Regional-The Dalles							N.A. to E					
3S9	Condon	Condon State Airport - Pauling Field												
61S	Cottage Grove	Cottage Grove State Airport-Jim Wright Field												
EUG	Eugene	Eugene Airport -Mahlon Sweet Field	N.A. to E											
6S2	Florence	Florence Municipal Airport												
5S1	Roseburg	George Felt												
4S1	Gold Beach	Gold Beach Municipal Airport				N.A. to E	N.A. to E							
GCD	John Day	Grant County Regional Airport												
3S8	Grants Pass	Grants Pass Airport								E				
HRI	Hermiston	Hermiston Municipal Airport				N.A. to E								
3S4	Cave Junction	Illinois Valley Airport		E to N.A.										
JSY	Joseph	Joseph State Airport			N.A. to E									
4S2	Hood River	Ken Jernstedt Airfield					N.A. to E							
LMT	Klamath Falls	Klamath Falls International Airport				N.A. to E								
LGD	La Grande	La Grande / Union County Airport												
5S5	Culver	Lake Billy Chinook												
LKV	Lakeview	Lake County Airport		N.A. to E	N.A. to E	N.A. to E	N.A. to E			N.A. to E	N.A. to E	N.A. to E	N.A. to E	
100	Florence	Lake Woahink SPB												

Airport Identifier	Associated City	Airport Name	Deicing	100 II	Jet A	Full Service FBO	Ground Transportation	Control Tower	Food Services	Restrooms	Pilot Lounge	Telephone	Snow Removal	NPIAS
7S9	Hubbard	Lenhardt Airpark												
9S9	Lexington	Lexington Airport												
S33	Madras	Madras Municipal Airport												
4S7	Malin	Malin		N.A. to E										
00S	McKenzie Bridge	McKenzie Bridge State								E to N.A.				
MMV	McMinnville	McMinnville Municipal Airport												
S49	Vale	Miller Memorial Airpark												
12S	Monument	Monument Municipal												
4S9	Mulino	Mulino State Airport										N.A. to E		
3S7	Manzanita	Nehalem Bay State Airport												
ONP	Newport	Newport Municipal Airport				N.A. to E								
5S0	Oakridge	Oakridge State								E to N.A.				
ONO	Ontario	Ontario Municipal Airport												
28U	Owyhee Reservoir	Owyhee Reservoir State												
61J	Portland	Portland Downtown Heliport												
HIO	Portland	Portland-Hillsboro Airport												
PDX	Portland	Portland International Airport	N.A. to E	N.A. to E	N.A. to E	N.A. to E	N.A. to E	N.A. to E	N.A. to E	N.A. to E	N.A. to E	N.A. to E	N.A. to E	N.A. to Y
TTD	Portland	Portland-Troutdale Airport												
S39	Prineville	Prineville Airport												
RDM	Redmond	Redmond Municipal Airport-Roberts Field	N.A. to E											
MFR	Medford	Rogue Valley International-Medford Airport	N.A. to E											
RBG	Roseburg	Roseburg Regional Airport												
SLE	Salem	Salem McNary Field												
03S	Sandy	Sandy River		E to N.A.										
6K5	Sisters	Sisters Eagle Air Airport		N.A. to E			N.A. to E							
4S4	Cornelius	Skyport												
OTH	North Bend	Southwest Oregon Regional Airport												
2S6	Newberg	Sportsman Airpark												
7S3	Hillsboro	Stark's Twin Oaks				N.A. to E	N.A. to E							
S21	Sunriver	Sunriver Airport												N to Y
TMK	Tillamook	Tillamook Airport					N.A. to E							
5S4	Toledo	Toledo State Airport												
05S	Vernonia	Vernonia Municipal												
R33	Waldport	Wakonda Beach State												

Source: Century West, airport records, and FAA 5010 data

Notes: NA = Not Applicable or None; E = Existing; C = in CIP, D = Desired Category (2007 Study) = Yes, N = No

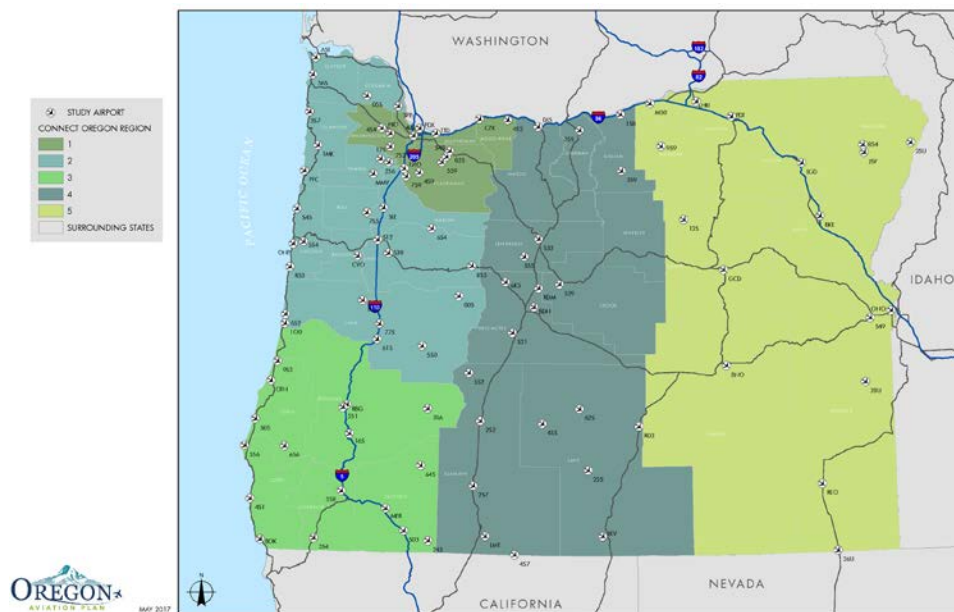
2.3 Oregon System of Airports

Oregon has a number of public and private use airports that play a significant role in both the transportation system and state and local economies. Each airport, regardless of size or ownership, serves a purpose and has a significant impact on the aviation system.

The OAP 2016 includes 97 public-use airports that comprise the system of Oregon airports. The following provides a summary of these facilities, which are delineated by ConnectOregon regions within the state. ConnectOregon is a lottery-bond-based initiative approved by the 2005-2007 Oregon Legislative Assembly to invest in air, rail, marine, and transit infrastructure to ensure Oregon’s transportation system is strong, diverse, and efficient. ConnectOregon is focused on improving the connections between the highway system and other modes of transportation to better integrate the components of the overall system, improve the flow of commerce, and remove delays. Projects throughout the state are evaluated on criteria outlined within the law.

Figure 2-1 depicts the OAP 2016 study airports and their relationship to ConnectOregon regions. The roles of the airports within the Oregon system must also be evaluated by FAA classification and ownership.

FIGURE 2-1 – OAP 2016 STUDY AIRPORTS IN CONNECTOREGION REGIONS



Source: Jviation

2.3.1 National Plan of Integrated Airport Systems

The National Plan of Integrated Airport Systems (NPIAS) is an inventory of the United States’ aviation infrastructure. The NPIAS is developed and maintained by the FAA. Existing and proposed airports within the NPIAS are of national significance and eligible to receive federal grants through the Airport Improvement Program (AIP).



Congress mandates that every two years FAA develop an updated five-year estimate of AIP eligible development projects. An airport sponsor (the owner of the airport) must maintain their airport in a safe and effective manner for the flying public if the airport is included in the NPIAS, and the airport sponsor accepts FAA funding.

The OAP 2016 includes 57 NPIAS airports¹ and 40 non-NPIAS airports. **Figure 2-2** illustrates the study airports within each ConnectOregon region by NPIAS classification. **Table 2-4** summarizes the breakdown of NPIAS classification throughout the state.

TABLE 2-4 - OAP 2016 AND CONNECTOREGION PUBLIC-USE AIRPORTS

Study Airports	NPIAS	Non-NPIAS	Number of Public-Use Airports
OAP 2016 Totals	57	40	97
Region 1	7	8	15
Region 2	17	10	27
Region 3	10	7	17
Region 4	12	9	21
Region 5	11	6	17

Source: Century West Engineering, Inc.

2.3.2 Ownership

Public-use airports can be owned and operated through a broad range of public entities including airport authorities, cities, counties, and port districts. Airports can also be jointly owned, such as county and city. There are six categories of airport owners in Oregon:

- Airport authorities (government entity)
- County and/or city governments
- Federal entity
- Port authorities (government entity)
- Private entity
- State entity

Figure 2-3 graphically illustrates the OAP 2016 and ConnectOregon study airports ownership type and **Table 2-5** provides a numerical breakdown of ownership type within each ConnectOregon region.

TABLE 2-5 - OAP 2016 AND CONNECTOREGION PUBLIC-USE AIRPORTS BY OWNERSHIP TYPE

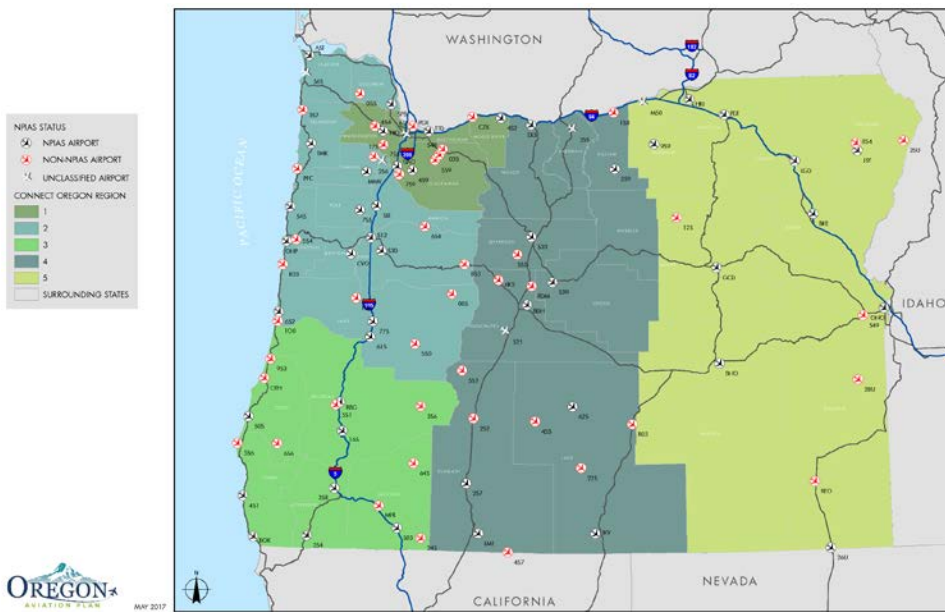
Ownership	OAP 2016	Region 1	Region 2	Region 3	Region 4	Region 5
Joint City- County	1	0	0	0	1	0

¹ Fifty-four of 57 NPIAS airports accept federal funds. Three facilities, two which are privately owned, do not accept FAA Funds. These include: Portland Downtown Heliport, Sunriver Airport and Sportsman Airpark.

Ownership	OAP 2016	Region 1	Region 2	Region 3	Region 4	Region 5
Federally Owned	3	0	0	1	1	1
Port Authority Owned	9	5	2	1	0	1
County	11	0	0	5	3	3
Privately Owned	15	6	4	1	4	0
State Owned	28	2	12	5	5	4
City Owned	30	2	9	4	7	8
Total Airports	97	15	27	17	21	17

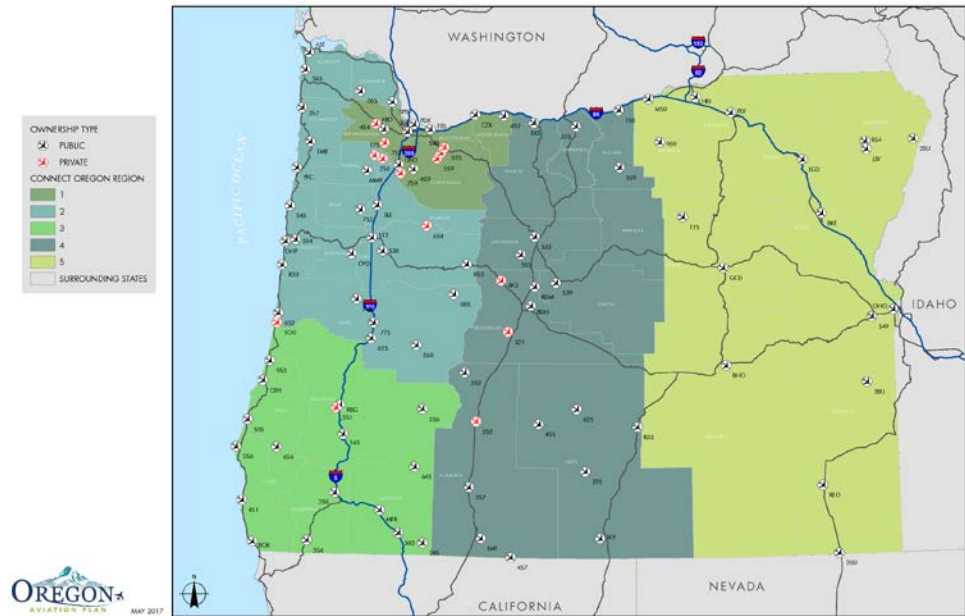
Source: Century West Engineering

FIGURE 2-2 – STUDY AIRPORTS AND CONNECTOREGON REGION BY NPIAS CLASSIFICATION



Source: FAA NPIAS Report 2017-2021

FIGURE 2-3 CONNECTOREGION REGIONS/STUDY AIRPORTS BY OWNERSHIP TYPE



Source: FAA 5010

2.3.3 Airside Facilities

The airside facilities of an airport consist of many components that are required to accommodate safe aircraft operations. Airside facilities include:

- Runways
- Taxiways
- Apron network
- Visual and electronic navigation aids associated with the airport and runways
- Other general aviation facilities

Table 2-6, Table 2-7, Table 2-8, Table 2-9, and Table 2-10 provide a comprehensive inventory of airside facilities for the OAP 2016 study airports.

2.3.4 Landside Facilities

Landside facilities are considered to be all facilities that do not fall into the airside facilities category. Landside facilities typically include:

- Airport terminal buildings
- Aircraft storage facilities
- Automobile parking
- Other general facilities

Table 2-6, Table 2-7, Table 2-8, Table 2-9, and Table 2-10 also indicate the landside facilities provided throughout the system of airports in Oregon.

TABLE 2-6 - AIRSIDE FACILITIES - PRIMARY RUNWAY

Airport Identifier	Associated City	Airport Name	Primary Runway							Primary Taxiway		Runway Protection Zone			Pavement Condition Index			Helipad
			Orientation	Length	Width	Surface Type	Pavement Strength (single)	Lighting	Markings (Basic, NPI, PIR)	Configuration	Lighting	Ownership (Full, Partial)	Avigation Easement (Full, Partial, NA)	Free of Incompatible Land Uses	Current (Primary RWY)	Current Year	5-YR	
S12	Albany	Albany Municipal Airport	16/34	3,004	75	Bituminous	30,000	MIRL	Basic	Full Parallel	Reflectors				100	2012	94	
R03	Alkali Lake	Alkali Lake State	18/36	6,100	150	Gravel	N/A		N/A						N/A	N/A	N/A	
1S8	Arlington	Arlington Municipal	06/24	5,000	50	Turf	N/A		N/A	Turnarounds					N/A	N/A	N/A	
S03	Ashland	Ashland Municipal Airport - Sumner Parker Field	12/30	3,603	75	Bituminous	15,000	MIRL	Basic	Full Parallel	Reflectors				99	2013	89.5	●
AST	Astoria	Astoria Regional Airport	08/26	5,794	100	Bituminous	60,000	MIRL	PIR	Partial Parallel	MITL				82.75	2012	74.5	●
UAO	Aurora	Aurora State Airport	17/35	5,004	100	Bituminous	30,000	MIRL	PIR	Full Parallel	MITL				81.5	2012	70	
BKE	Baker City	Baker City Municipal Airport	13/31	5,085	100	Bituminous	50,000	MIRL	NPI	Full Parallel	MITL				99.3	2011	87	●
S05	Bandon	Bandon State Airport	16/34	3,601	60	Bituminous	12,000	MIRL	NPI	Full Parallel	Reflectors				98	2013	95	
2S2	Beaver Marsh	Beaver Marsh	18/36	4,500	60	Dirt	N/A		N/A						N/A	N/A	N/A	●
BDN	Bend	Bend Municipal Airport	16/34	5,200	75	Bituminous	30,000	MIRL	NPI	Full Parallel	Reflectors				90	2011	76	●
M50	Boardman	Boardman Airport	04/22	4,200	100	Bituminous	30,000	MIRL	Basic	Partial Parallel	Reflectors				74	2011	67	
BOK	Brookings	Brookings Airport	12/30	2,900	60	Bituminous	11,000	MIRL	Basic	Full Parallel	Reflectors				97	2013	93	
BNO	Burns	Burns Municipal Airport	12/30	5,100	75	Concrete	30,000	MIRL	NPI	Turnarounds					100	2011	88	●
5S6	Sixes	Cape Blanco State Airport	14/32	5,100	150	Bituminous	115,000		Basic	Partial Parallel					57.3	2013	51.6	
CZK	Cascade Locks	Cascade Locks State Airport	06/24	1,800	30	Bituminous	4,000		Basic	Turnarounds					94	2011	79	
17S	Newberg	Chehalem Airpark	07/25	2,285	40	Bituminous		Non-standard	Basic	Partial Parallel								
2S7	Chiloquin	Chiloquin State Airport	17/35	3,749	60	Bituminous	10,000	MIRL	Basic	Turnarounds	Reflectors				100	2013	83	
62S	Christmas Valley	Christmas Valley Airport	07/25	5,200	60	Bituminous	12,000	MIRL	Basic	Full Parallel	MITL				64	2013	59	
DLS	The Dalles	Columbia Gorge Regional -The Dalles	13/31	5,097	100	Bituminous	60,000	MIRL	Basic	Full Parallel		Partial	Partial		55.25	2011	46.75	
3S9	Condon	Condon State Airport -Pauling Field	07/25	3,500	60	Concrete	12,000	MIRL	Basic	Non-Standard	Reflectors				71	2011	64	
CVO	Corvallis	Corvallis Municipal Airport	17/35	5,900	150	Bituminous	35,000	MIRL	PIR	Full Parallel	MITL				80.83	2012	70.16	●
61S	Cottage Grove	Cottage Grove State Airport -Jim Wright Field	15/33	3,188	60	Bituminous	15,000	MIRL	Basic	Full Parallel	Reflectors							
S48	Sandy	Country Squire Airpark	07/25	3,095	32	Bituminous	7,000		Basic	Full Parallel					25	2012	16	
5S2	Crescent Lake	Crescent Lake State Airport	13/31	3,900	30	Bituminous			Basic									
77S	Creswell	Creswell Hobby Field Airport	15/33	3,101	60	Bituminous	12,000	MIRL	NPI	Full Parallel					82	2013	76	
6S4	Gates	Davis Field	07/25	1,940	50	Turf	N/A		N/A						N/A	N/A	N/A	
PDT	Pendleton	Eastern Oregon Regional Airport at Pendleton	07/25	6,301	150	Bituminous	115,000	HIRL	PIR	Partial Parallel	MITL	Partial	Partial		53.83	2014	51	●

Airport Identifier	Associated City	Airport Name	Primary Runway							Primary Taxiway		Runway Protection Zone			Pavement Condition Index			Helipad
			Orientation	Length	Width	Surface Type	Pavement Strength (single)	Lighting	Markings (Basic, NPI, PIR)	Configuration	Lighting	Ownership (Full, Partial)	Avigation Easement (Full, Partial, NA)	Free of Incompatible Land Uses	Current (Primary RWY)	Current Year	5-YR	
8S4	Enterprise	Enterprise Municipal	12/30	2,850	50	Bituminous	7,000	LIRL	Basic	Full Parallel					64	2011	64	●
EUG	Eugene	Eugene Airport -Mahlon Sweet Field	16R/34L	8,009	150	Bituminous	75,000	HIRL	PIR	Full Parallel	MITL							
6S2	Florence	Florence Municipal Airport	15/33	3,000	60	Bituminous	12,500	MIRL	Basic	Full Parallel		Full/Partial		33 (residential)	84.5	2013	81	●
5S1	Roseburg	George Felt	10/28	2,300	100	Turf	N/A		N/A					N/A	N/A	N/A		
4S1	Gold Beach	Gold Beach Municipal Airport	16/34	3,237	75	Bituminous	12,500	MIRL	Basic	Full Parallel					96	2013	90	
GCD	John Day	Grant County Regional Airport	17/35	5,220	60	Bituminous	12,500	MIRL	Basic	Full Parallel	Reflectors	Partial			76	2015	69	●
3S8	Grants Pass	Grants Pass Airport	13/31	4,001	75	Bituminous	19,000	MIRL	Basic	Full Parallel					100	2013	91	
HRI	Hermiston	Hermiston Municipal Airport	04/22	4,500	75	Bituminous	22,000	MIRL	Basic	Full Parallel	Reflectors				97	2011	84.3	
3S4	Cave Junction	Illinois Valley Airport	18/36	4,807	75	Bituminous	20,000	LIRL	Basic						66	2013	57.3	●
7S5	Independence	Independence State Airport	16/34	3,142	60	Bituminous	12,500	MIRL	Basic	Full Parallel					95	2012	88	●
JSY	Joseph	Joseph State Airport	15/33	5,200	60	Bituminous	12,500	MIRL	Basic	Full Parallel	Reflectors				100	2014	87	
4S2	Hood River	Ken Jernstedt Airfield	07/25	3,040	75	Bituminous	23,000	MIRL	Basic	Full Parallel	Reflectors				57.5	2011	48.75	
LMT	Klamath Falls	Klamath Falls International Airport	14/32	10,301	150	Bituminous / Concrete	110,000	HIRL	PIR	Partial Parallel	MITL				92	2016	80	
LGD	La Grande	La Grande / Union County Airport	12/30	6,260	100	Bituminous	65,000 S 90,000 D	MIRL	NPI	Partial Parallel	Reflectors	Partial			100	2014	90	
5S5	Culver	Lake Billy Chinook	16/34	2,500	32	Bituminous		Reflectors		Turnarounds								
LKV	Lakeview	Lake County Airport	16/34	5,318	100	Bituminous	74,000	MIRL	NPI	Non-Standard	Reflectors				60	2013	57	●
100	Florence	Lake Woahink SPB	North/South	9,000	1,000	Water	N/A	N/A	N/A						N/A	N/A	N/A	
9S3	Lakeside	Lakeside Municipal Airport	15/33	2150	100	Turf	N/A		N/A						N/A	N/A	N/A	
S30	Lebanon	Lebanon State Airport	16/34	2877	60	Bituminous	12,500	MIRL	Basic	Partial Parallel	Reflectors				100	2012	94	
7S9	Hubbard	Lenhardt Airpark	02/20	2,956	45	Bituminous		LIRL	Basic	Turnarounds					92.5	2012	85.5	
9S9	Lexington	Lexington Airport	08/26	4,156	75	Bituminous	12,500	MIRL	Basic	Partial Parallel	Reflectors				51	2011	40	
S33	Madras	Madras Municipal Airport	16/34	5,090	75	Bituminous	12,500	MIRL	NPI	Full Parallel	MITL				57	2011	48	
4S7	Malin	Malin	14/32	2,800	30	Bituminous			Basic									
26U	McDermitt	McDermitt State Airport	16/34	5,900	60	Bituminous	12,500	LIRL	Basic	Turnarounds					61	2014	47	
00S	McKenzie Bridge	McKenzie Bridge State	06/24	2,600	90	Turf	N/A		N/A						N/A	N/A	N/A	
MMV	McMinnville	McMinnville Municipal Airport	04/22	5,420	150	Bituminous	40,000	HIRL	PIR	Full Parallel	Reflectors	Partial	Partial		59.6	2012	48.3	
25U	Imnaha	Memaloose USFS	17/35	3,300	120	Dirt	N/A		N/A						N/A	N/A	N/A	

Airport Identifier	Associated City	Airport Name	Primary Runway							Primary Taxiway		Runway Protection Zone			Pavement Condition Index			Helipad
			Orientation	Length	Width	Surface Type	Pavement Strength (single)	Lighting	Markings (Basic, NPI, PIR)	Configuration	Lighting	Ownership (Full, Partial)	Avigation Easement (Full, Partial, NA)	Free of Incompatible Land Uses	Current (Primary RWY)	Current Year	5-YR	
S49	Vale	Miller Memorial Airpark	18/36	3,872	65	Bituminous		LIRL	Basic									
12S	Monument	Monument Municipal	14/32	2,140	25	Bituminous									83	2011	64	
4S9	Mulino	Mulino State Airport	14/32	3,425	100	Bituminous	12,500	MIRL	Basic	Full Parallel	LITL				83	2012	75	
16S	Myrtle Creek	Myrtle Creek Municipal Airport	03/21	2,600	60	Bituminous	12,000	MIRL	Basic	Full Parallel					99	2013	93	
3S7	Manzanita	Nehalem Bay State Airport	15/33	2,350	50	Bituminous			Basic						90	2012	76	
ONP	Newport	Newport Municipal Airport	16/34	5,398	100	Bituminous	75,000	HIRL	PIR	Partial Parallel	Reflectors				79.4	2012	76.8	
5S0	Oakridge	Oakridge State	09/27	3,610	47	Bituminous			Basic						49	2013	39	
ONO	Ontario	Ontario Municipal Airport	14/32	5,011	100	Bituminous	30,000s, 60,000d	MIRL	NPI	Full Parallel	Reflectors	Partial			100	2011	89	●
28U	Owyhee Reservoir	Owyhee Reservoir State	13/31	1,840	30	Dirt	N/A		N/A						N/A	N/A	N/A	
PFC	Pacific City	Pacific City State Airport	14/32	1,875	30	Bituminous	7,000		Basic	Turnarounds					82.5	2012	77	
22S	Paisley	Paisley	13/31	4,300	60	Bituminous		LIRL	Basic						83	2013	78	●
24S	Pinehurst	Pinehurst State Airport	04/22	2,800	30	Bituminous			Basic	Turnarounds					85.5	2013	75	
61J	Portland	Portland Downtown Heliport	N/A	80	80	Concrete	25,000	PERI		N/A	N/A							
HIO	Portland	Portland -Hillsboro Airport	13R/31L	6,600	150	Bituminous	50,000	HIRL	PIR	Full Parallel	MITL				84	2012	73.6	●
PDX	Portland	Portland International Aiport	10R/28L	11,000	150	Concrete	200,000	HIRL	PIR	Dual Full Parallel	MITL							
TTD	Portland	Portland -Troutdale Airport	07/25	5,399	150	Bituminous	19,000	MIRL	NPI	Dual Full Parallel	MITL				83.1	2012	76.6	●
6S6	Powers	Powers Hayes Field	13/31	2,500	60	Turf	N/A		N/A						N/A	N/A	N/A	
S39	Prineville	Prineville Airport	10/28	5,751	75	Bituminous	30,000	MIRL	NPI	Full Parallel	Reflectors	Full			100	2011	86	●
64S	Prospect	Prospect State Airport	02/20	4,000	50	Bituminous	N/A	LIRL	Basic	Turnarounds					59	2013	31	
RDM	Redmond	Redmond Municipal Airport - Roberts Field	04/22	7,038	150	Bituminous	68,000	HIRL	PIR	Full Parallel	MITL				59	2010	56	●
MFR	Medford	Rogue Valley International - Medford	14/32	8,800	150	Bituminous	75,000	HIRL	PIR	Full Parallel	MITL				100	2014	87	●
REO	Rome	Rome State	03/21	6,000	150	Gravel	N/A		N/A						N/A	N/A	N/A	
RBG	Roseburg	Roseburg Regional Airport	16/34	5,003	100	Bituminous	42,000	MIRL	Basic	Full Parallel	MITL				8.25	2013	78	●
SLE	Salem	Salem McNary Field	13/31	5,811	150	Bituminous	100,000	HIRL	NPI	Partial Parallel	LITL	Partial	Partial	Partial	80.7	2012	71.5	●
03S	Sandy	Sandy River	08/26	2,115	100	Turf	N/A		N/A						N/A	N/A	N/A	
8S3	Santiam Junction	Santiam Junction State	06/24	2,800	150	Gravel	N/A		N/A						N/A	N/A	N/A	

Airport Identifier	Associated City	Airport Name	Primary Runway							Primary Taxiway		Runway Protection Zone			Pavement Condition Index			Helipad
			Orientation	Length	Width	Surface Type	Pavement Strength (single)	Lighting	Markings (Basic, NPI, PIR)	Configuration	Lighting	Ownership (Full, Partial)	Avigation Easement (Full, Partial, NA)	Free of Incompatible Land Uses	Current (Primary RWY)	Current Year	5-YR	
SPB	Scappoose	Scappoose Industrial Airpark	15/33	5,100	100	Bituminous	30,000	MIRL	NPI	Dual Full Parallel	MITL				72.5	2012	65.5	
56S	Seaside	Seaside Municipal Airport	16/34	2,211	50	Bituminous	12,000	LIRL	Basic	Full Parallel					84.3	2012	80.6	●
S45	Gleneden Beach	Siletz Bay State Airport	17/35	3,297	60	Bituminous	11,000	MIRL	Basic	Full Parallel	Reflectors				82	2012	78	
45S	Silver Lake	Silver Lake USFS	03/21	3,000	55	Gravel	N/A		N/A									
6K5	Sisters	Sisters Eagle Air Airport	02/20	3,560	60	Bituminous	4,000	MIRL	Basic	Full Parallel		Full			45	2011	31	●
4S4	Cornelius	Skyport	16/34	2,000	45	Turf	N/A		N/A						N/A	N/A	N/A	
OTH	North Bend	Southwest Oregon Regional Airport	04/22	5,980	150	Bituminous	106,000	HIRL	PIR	Full Parallel	MITL							
2S6	Newberg	Sportsman Airpark	17/35	2,755	50	Bituminous	30,000	LIRL	Basic	Partial Parallel					28.3	2012	3.6	
7S3	Hillsboro	Stark's Twin Oaks	02/20	2,465	48	Bituminous		LIRL	Basic	Full Parallel					88.5	2012	71.5	
S21	Sunriver	Sunriver Airport	18/36	5,461	75	Bituminous	30,000	LIRL	NPI	Full Parallel					97	2011	84	
TMK	Tillamook	Tillamook Airport	13/31	5,001	75	Bituminous	60,000	MIRL	NPI	Full Parallel	Reflectors				100	2012	92	
3S6	Clearwater	Toketee State	11/29	5,350	60	Turf	N/A		N/A						N/A	N/A	N/A	
5S4	Toledo	Toledo State Airport	13/31	1,750	40	Bituminous	N/A		Basic	Turnarounds					63.25	2012	54.5	
5S9	Estacada	Valley View	16/34	3,780	32	Bituminous			Non-standard	Partial Parallel					70.6	2012	60.8	
05S	Vernonia	Vernonia Municipal	09/27	2,940	45	Turf	N/A		N/A						N/A	N/A	N/A	
R33	Waldport	Wakonda Beach State	16/34	2,000	30	Turf	N/A		N/A	Turnarounds					N/A	N/A	N/A	
35S	Wasco	Wasco State Airport	07/25	3,450	60	Bituminous	12,500	MIRL	Basic	Partial Parallel					85	2011	78	

Notes: ● = Existing as reported by airport sponsor
 Blank = No facilities available at this airport or information unavailable
 N/A = Not applicable at this airport

TABLE 2-7 - NAVAIDS

Associated City	Airport Name	Approach Aids													
		PAPI	VASI	REIL	MLS	ILS	Localizer	MALSR	ODALS	DME	VOR (Nearby)	GPS	NDB	ALSF	TDZL
Albany	Albany Municipal Airport		●	●						●	●	●			
Alkali Lake	Alkali Lake State														
Arlington	Arlington Municipal										●				
Ashland	Ashland Municipal Airport -Sumner Parker Field	●		●							●		●		
Astoria	Astoria Regional Airport	●	●	●		●	●	●		●	●	●	●	●	

Associated City	Airport Name	Approach Aids													
		PAPI	VASI	REIL	MLS	ILS	Localizer	MALS	ODALS	DME	VOR (Nearby)	GPS	NDB	ALSF	TDZL
Aurora	Aurora State Airport		●			●	●			●	●	●	●	●	
Baker City	Baker City Municipal Airport	●	●	●						●	●	●			
Bandon	Bandon State Airport	●		●							●				
Beaver Marsh	Beaver Marsh										●				
Bend	Bend Municipal Airport	●		●						●	●	●	●		
Boardman	Boardman Airport										●				
Brookings	Brookings Airport	●									●				
Burns	Burns Municipal Airport	●	●	●							●	●			
Sixes	Cape Blanco State Airport										●				
Cascade Locks	Cascade Locks State Airport										●				
Newberg	Chehalem Airpark										●				
Chiloquin	Chiloquin State Airport										●				
Christmas Valley	Christmas Valley Airport	●													
The Dalles	Columbia Gorge Regional -The Dalles			●		●	●			●	●	●			●
Condon	Condon State Airport -Pauling Field	●		●											
Corvallis	Corvallis Municipal Airport	●	●	●		●	●	●		●	●	●	●		
Cottage Grove	Cottage Grove State Airport -Jim Wright Field	●									●				
Sandy	Country Squire Airpark										●				
Crescent Lake	Crescent Lake State Airport														
Creswell	Creswell Hobby Field Airport	●									●				
Gates	Davis Field														
Pendleton	Eastern Oregon Regional Airport at Pendleton	●	●	●		●	●	●	●	●	●	●			
Enterprise	Enterprise Municipal										●				
Eugene	Eugene Airport -Mahlon Sweet Field	●		●		●	●	●	●	●	●	●	●	●	●
Florence	Florence Municipal Airport	●									●				
Roseburg	George Felt														
Gold Beach	Gold Beach Municipal Airport			●							●				
John Day	Grant County Regional Airport	●		●							●	●			
Grants Pass	Grants Pass Airport		●	●							●	●			
Hermiston	Hermiston Municipal Airport	●		●						●	●	●			
Cave Junction	Illinois Valley Airport		●								●				
Independence	Independence State Airport	●									●				

Associated City	Airport Name	Approach Aids													
		PAPI	VASI	REIL	MLS	ILS	Localizer	MALS	ODALS	DME	VOR (Nearby)	GPS	NDB	ALSF	TDZL
Joseph	Joseph State Airport	●		●							●				
Hood River	Ken Jernstedt Airfield			●							●				
Klamath Falls	Klamath Falls International Airport		●			●	●	●		●	●	●		●	
La Grande	La Grande / Union County Airport	●		●							●	●	●		
Culver	Lake Billy Chinook										●				
Lakeview	Lake County Airport		●	●							●	●			
Florence	Lake Woahink SPB										●				
Lakeside	Lakeside Municipal Airport										●				
Lebanon	Lebanon State Airport	●									●				
Hubbard	Lenhardt Airpark		●								●				
Lexington	Lexington Airport	●									●	●			
Madras	Madras Municipal Airport		●	●							●	●			
Malin	Malin										●				
McDermitt	McDermitt State Airport										●		●		
McKenzie Bridge	McKenzie Bridge State										●				
McMinnville	McMinnville Municipal Airport	●		●		●	●	●		●	●	●			
Imnaha	Memaloose USFS														
Vale	Miller Memorial Airpark										●				
Monument	Monument Municipal										●				
Mulino	Mulino State Airport										●				
Myrtle Creek	Myrtle Creek Municipal Airport	●		●							●				
Manzanita	Nehalem Bay State Airport										●				
Newport	Newport Municipal Airport	●		●		●	●	●		●	●	●			
Oakridge	Oakridge State														
Ontario	Ontario Municipal Airport	●		●							●	●	●		
Owyhee Reservoir	Owyhee Reservoir State														
Pacific City	Pacific City State Airport										●				
Paisley	Paisley														
Pinehurst	Pinehurst State Airport										●				
Portland	Portland Downtown Heliport										●				
Portland	Portland -Hillsboro Airport	●		●		●	●	●		●	●	●	●	●	
Portland	Portland International Aiport	●		●		●	●	●		●	●	●	●	●	●

Associated City	Airport Name	Approach Aids													
		PAPI	VASI	REIL	MLS	ILS	Localizer	MALS	ODALS	DME	VOR (Nearby)	GPS	NDB	ALSF	TDZL
Portland	Portland -Troutdale Airport	●	●	●							●	●	●		
Powers	Powers Hayes Field										●				
Prineville	Prineville Airport	●									●	●			
Prospect	Prospect State Airport										●				
Redmond	Redmond Municipal Airport -Roberts Field	●	●	●	●	●	●	●		●	●	●			
Medford	Rogue Valley International -Medford Airport	●		●		●	●	●		●	●	●			●
Rome	Rome State										●				
Roseburg	Roseburg Regional Airport		●	●							●	●			
Salem	Salem McNary Field	●	●	●		●	●	●	●	●	●	●			
Sandy	Sandy River										●				
Santiam Junction	Santiam Junction State										●				
Scappoose	Scappoose Industrial Airpark	●		●			●			●	●	●			
Seaside	Seaside Municipal Airport										●				
Gleneden Beach	Siletz Bay State Airport										●				
Silver Lake	Silver Lake USFS														
Sisters	Sisters Eagle Air Airport	●									●				
Cornelius	Skyport										●				
North Bend	Southwest Oregon Regional Airport		●	●		●	●	●		●	●	●	●		
Newberg	Sportsman Airpark										●				
Hillsboro	Stark's Twin Oaks										●				
Sunriver	Sunriver Airport		●							●	●	●			
Tillamook	Tillamook Airport	●		●							●	●			
Clearwater	Toketee State														
Toledo	Toledo State Airport										●				
Estacada	Valley View										●		●		
Vernonia	Vernonia Municipal										●				
Waldport	Wakonda Beach State										●				
Wasco	Wasco State Airport										●				

Notes: ● = Existing as reported by airport sponsor
 Blank = No facilities available at this airport or information unavailable

TABLE 2-8 - LANDSIDE FACILITIES

Associated City	Airport Name	Beacon	ASOS	AWOS	Wind Cone	Lighted Wind Cone	Hangar Facilities	Apron	Terminal Building	Deicing
Albany	Albany Municipal Airport	●			●	●	●	●		
Alkali Lake	Alkali Lake State				●					
Arlington	Arlington Municipal				●					
Ashland	Ashland Municipal Airport -Sumner Parker Field	●		●	●	●	●	●	●	
Astoria	Astoria Regional Airport	●	●			●	●	●	●	●
Aurora	Aurora State Airport	●	●		●	●	●	●	●	
Baker City	Baker City Municipal Airport	●	●		●	●	●	●	●	
Bandon	Bandon State Airport	●				●	●	●		
Beaver Marsh	Beaver Marsh									
Bend	Bend Municipal Airport	●		●	●	●	●	●	●	
Boardman	Boardman Airport				●	●	●	●		
Brookings	Brookings Airport	●	●		●	●	●	●	●	
Burns	Burns Municipal Airport	●	●		●		●	●	●	
Sixes	Cape Blanco State Airport				●		●	●		
Cascade Locks	Cascade Locks State Airport				●					
Newberg	Chehalem Airpark				●	●	●	●	●	
Chiloquin	Chiloquin State Airport	●			●		●	●		
Christmas Valley	Christmas Valley Airport	●			●		●	●		
The Dalles	Columbia Gorge Regional -The Dalles	●	●	●	●	●	●	●	●	
Condon	Condon State Airport -Pauling Field	●			●	●	●	●		
Corvallis	Corvallis Municipal Airport	●		●	●	●	●	●	●	
Cottage Grove	Cottage Grove State Airport -Jim Wright Field	●				●	●	●		
Sandy	Country Squire Airpark				●		●	●		
Crescent Lake	Crescent Lake State Airport				●			●		
Creswell	Creswell Hobby Field Airport	●				●	●	●		
Gates	Davis Field				●					
Pendleton	Eastern Oregon Regional Airport at Pendleton	●	●		●	●	●	●	●	
Enterprise	Enterprise Municipal	●				●	●	●	●	
Eugene	Eugene Airport -Mahlon Sweet Field	●	●		●	●	●	●	●	●
Florence	Florence Municipal Airport	●		●	●	●	●	●	●	
Roseburg	George Felt				●		●		●	
Gold Beach	Gold Beach Municipal Airport	●		●	●	●	●	●	●	

Associated City	Airport Name	Beacon	ASOS	AWOS	Wind Cone	Lighted Wind Cone	Hangar Facilities	Apron	Terminal Building	Deicing
John Day	Grant County Regional Airport	●		●	●	●	●	●	●	
Grants Pass	Grants Pass Airport	●		●		●	●	●	●	
Hermiston	Hermiston Municipal Airport	●	●			●	●	●	●	
Cave Junction	Illinois Valley Airport	●				●	●	●		
Independence	Independence State Airport	●			●	●	●	●		
Joseph	Joseph State Airport	●		●	●	●	●	●		
Hood River	Ken Jernstedt Airfield	●		●	●	●	●	●	●	
Klamath Falls	Klamath Falls International Airport	●	●		●	●	●	●	●	
La Grande	La Grande / Union County Airport			●	●	●	●	●	●	
Culver	Lake Billy Chinook				●		●			
Lakeview	Lake County Airport	●		●		●	●	●	●	
Florence	Lake Woahink SPB									
Lakeside	Lakeside Municipal Airport				●		●			
Lebanon	Lebanon State Airport	●				●	●	●	●	
Hubbard	Lenhardt Airpark				●	●	●			
Lexington	Lexington Airport	●		●	●	●	●	●	●	
Madras	Madras Municipal Airport	●		●		●	●	●	●	
Malin	Malin				●		●	●		
McDermitt	McDermitt State Airport	●				●				
McKenzie Bridge	McKenzie Bridge State				●					
McMinnville	McMinnville Municipal Airport	●	●		●	●	●	●	●	
Imnaha	Memaloose USFS				●					
Vale	Miller Memorial Airpark	●			●		●			
Monument	Monument Municipal				●					
Mulino	Mulino State Airport	●			●	●	●	●		
Myrtle Creek	Myrtle Creek Municipal Airport	●			●	●	●	●		
Manzanita	Nehalem Bay State Airport				●					
Newport	Newport Municipal Airport	●		●	●	●	●	●	●	●
Oakridge	Oakridge State				●		●	●		
Ontario	Ontario Municipal Airport	●	●			●	●	●	●	
Owyhee Reservoir	Owyhee Reservoir State				●					
Pacific City	Pacific City State Airport				●		●	●		
Paisley	Paisley	●			●			●		

Associated City	Airport Name	Beacon	ASOS	AWOS	Wind Cone	Lighted Wind Cone	Hangar Facilities	Apron	Terminal Building	Deicing
Pinehurst	Pinehurst State Airport				●			●		
Portland	Portland Downtown Heliport	●			●	●			●	
Portland	Portland -Hillsboro Airport	●	●		●	●	●	●	●	
Portland	Portland International Airport	●	●		●	●	●	●	●	●
Portland	Portland -Troutdale Airport	●	●		●	●	●	●	●	
Powers	Powers Hayes Field				●					
Prineville	Prineville Airport	●	●	●	●	●	●	●	●	
Prospect	Prospect State Airport	●			●			●		
Redmond	Redmond Municipal Airport -Roberts Field	●	●		●	●	●	●	●	●
Medford	Rogue Valley International -Medford Airport	●	●		●	●	●	●	●	●
Rome	Rome State				●			●		
Roseburg	Roseburg Regional Airport	●	●			●	●	●		
Salem	Salem McNary Field	●	●	●	●	●	●	●	●	
Sandy	Sandy River				●		●			
Santiam Junction	Santiam Junction State				●					
Scappoose	Scappoose Industrial Airpark	●	●		●	●	●	●		
Seaside	Seaside Municipal Airport	●				●	●	●		
Gleneden Beach	Siletz Bay State Airport	●			●	●	●	●		
Silver Lake	Silver Lake USFS									
Sisters	Sisters Eagle Air Airport	●		●	●		●	●		
Cornelius	Skyport				●					
North Bend	Southwest Oregon Regional Airport	●		●	●	●	●	●	●	
Newberg	Sportsman Airpark				●		●	●		
Hillsboro	Stark's Twin Oaks				●		●	●	●	
Sunriver	Sunriver Airport	●			●	●	●	●	●	
Tillamook	Tillamook Airport	●		●	●	●	●	●	●	
Clearwater	Toketee State				●					
Toledo	Toledo State Airport				●		●	●		
Estacada	Valley View				●		●	●		
Vernonia	Vernonia Municipal				●		●			
Waldport	Wakonda Beach State				●					
Wasco	Wasco State Airport	●			●	●	●	●		

Notes: ● = Existing as reported by airport sponsor
 Blank = No facilities available at this airport or information unavailable

TABLE 2-9 - AIRPORT SERVICES

Associated City	Airport Name	Fuel						Full Service FBO	Ground Transportation	Control Tower	Food Services	Restrooms	Pilot Lounge	Telephone	Snow Removal	NPIAS
		100 LL	24hr Self Fueling (100LL)	Jet A	24hr Self Fueling (Jet-A)	MoGas	24hr Self Fueling (MoGas)									
Albany	Albany Municipal Airport	●	●					●	●			●	●	●		Y
Alkali Lake	Alkali Lake State															N
Arlington	Arlington Municipal															N
Ashland	Ashland Municipal Airport -Sumner Parker Field	●	●	●	●			●	●		●	●	●	●	●	Y
Astoria	Astoria Regional Airport	●	●	●				●	●		●	●	●	●		Y
Aurora	Aurora State Airport	●	●	●				●	●	●		●	●	●	●	Y
Baker City	Baker City Municipal Airport	●	●	●	●			●	●			●	●	●	●	Y
Bandon	Bandon State Airport	●	●					●				●	●	●		Y
Beaver Marsh	Beaver Marsh															N
Bend	Bend Municipal Airport	●	●	●	●			●	●		●	●	●	●	●	Y
Boardman	Boardman Airport															Y
Brookings	Brookings Airport	●	●	●	●			●				●	●	●		Y
Burns	Burns Municipal Airport	●	●	●	●			●	●			●	●	●	●	Y
Sixes	Cape Blanco State Airport											●				N
Cascade Locks	Cascade Locks State Airport															N
Newberg	Chehalem Airpark	●		●				●				●	●	●		N
Chiloquin	Chiloquin State Airport															Y
Christmas Valley	Christmas Valley Airport											●			●	Y
The Dalles	Columbia Gorge Regional -The Dalles	●	●	●	●			●	●		●	●	●	●	●	Y
Condon	Condon State Airport -Pauling Field															Y
Corvallis	Corvallis Municipal Airport	●	●	●				●				●	●	●	●	Y
Cottage Grove	Cottage Grove State Airport -Jim Wright Field	●	●									●				Y
Sandy	Country Squire Airpark															N
Crescent Lake	Crescent Lake State Airport															N
Creswell	Creswell Hobby Field Airport	●	●	●	●			●	●			●	●	●		Y
Gates	Davis Field															N
Pendleton	Eastern Oregon Regional Airport at Pendleton	●	●	●	●			●	●	●	●	●	●	●	●	Y
Enterprise	Enterprise Municipal	●										●		●		N
Eugene	Eugene Airport -Mahlon Sweet Field	●	●	●				●	●	●	●	●	●	●	●	Y
Florence	Florence Municipal Airport	●	●	●	●				●			●	●	●	●	Y
Roseburg	George Felt											●				N

Associated City	Airport Name	Fuel						Full Service FBO	Ground Transportation	Control Tower	Food Services	Restrooms	Pilot Lounge	Telephone	Snow Removal	NPIAS
		100 LL	24hr Self Fueling (100LL)	Jet A	24hr Self Fueling (Jet-A)	MoGas	24hr Self Fueling (MoGas)									
Gold Beach	Gold Beach Municipal Airport	●	●	●	●			●	●			●	●	●		Y
John Day	Grant County Regional Airport	●	●	●	●			●	●		●	●	●	●	●	Y
Grants Pass	Grants Pass Airport	●	●	●		●		●				●	●	●		Y
Hermiston	Hermiston Municipal Airport	●		●				●	●			●	●	●	●	Y
Cave Junction	Illinois Valley Airport															Y
Independence	Independence State Airport	●	●					●			●	●	●	●		Y
Joseph	Joseph State Airport	●	●	●								●	●		●	Y
Hood River	Ken Jernstedt Airfield	●	●					●	●			●	●	●	●	Y
Klamath Falls	Klamath Falls International Airport	●		●				●	●	●	●	●	●	●	●	Y
La Grande	La Grande / Union County Airport	●		●				●	●		●	●	●	●	●	Y
Culver	Lake Billy Chinook															N
Lakeview	Lake County Airport	●	●	●	●			●	●			●	●	●	●	Y
Florence	Lake Woahink SPB															N
Lakeside	Lakeside Municipal Airport															N
Lebanon	Lebanon State Airport	●	●			●	●	●	●		●	●	●	●		Y
Hubbard	Lenhardt Airpark	●														N
Lexington	Lexington Airport	●	●									●	●	●	●	Y
Madras	Madras Municipal Airport	●	●	●	●			●	●			●	●	●	●	Y
Malin	Malin	●	●												●	N
McDermitt	McDermitt State Airport															Y
McKenzie Bridge	McKenzie Bridge State															N
McMinnville	McMinnville Municipal Airport	●	●	●				●				●	●	●		Y
Imnaha	Memaloose USFS															N
Vale	Miller Memorial Airpark															N
Monument	Monument Municipal															N
Mulino	Mulino State Airport	●	●									●	●	●		Y
Myrtle Creek	Myrtle Creek Municipal Airport	●	●									●	●	●		Y
Manzanita	Nehalem Bay State Airport											●				N
Newport	Newport Municipal Airport	●	●	●				●	●			●	●	●		Y
Oakridge	Oakridge State															N
Ontario	Ontario Municipal Airport	●	●	●	●			●	●			●	●	●	●	Y
Owyhee Reservoir	Owyhee Reservoir State															N

Associated City	Airport Name	Fuel						Full Service FBO	Ground Transportation	Control Tower	Food Services	Restrooms	Pilot Lounge	Telephone	Snow Removal	NPIAS
		100 LL	24hr Self Fueling (100LL)	Jet A	24hr Self Fueling (Jet-A)	MoGas	24hr Self Fueling (MoGas)									
Pacific City	Pacific City State Airport											●				N
Paisley	Paisley															N
Pinehurst	Pinehurst State Airport															N
Portland	Portland Downtown Heliport											●				Y
Portland	Portland -Hillsboro Airport	●		●				●	●	●		●	●	●	●	Y
Portland	Portland International Aiport	●		●				●	●	●	●	●	●	●	●	Y
Portland	Portland -Troutdale Airport	●		●				●		●		●	●	●		Y
Powers	Powers Hayes Field															N
Prineville	Prineville Airport	●	●	●	●			●	●			●	●	●	●	Y
Prospect	Prospect State Airport											●				N
Redmond	Redmond Municipal Airport -Roberts Field	●	●	●				●	●	●	●	●	●	●		Y
Medford	Rogue Valley International -Medford Airport	●	●	●				●	●	●	●	●	●	●	●	Y
Rome	Rome State															N
Roseburg	Roseburg Regional Airport	●	●	●	●			●				●	●			Y
Salem	Salem McNary Field	●	●	●				●	●	●	●	●	●	●	●	Y
Sandy	Sandy River											●		●		N
Santiam Junction	Santiam Junction State															N
Scappoose	Scappoose Industrial Airpark	●		●				●	●			●	●	●	●	Y
Seaside	Seaside Municipal Airport															Y
Gleneden Beach	Siletz Bay State Airport															Y
Silver Lake	Silver Lake USFS															N
Sisters	Sisters Eagle Air Airport	●	●						●						●	N
Cornelius	Skyport															N
North Bend	Southwest Oregon Regional Airport	●		●				●	●	●	●	●	●	●		Y
Newberg	Sportsman Airpark	●		●				●	●			●	●	●	●	Y
Hillsboro	Stark's Twin Oaks	●	●					●	●			●	●	●		N
Sunriver	Sunriver Airport	●	●	●	●			●	●		●	●	●	●	●	Y
Tillamook	Tillamook Airport	●	●	●	●				●			●	●	●		Y
Clearwater	Toketee State															N
Toledo	Toledo State Airport															N
Estacada	Valley View															N
Vernonia	Vernonia Municipal															N

Associated City	Airport Name	Fuel						Full Service FBO	Ground Transportation	Control Tower	Food Services	Restrooms	Pilot Lounge	Telephone	Snow Removal	NPIAS
		100 LL	24hr Self Fueling (100LL)	Jet A	24hr Self Fueling (Jet-A)	MoGas	24hr Self Fueling (MoGas)									
Waldport	Wakonda Beach State										●					N
Wasco	Wasco State Airport															Y

Notes: ● = Existing as reported by airport sponsor
 Blank = No facilities available at this airport or information unavailable
 Y = Yes, N = No

TABLE 2-10 - AIRPORT OPERATIONS - BASED AIRCRAFT - ROLE - OWNERSHIP

Airport Identifier	Associated City	Airport Name	2015 Airport Operations	Based Aircraft	OAP Functional Role	Ownership	ConnectOregon Region
S12	Albany	Albany Municipal Airport	23,400	51	IV	City	2
R03	Alkali Lake	Alkali Lake State	50	0	V	State	4
1S8	Arlington	Arlington Municipal	900	1	V	City	4
S03	Ashland	Ashland Municipal Airport - Sumner Parker Field	25,900	59	III	City	3
AST	Astoria	Astoria Regional Airport	38,700	52	II	Port	2
UAO	Aurora	Aurora State Airport	94,900	441	II	State	2
BKE	Baker City	Baker City Municipal Airport	16,100	30	III	City	5
S05	Bandon	Bandon State Airport	7,100	37	III	State	3
2S2	Beaver Marsh	Beaver Marsh	150	0	V	Private	4
BDN	Bend	Bend Municipal Airport	141,300	237	II	City	4
M50	Boardman	Boardman Airport	1,500	0	IV	Port	5
BOK	Brookings	Brookings Airport	22,600	31	IV	County	3
BNO	Burns	Burns Municipal Airport	8,000	17	III	City	5
5S6	Sixes	Cape Blanco State Airport	900	7	V	State	3
CZK	Cascade Locks	Cascade Locks State Airport	1,500	0	V	State	1
17S	Newberg	Chehalem Airpark	12,400	31	IV	Private	2
2S7	Chiloquin	Chiloquin State Airport	3,500	8	V	State	4
62S	Christmas Valley	Christmas Valley Airport	3,600	0	IV	City	4
DLS	The Dalles	Columbia Gorge Regional - The Dalles	16,400	59	III	City/County	4
3S9	Condon	Condon State Airport - Pauling Field	4,000	0	IV	State	4
CVO	Corvallis	Corvallis Municipal Airport	52,200	163	II	City	2
61S	Cottage Grove	Cottage Grove State Airport -Jim Wright Field	16,800	49	IV	State	2
S48	Sandy	Country Squire Airpark	2,000	27	V	Private	1
5S2	Crescent Lake	Crescent Lake State Airport	300	0	V	State	4
77S	Creswell	Creswell Hobby Field Airport	38,300	119	IV	City	2

Airport Identifier	Associated City	Airport Name	2015 Airport Operations	Based Aircraft	OAP Functional Role	Ownership	ConnectOregon Region
6S4	Gates	Davis Field	1,000	5	V	Private	2
PDT	Pendleton	Eastern Oregon Regional Airport at Pendleton	11,700	77	I	City	5
8S4	Enterprise	Enterprise Municipal	4,800	31	V	City	5
EUG	Eugene	Eugene Airport -Mahlon Sweet Field	62,400	185	I	City	2
6S2	Florence	Florence Municipal Airport	7,000	12	IV	City	2
5S1	Roseburg	George Felt	1,500	17	V	Private	3
4S1	Gold Beach	Gold Beach Municipal Airport	5,500	13	IV	Port	3
GCD	John Day	Grant County Regional Airport	8,800	18	III	County	5
3S8	Grants Pass	Grants Pass Airport	24,800	207	III	County	3
HRI	Hermiston	Hermiston Municipal Airport	24,800	45	III	City	5
3S4	Cave Junction	Illinois Valley Airport	6,000	0	IV	County	3
7S5	Independence	Independence State Airport	33,600	170	IV	State	2
JSY	Joseph	Joseph State Airport	3,800	10	IV	State	5
4S2	Hood River	Ken Jernstedt Airfield	14,200	36	IV	Port	1
LMT	Klamath Falls	Klamath Falls International Airport	46,000	136	I	City	4
LGD	La Grande	La Grande / Union County Airport	16,000	70	III	County	5
5S5	Culver	Lake Billy Chinook	600	10	V	State	4
LKV	Lakeview	Lake County Airport	6,000	15	III	County	4
100	Florence	Lake Woahink SPB	3,000	0	V	Private	5
9S3	Lakeside	Lakeside Municipal Airport	1,800	6	V	City	3
S30	Lebanon	Lebanon State Airport	9,900	54	IV	State	2
7S9	Hubbard	Lenhardt Airpark	6,000	113	IV	Private	1
9S9	Lexington	Lexington Airport	4,400	12	IV	County	5
S33	Madras	Madras Municipal Airport	10,600	44	IV	City	4
4S7	Malin	Malin	700	4	V	City	4
26U	McDermitt	McDermitt State Airport	2,200	0	V	State	5
00S	McKenzie Bridge	McKenzie Bridge State	400	0	V	State	2
MMV	McMinnville	McMinnville Municipal Airport	63,500	112	II	City	2
25U	Imnaha	Memaloose USFS	600	0	V	USFS	5
S49	Vale	Miller Memorial Airpark	2,000	4	V	City	5
12S	Monument	Monument Municipal	130	0	V	City	5
4S9	Mulino	Mulino State Airport	21,200	60	IV	State	1
16S	Myrtle Creek	Myrtle Creek Municipal Airport	2,300	9	IV	City	3

Airport Identifier	Associated City	Airport Name	2015 Airport Operations	Based Aircraft	OAP Functional Role	Ownership	ConnectOregon Region
3S7	Manzanita	Nehalem Bay State Airport	2,300	0	V	State	2
ONP	Newport	Newport Municipal Airport	19,700	30	II	City	2
5S0	Oakridge	Oakridge State	1,700	5	V	State	2
ONO	Ontario	Ontario Municipal Airport	12,800	66	III	City	5
28U	Owyhee Reservoir	Owyhee Reservoir State	600	0	V	State	5
PFC	Pacific City	Pacific City State Airport	2,000	5	V	State	2
22S	Paisley	Paisley	400	0	V	County	4
24S	Pinehurst	Pinehurst State Airport	600	7	V	State	3
61J	Portland	Portland Downtown Heliport	307	0	II	City	1
HIO	Portland	Portland -Hillsboro Airport	253,700	253	II	Port	1
PDX	Portland	Portland International Airport	209,500	78	I	Port	1
TTD	Portland	Portland -Troutdale Airport	105,100	122	II	Port	1
6S6	Powers	Powers Hayes Field	400	1	V	Port	3
S39	Prineville	Prineville Airport	10,200	121	IV	County	4
64S	Prospect	Prospect State Airport	1,200	1	V	State	3
RDM	Redmond	Redmond Municipal Airport -Roberts Field	43,100	83	I	City	4
MFR	Medford	Rogue Valley International -Medford Airport	39,400	207	I	County	3
REO	Rome	Rome State	100	0	V	State	5
RBG	Roseburg	Roseburg Regional Airport	31,800	92	III	City	3
SLE	Salem	Salem McNary Field	34,300	170	II	City	2
03S	Sandy	Sandy River	11,300	28	V	Private	1
8S3	Santiam Junction	Santiam Junction State	106	0	V	State	2
SPB	Scappoose	Scappoose Industrial Airpark	59,900	125	II	Port	1
56S	Seaside	Seaside Municipal Airport	2,600	4	IV	City	2
S45	Glendon Beach	Siletz Bay State Airport	3,800	12	IV	State	2
45S	Silver Lake	Silver Lake USFS	25	0	V	USFS	4
6K5	Sisters	Sisters Eagle Air Airport	1,400	17	IV	Private	4
4S4	Cornelius	Skyport	2,000	0	V	Private	1
OTH	North Bend	Southwest Oregon Regional Airport	18,300	56	I	County	3
2S6	Newberg	Sportsman Airpark	11,700	55	IV	Private	2
7S3	Hillsboro	Stark's Twin Oaks	22,300	113	V	Private	1
S21	Sunriver	Sunriver Airport	6,100	2	IV	Private	4
TMK	Tillamook	Tillamook Airport	25,600	39	III	Port	2

Airport Identifier	Associated City	Airport Name	2015 Airport Operations	Based Aircraft	OAP Functional Role	Ownership	ConnectOregon Region
3S6	Clearwater	Toketee State	350	0	V	USFS	3
5S4	Toledo	Toledo State Airport	1,100	9	V	State	2
5S9	Estacada	Valley View	3,000	33	V	Private	1
05S	Vernonia	Vernonia Municipal	3,000	5	V	City	1
R33	Waldport	Wakonda Beach State	800	3	V	State	2
35S	Wasco	Wasco State Airport	2,400	6	IV	State	4

Financial/Administration Division Update

Legislative Concepts

- LC 10900-01 Fuel Tax Increase & Remove Sunset
- PROBLEMS
 - 2. Demand for Aviation Grants higher than Funding-
 - CO not available for Aviation
 - Over \$86M 5 cycles leverage over **\$317M** FF
 - Turn away \$6M, 58 grant requests from COAR in first 2 cycles

Financial/Administration Division Update

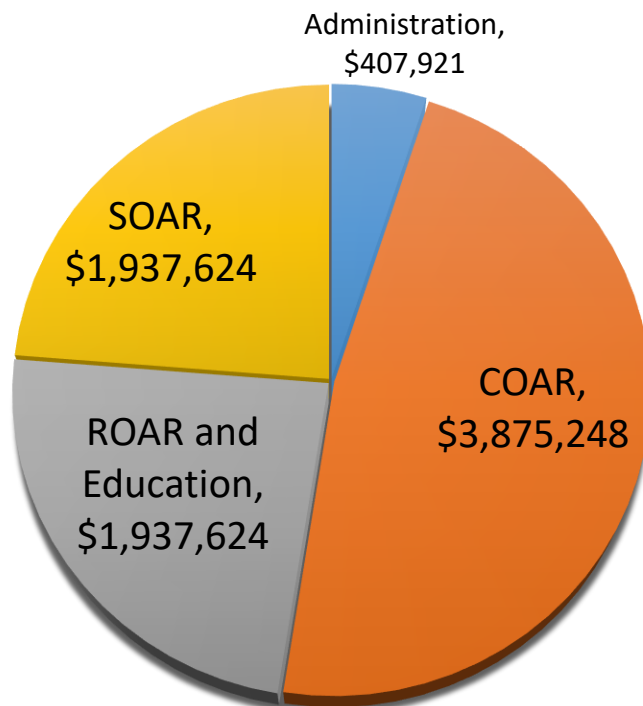
Legislative Concepts

- 3. Aviation Professional Shortage
- Why- Increased Flight hours & Cost, Lack Exposure, Increase need due to global expansion
 - Airlines will need to supply more than 2M commercial airline staff over next 20 years- Boeing 2017 Study
 - Bankruptcies small carriers
 - Elimination of Services in Cities

Financial/Administration Division Update

Legislative Concepts

- LC 10900-01 Fuel Tax Increase & Remove Sunset
- Solution- Remove Sunset, Increase Fuel Tax \$.02



- Admin- 5%, Grant Software, Staff Time & Travel to run Programs
- COAR- 50% Critical Oregon Airport Relief Grants
- SOAR- 25% State Owned Airport Reserve
- ROAR & Education 25%- Rural Oregon Aviation Relief & Aviation Ed

Financial/Administration Division Update

Legislative Concepts

Education

- Aviation space and education program in schools
- Science, technology, engineering and math programs related to aeronautics
- Aviation flight training programs and certifications
- Aviation programs certified by the FAA and financial assistance for aviation and aeronautics educations programs and certifications in Oregon

- Goal- Encourage pursuit of Aviation careers in Oregon
- Oregon Students edge on high paying aviation careers
- Governor Kate Brown's initiative for Future Ready Oregon-Provide Skills & Job Training

Financial/Administration Division Update

Legislative Concepts

- LC 10900-02 Central Service Selection
- ODA required by ORS 835.017 to have all central business operating services provided by ODOT
 - Budget Preparation, Accounting, Financial Management Reports, Purchasing, Leasing, contracting, internal auditing, IT & HR
 - LC amends ORS to not require ODA to use ODOT exclusively
 - Goal-ODA choose best provider for each need, increased efficiency

Financial/Administration Division Update

Legislative Concepts

- LC 10900-03 Civil Penalty Authority for Vehicle Pedestrian Deviations
- AURORA VPDs among highest of GA Airports nationally
 - Steps taken, increased signage, painted warnings on asphalt at taxiway entry points, rule for vehicles
 - Proposed Solution- Change statute to allow ODA to issue citations and civil penalties up to \$2,500 against individuals

Financial/Administration Division Update

Legislative Concepts

- LC 10900-04 Fuel Tax Housekeeping
- Problem 1- ORS 319.020 directs review committee reviewing ASAP apps to ORS 367.084(6) CO Statute. Criteria not specific to Aviation may not be applicable to aviation projects.
- Solution 1- amend ORS to replace reference to ODOT CO statute and instead specify criteria required for committees to review ODA's grant apps.

- Problem 2- Redundant Language
- Solution-redundant language removed

Financial/Administration Division Update

Legislative Concepts

Problem 3-ORS 319.020 requires ODA to use fuel tax increase to:

- “make grants for emergency preparedness and infrastructure projects, in accordance with the Oregon Resilience Plan.
- ORP specific to Cascadia subduction zone event & not other types of disasters.
- ORP notes task group did not consider the eastern airports because they are expected to sustain little to no damage in Cascadia event.
- FAA does not fund these projects
- Airports must be prepared for other natural disasters

Solution- Incorporate Oregon Aviation Plan to determine criteria for airports to apply for Emergency Preparedness & Infrastructure Projects

OAP includes wider assessments of resiliency needs at all public use airports

LC 10900-01
Draft Statute Language
ORS 319.020 Monthly statement by dealer; license tax imposed; rules and
ORS 319.330 Refunds to purchasers of fuel for aircraft

Bold and underlined: Added language

[Italicized text]: Deleted language

319.020 Monthly statement by dealer; license tax imposed; rules.

SECTION 1.

(1) Subject to subsections (2) to (4) of this section, in addition to the taxes otherwise provided for by law, every dealer engaging in the dealer's own name, or in the name of others, in the first sale, use or distribution of motor vehicle fuel or aircraft fuel or withdrawal of motor vehicle fuel or aircraft fuel for sale, use or distribution within areas in this state within which the state lacks the power to tax the sale, use or distribution of motor vehicle fuel or aircraft fuel, shall:

(a) Not later than the 25th day of each calendar month, render a statement to the Department of Transportation of all motor vehicle fuel or aircraft fuel sold, used, distributed or so withdrawn by the dealer in the State of Oregon as well as all such fuel sold, used or distributed in this state by a purchaser thereof upon which sale, use or distribution the dealer has assumed liability for the applicable license tax during the preceding calendar month. The dealer shall render the statement to the department in the manner provided by the department by rule.

(b) Except as provided in ORS 319.270, pay a license tax computed on the basis of 34 cents per gallon on the first sale, use or distribution of such motor vehicle fuel or aircraft fuel so sold, used, distributed or withdrawn as shown by such statement in the manner and within the time provided in ORS 319.010 to 319.430.

(2) When aircraft fuel is sold, used or distributed by a dealer, the license tax shall be computed on the basis of *[11]* **13** cents per gallon of fuel so sold, used or distributed, except that when aircraft fuel usable in aircraft operated by turbine engines (turbo-prop or jet) is sold, used or distributed, the tax rate shall be *[three]* **five** cents per gallon.

(3) In lieu of claiming refund of the tax paid on motor vehicle fuel consumed by such dealer in nonhighway use as provided in ORS 319.280, 319.290 and 319.320, or of any prior erroneous payment of license tax made to the state by such dealer, the dealer may show such motor vehicle fuel as a credit or deduction on the monthly statement and payment of tax.

(4) The license tax computed on the basis of the sale, use, distribution or withdrawal of motor vehicle or aircraft fuel may not be imposed wherever such tax is prohibited by the Constitution or laws of the United States with respect to such tax.

SECTION 2. ORS 319.330 is amended to read:

(1) Whenever any statement and invoices are presented to the Department of Transportation showing that motor vehicle fuel or aircraft fuel has been purchased and used in operating aircraft engines and upon which the full tax for motor vehicle fuel has been paid, the department shall refund the tax paid, but only after deducting from the tax paid *[11]* **13** cents for each gallon of such fuel so purchased and used, except that when such fuel is used in operating aircraft turbine engines (turbo-prop or jet) the deduction shall be *[three]* **five** cents for each gallon. No deduction provided under this subsection shall be made on claims presented by the United States or on claims presented where a satisfactory showing has been made to the department that such aircraft fuel has been used solely in aircraft operations from a point within the State of Oregon directly to a point not within any state of the United States. The amount so deducted shall be paid on

warrant of the Oregon Department of Administrative Services to the State Treasurer, who shall credit the amount to the State Aviation Account for the purpose of carrying out the provisions of the state aviation law. Moneys credited to the account under this section are continuously appropriated to the Oregon Department of Aviation.

(2) If satisfactory evidence is presented to the Department of Transportation showing that aircraft fuel upon which the tax has been paid has been purchased and used solely in aircraft operations from a point within the State of Oregon directly to a point not within any state of the United States, the department shall refund the tax paid.

SECTION 3. (1) The amendments to ORS 319.020 by section 1 of this 2015 Act apply to aircraft fuel sold, used or distributed on or after *January 1, 2016*[, and before *January 1, 2022*]

(2) The amendments to ORS 319.330 by section 2 of this 2015 Act apply to fuel purchased and used in operating aircraft engines on or after *January 1, 2016*[, and before *January 1, 2022*]

(3) The amendments to ORS 319.020 by section 1 of this 2019 Act apply to aircraft fuel sold, used or distributed on or after July 1, 2019.

(4) The amendments to ORS 319.330 by section 2 of this 2019 Act apply to fuel purchased and used in operating aircraft engines on or after July 1, 2019.

Note: Sections 7 and 8, chapter 700, Oregon Laws 2015, provide:

Sec. 7. (1) The following amounts shall be distributed in the manner prescribed in this section:

- (a) Any amount of tax on aircraft fuel usable in aircraft operated by turbine engines that is computed on a basis in excess of one cent per gallon and any amount of tax on all other aircraft fuel that is computed on a basis in excess of nine cents per gallon, under ORS 319.020 (2); and
- (b) Any amount of tax on aircraft fuel usable in aircraft operated by turbine engines in excess of one cent per gallon and any amount of tax on all other aircraft fuel in excess of nine cents per gallon, that is deducted before the refunding of tax under ORS 319.330 (1).

(2) Applications for distributions under this section may not be approved unless the applicant demonstrates a commitment to contribute at least five percent of the costs of the project to which the application relates. The Oregon Department of Aviation shall adopt rules for purposes of this subsection.

(3)(a) The State Aviation Board shall establish a review committee composed of one member from each of the area commissions on transportation chartered by the Oregon Transportation Commission.

(b) The review committee shall meet as necessary to review applications for distributions of amounts pursuant to this section. The criteria specified in ORS 367.084 (6) apply to the review process of the review committee.

(c) The review committee shall recommend applications to the State Aviation Board, which shall select applications *with the following priority*:

- (A) *First, to applications filed pursuant to subsection (5)(a)(A) of this section;*
 - (B) *Second, to applications filed with respect to safety and infrastructure development;*
- and*

(C) Third, to applications filed with respect to aviation-related economic benefits related to airports.

(4)(a) Five percent of the amounts described in subsection (1) of this section are appropriated to the Oregon Department of Aviation for the costs of the department and the State Aviation Board in administering this section.

(b) The remaining 95 percent of the amounts described in subsection (1) of this section shall be distributed pursuant to subsections (5) to (7) of this section.

(5)(a) Fifty percent of the amounts described in subsection (4)(b) of this section shall be distributed for the following purposes:

(A) *To assist airports in Oregon with match requirements for Federal Aviation Administration Airport Improvement Program grants.*

(B) *To make grants for emergency preparedness and infrastructure projects, in accordance with the Oregon Resilience Plan, including grants for emergency management plan development, seismic studies and emergency generators and similar equipment.]*

(C) To make grants for:

(i) Services critical or essential to aviation, including, but not limited to, fuel, sewer, water and weather equipment.

(ii) Aviation-related business development, including, but not limited to, hangars, parking for business aircraft and related facilities.

(iii) Airport development for local economic benefit, including, but not limited to, signs and marketing.

(b) Priority in distributing grants shall be given to projects for which applicants demonstrate a commitment to contribute the greatest amounts toward the costs of the projects to which the applications relate.

(6) Twenty-five percent of the amounts described in subsection (4)(b) of this section shall be distributed for the purpose of

(a) assisting commercial air service to rural Oregon.

(b) Aviation Space and Education Programs in schools in Oregon

(c) Science, Technology, engineering and math programs related to aviation and aeronautics

(d) Aviation flight training programs and certifications

(e) Aviation Programs certified by the FAA

(f) Financial Assistance for aviation and aeronautics education programs and certifications.

(7) Twenty-five percent of the amounts described in subsection (4)(b) of this section shall be distributed to state-owned airports for the purposes of:

(a) Safety improvements recommended by the State Aviation Board and local community airports.

(b) Infrastructure projects at public use airports.

(8)(a) The State Aviation Board shall submit reports, in the manner provided in ORS 192.245 and paragraph (b) of this subsection, that describe in detail the projects for which applications have been submitted and approved, the airports affected, the names of the applicants and the persons who will perform the work proposed in the applications, the progress of projects for which applications have been approved and any other information the board considers necessary for a comprehensive analysis of the implementation of this section.

(b) The reports described in paragraph (a) of this subsection shall be submitted:

(A) Not later than February 10 of each year to the committees of the Legislative Assembly related to air transportation; and

(B) Not later than September 30 of each year to the interim committees of the Legislative Assembly related to air transportation. [2015 c.700 §7; 2017 c.750 §80a]

Sec. 8. (1) *[Section 7 of this 2015 Act is repealed on January 2, 2022.]*

(2) Amounts described in section 7 (1) of this 2015 Act that are uncommitted on the date specified in subsection (1) of this section for distributions made pursuant to section 7 (5) to (7) of this 2015 Act may be expended as other aviation fuel tax revenues are expended. [2015 c.700 §8]

SECTION 11. This 2019 Act takes effect July 1, 2019.

2019 Agency Legislative Concept Request

Agency #/Concept #: 10900-01

Placeholder? Yes No

Date: 4/13/2018

(TEXT BOXES EXPAND AS NEEDED)

Agency: Oregon Department of Aviation

Division/Program: The Aviation System Action Program

Concept Subject or Title: Eliminate Sunset and Increase Aviation Fuel Tax

Concept Contact Person: Mitch Swecker **E-Mail:** mitch.t.swecker@aviation.state.or.us **Phone:** (503) 378-2340

Agency Legislative Coordinator: Kristen Forest **E-Mail:** Kristen.r.forest@aviation.state.or.us **Phone:** 503 378-2522

1. Problem (Completely describe the problem you propose to solve.)

Background:

The Oregon Department of Aviation (ODA) is funded entirely by other funds and federal funds. Aircraft fuel tax and jet fuel tax provide approximately 50% of the Department's total revenue and helps support ODA's mission to provide infrastructure, financial resources and expertise to ensure a safe and efficient air transportation system.

House Bill 2075 was introduced and passed during the 2015 Legislative Session. The measure amended ORS 319.020 by increasing 100LL aircraft fuel (avgas) tax from nine cents to eleven cents per gallon and increasing jet fuel tax from one cent to three cents per gallon. The Aviation System Action Program (ASAP) fund was created as a result of the passage of HB 2075 and directs the increased fuel tax revenue (after 5% is deducted for ODA's administration costs) into the following three programs that benefit Oregon airports and aviation:

- Critical Oregon Airport Relief (COAR) program receives 50% of the funding. These grants are distributed to assist airports in Oregon with match requirements for Federal Aviation Administration (FAA) Airport Improvement Program grants, emergency preparedness and infrastructure projects in accordance with the Oregon Resilience Plan, services critical and essential to aviation, aviation related business development, and airport development for local economic benefit.
- Rural Oregon Aviation Relief (ROAR) receives 25% of the funding. These grants are used to assist commercial air service to rural Oregon.
- State Owned Airports Reserve (SOAR) program funds are distributed towards state-owned airports for the purposes of safety improvements and infrastructure projects at public use airports.

House Bill 2075 became effective on January 1, 2016 and is set to sunset on January 2, 2022. Over the course of six years, the ASAP program is estimated to provide over \$20M in funding to airports throughout Oregon. This proposed legislative concept aims to solve three problems.

Problem 1:

The first problem is the sunset clause on the fuel tax increase, effective January 2, 2022. If the fuel tax increase is repealed, thereby eliminating the ASAP fund, an enormous void in the funding of aviation will be created in Oregon. There are 97 public use airports in Oregon, all of which may be eligible to apply for grants in at least one of the programs. A majority of these are small, rural public use airports that rely heavily on state funding to assist the airport with their match requirements between 5% and 10% for FAA grants. In the first grant cycle alone, COAR awarded over \$849k in grants to leverage approximately \$10.4M in federal funds, alleviating the airport's federal match requirements from \$1.1M to just over \$200k. During the same cycle, COAR also awarded approximately \$833k to non-federally funded projects with an aggregate total project cost of \$1.8M.

The result from lack of state grant funding will be tens of millions of federal dollars leaving the state each biennium as well as a decrease in airport safety and potential airport closures. The FAA will recover an airport's entitlement funds and may redistribute towards other projects outside of Oregon if an airport does not have sufficient matching funds for a FAA grant. Several non-federally funded airports have been able to use ASAP funds to complete necessary safety improvements. For example Crescent Lake State Airport previously had to close due to failing pavements and now is undergoing a complete runway reconstruction provided by ASAP funds. Since this airport is not funded by the FAA it would have been closed indefinitely without the ASAP revenue source. Without funding, rehabilitation projects will eventually escalate to a degree of a larger project and more costly reconstructions and it is likely that airport closures may occur due to failure to keep up with safety improvements and infrastructure projects.

Problem 2:

The revenue produced by the two cent increase to avgas and jet fuel tax is insufficient to sustain aviation throughout the state. ODOT's Connect Oregon grant program is an initiative to invest in air, rail, marine, and bike/pedestrian infrastructure to ensure Oregon's transportation system is strong, diverse, and efficient. Connect Oregon grants have provided over \$86M of funding for aviation over five cycles. This revenue has been leveraged with over \$317M of grant funding from the FAA. The amount of money that aviation leverages with Connect Oregon grants is more than the combination of all other modes of transportation. House Bill 2017, (the transportation package), passed in the 2017 legislative session and dedicated Connect Oregon funds to four specific non-aviation projects. Connect Oregon, once a vital funding source for Oregon aviation, is not currently available for aviation grants and there is no guarantee that it will become available for aviation in the future. Funding is not expected to be available in the 17-19 biennium for the competitive process and there is no guarantee the competitive process will occur again in 19-21 or in 21-23.

The COAR grant program has witnessed a higher demand for grants than the amount of available funding, seeing as there are no alternative opportunities in the state for funding aviation. The funding priorities of the COAR program are established in OAR 319.020 §7 (3). The first priority is to assist airports in Oregon with match requirements for Federal Aviation Administration Airport Improvement Program grants. The second priority is to provide emergency preparedness and infrastructure projects in accordance with the Oregon Resilience Plan. The third priority is to fund services critical and essential to aviation, aviation related business development, and airport development for local economic benefit. In the first two grant cycles, an aggregate of over \$6M in grant requests went unfunded due to lack of available revenue. Unfortunately in the most recent grant cycle, two grants in the first priority requesting assistance with their FAA match requirements were not funded, nor were any other grants beyond that in the second or third priorities due to lack of funds. The Department had to turn away fifty eight significant grant requests that were focused on preparing Oregon to be resilient against natural disasters, such as the Cascadia subduction zone event and requests that aimed to benefit local economies in all parts of the Oregon including in rural parts of the state. The Department expects to continue to see a rise in grant requests and a growing list of unfunded projects if the fuel tax is not increased, and even more when combined with the uncertainty of funding for aviation.

Problem 3:

The third problem is a result of a shortage of commercial pilots, flight instructors, aviation mechanics, inspectors, technicians, aerospace engineers, air traffic controllers, and other skilled aviation professionals. This problem affects our state as well as the entire aviation industry worldwide. A 2017 study by Boeing estimates airlines will need to supply more than 2M new commercial airline staff including 637k new commercial pilots and 648k new airline maintenance technicians over the next twenty years. To keep up with the global economic expansion airlines are projected to acquire tens of thousands of new commercial jetliners over the next twenty years and aviation professionals will be in demand to fly and maintain these airplanes. The aviation industry offers competitive pay in addition to long-term job security. According to the Bureau of Labor and Statistics the average annual salary for airline pilots, copilots and flight engineers is over \$160k a

year, aviation mechanics and technicians is over \$62k per year and the salary for aerospace engineers is over \$65k per year. Aviation employers demand job ready employees and there is a skills gap between employers expectations and the abilities of the available workforce. For pilots, the skills gap is partially attributed to the steep costs associated with obtaining the necessary education and flight training required to obtain a commercial pilot license. New federal legislation passed in 2013 increased the minimum flight hours required for new pilots from 250 to 1,500. Another contributing factor is the lack of exposure to aviation careers among the future generation. The industry needs to get young people excited about aviation careers. The cost and the required hours combined with the lack of exposure have contributed to a substantial decrease in the number of new pilots entering the pipeline. Additionally, the FAA has a mandated retirement age for commercial pilots which means that existing pilots are exiting their careers faster than the industry can replace them. This shortage has led to bankruptcies of multiple small carriers and the elimination of air service in some cities and is partially responsible for the elimination of air service in Klamath Falls. The shortage will ultimately lead to decreased flight options for consumers as well as increased ticket prices. The aviation industry is in dire need of programs to inspire youth to seek aviation careers and ways to prepare aspiring aviation professionals that can enter the field and replenish the rapidly shrinking workforce.

2. Proposed Solution (Completely describe what the concept does to fix the problem. Do not include proposed statute changes here.)

This concept will amend sections of ORS 319.020 to increase avgas and jet fuel tax by an additional two cents and will remove the sunset of the fuel tax increase established in the 2015 session. The total increase in revenue forecasted for the 19-21 biennium as a result of this proposed legislation is approximately \$8M. This will allow the department to continue to fund the Aviation System Action Program and provide additional funding for airport improvement projects, emergency preparedness, economic development, commercial service to rural Oregon and safety improvements and infrastructure projects at public use airports. This additional revenue will help to fill the void in aviation funding caused by the absence of aviation grants from Connect Oregon in the current biennium. This additional revenue will help ensure that critical emergency preparedness and economic benefit projects are funded as per the original intent of the 2015 legislation. This concept will help keep Oregon airports maintained and safe for all Oregonians, keep millions of federal dollars in Oregon, increase Oregon's emergency preparedness and increase economic development in all areas in Oregon.

To address the shortage of aviation professionals this concept will dedicate funding to encourage the pursuit of aviation careers through exposure, training and education introduced to schools throughout Oregon. Twenty five percent of the fuel tax increase that was previously reserved for commercial service to rural Oregon will also be available to fund aviation hands on learning such as: aviation space and education program in schools, science, technology, engineering and math programs related to aeronautics; aviation flight training programs and certifications; aviation programs certified by the FAA and financial assistance for aviation and aeronautics educations programs and certifications in Oregon. This concept will fund programs aimed at education for high paying aviation industry professions such as pilots, aviation mechanics, inspectors, technicians, aerospace engineers and air traffic controllers. Funding these programs will help to bridge the skills gap that has become a crisis in the aviation industry. There is an undeniable demand for skilled aviation professionals and by offering early student engagement and defined aviation career paths this concept will help give Oregon students the training and tools that they need to obtain these exceptional high paying careers.

In addition to finding a solution for the addressed problems this concept will also help further Governor Kate Brown's initiative for Future Ready Oregon and for economic prosperity for all Oregonians. The Governor's plan for Future Ready Oregon is to provide the skills and job training to students and adults to help close the gap between the skills that Oregon workers have and the skills that Oregon's growing businesses need. By making these investments in education programs that use hands on learning it will help ensure that Oregon students are prepared for their future. This concept also aligns with the governor's priority of ensuring economic prosperity of all Oregonians by helping provide increased opportunities for high paying jobs in our state and by providing funding for aviation related business development, and airport development for local economic benefit in all areas including rural parts of the state.

This proposed legislative concept is vital to the future of Oregon's economy and safety of Oregonians. If passed this legislation will leverage tens of millions of federal dollars each biennium and keep this money from leaving the state. It will increase the safety of the state system of airports and reduce airport closures due to failing infrastructure. The funding proposed will help prepare Oregon to be resilient against natural disasters. This legislation will help reduce the effects of the shortage of aviation professionals as well as prepare Oregon's future workforce to obtain high quality, high paying aviation careers. If passed this legislation will help put the state on the path to achieving the Governor's vision of a Future Ready Oregon as well as her vision of economic prosperity for all Oregonians.

3. Proposed Changes to Statute (Please attach your best attempt at proposing changes to statute to accomplish your goal; however, Legislative Counsel may draft alternate language.)

Please see attached.

4. Has this been introduced in a prior session? No Yes Years(s) Bill#(s)

Does this amend current law or programs? No Yes (Specify) ORS 319.020

Is this related to a legal decision? No Yes (Case cite, AGO No. date, etc. – attach copies)

5. Equity Analysis (Describe any known racial or ethnic inequities associated with the problem and how the proposed statutory changes are culturally and linguistically appropriate and specifically address the inequities.)

There are no known racial or ethnic inequalities associated with this problem.

6. Stakeholders and/or Other Affected Agencies who are Aware of Your Concept

Agency: Contact Person: Phone:

7. Known Support or Opposition (Please elaborate.)

8. Increases fees or assessments? No Yes

Concept has other fiscal, revenue or position (FTE) impacts? No Yes Provide Fiscal Form

9. For PLACEHOLDERS – ALL additional substantive information is due to DAS no later than June 24. This concept is a PLACEHOLDER. No Yes (approximate delivery date)

10. Additional Information or Attachments (Briefly describe attachments - draft language, opinions, etc.)

11. Approved for Drafting:

Governor's Office

Date

Department of Administrative Services

Date

LC 10900-02
Draft Statute Change
ORS Chapter 835 Aviation Administration

Text to be added in **bold and underlined**

Text to be deleted in *[italics]*

835.017 Provision of central business operating services by Department of Transportation; rules. (1) The Department of Transportation [*shall*] **may** provide the following central business operating services for the Oregon Department of Aviation:

- (a) Budget preparation services;
- (b) Daily processing for accounts payable, accounts receivable, payroll, receipts and disbursements;
- (c) Records and inventory maintenance accounting services;
- (d) Financial management reports and revenue and expenditure projections;
- (e) Purchasing, leasing and contracting services;
- (f) Internal audit services;
- (g) Computer and information system services; and
- (h) Human resource services.

(2) The Oregon Department of Aviation shall comply with all rules adopted by the Department of Transportation related to the services **provided by the Department of Transportation under** [*described in*] subsection (1) of this section that.

(3) The Department of Transportation may charge the Oregon Department of Aviation a fee for the services the Department of Transportation provides under this section. The Department of Transportation shall calculate the rate of the fee using the same methodology the Department of Transportation uses to calculate the central services assessment imposed within the Department of Transportation for similar services. The Oregon Department of Aviation shall pay any fees imposed under this section within 30 days of receiving the request for payment.

(4) All moneys received by the Department of Transportation under this section shall be paid into the State Treasury each month and credited to the Department of Transportation Operating Fund established by ORS 184.642.

(5) The Department of Transportation shall adopt rules for the administration and implementation of this section. [2011 c.630 §29]

Note: 835.017 was enacted into law by the Legislative Assembly but was not added to or made a part of ORS chapter 835 or any series therein by legislative action. See Preface to Oregon Revised Statutes for further explanation

2019 Agency Legislative Concept Request

Agency #/Concept #: 10900-02

Placeholder? Yes No

Date: 4/13/2018

(TEXT BOXES EXPAND AS NEEDED)

Agency: Oregon Department of Aviation

Division/Program:

Concept Subject or Title: Central Service Selection

Concept Contact Person: Mitch Swecker **E-Mail:** mitch.t.swecker@aviation.state.or.us **Phone:** (503) 378-2340

Agency Legislative Coordinator: Kristen Forest **E-Mail:** kristen.r.forest@aviation.state.or.us **Phone:** (503) 378-2522

1. Problem (Completely describe the problem you propose to solve.)

The Oregon Department of Aviation (ODA) is a small agency comprised of staff of 14.5 FT employees and a budget of approximately \$22M per biennium. The agency is supported entirely by other and federal funds. Despite the small staff ODA has a far reach and a vast responsibility. ODA operates and maintains 28 state owned airports in Oregon and acts as the state's aviation specialist by providing: airport management and operations of airports, leadership that connects communities and the state, advocacy for airports, pilots, and aviation related businesses, facilitation of state and federal aviation funding programs and oversight of aviation policy and assets as part of the emergency management system. ODA must be efficient in order to support their mission to provide infrastructure, financial resources and expertise to ensure a safe and efficient air transportation system. The department must operate more like a small business than a state agency and must be resourceful and nimble in order to keep up with the rapidly changing rules, regulations and legislation regarding aviation and airspace in the state and nationwide.

The Oregon Department of Aviation is required by ORS 835.017 to have all central business operating services provided by the Oregon Department of Transportation. These services include; budget preparation, accounting, financial management reports, purchasing, leasing, contracting, internal auditing, computer information systems and human resources. The mandate to have all central services provided by one agency limits the opportunities for increased efficiency. ODA would like the opportunity to explore the possibility of cost and time savings by finding the best fit for each service based on the business needs of the agency.

2. Proposed Solution (Completely describe what the concept does to fix the problem. Do not include proposed statute changes here.)

This Legislative Concept will amend ORS 835.017 to not require the Oregon Department of Aviation to use the Oregon Department of Transportation exclusively for central business operating services. This change will allow ODA to select the option that is the most economical and makes the most business sense for each business operating service. The goal of this concept is to increase the overall efficiency of the agency and allow the department to focus on their vision of achieving an integrated aviation system benefiting all Oregonians.

3. Proposed Changes to Statute (Please attach your best attempt at proposing changes to statute to accomplish your goal; however, Legislative Counsel may draft alternate language.)

See Attached

4. Has this been introduced in a prior session? No Yes Years(s) Bill#(s)

Does this amend current law or programs? No Yes (Specify) ORS 835.017

Is this related to a legal decision? No Yes (Case cite, AGO No. date, etc. – *attach copies*)

5. Equity Analysis (Describe any known racial or ethnic inequities associated with the problem and how the proposed statutory changes are culturally and linguistically appropriate *and* specifically address the inequities.)

There are no racial or ethnic inequalities associated with this problem.

6. Stakeholders and/or Other Affected Agencies who are Aware of Your Concept

Agency:

Contact Person:

Phone:

Oregon Department of Transportation, Bob Gebhardt

503 986-4399

7. Known Support or Opposition (Please elaborate.)

Unknown.

8. Increases fees or assessments? No Yes

Concept has other fiscal, revenue or position (FTE) impacts? No Yes Provide Fiscal Form

9. **For PLACEHOLDERS – ALL additional substantive information is due to DAS no later than June 24. This concept is a PLACEHOLDER. No Yes (approximate delivery date)**

10. Additional Information or Attachments (Briefly describe attachments - draft language, opinions, etc.)

Attached is draft language to amend 835.017.

11. Approved for Drafting:

Governor's Office

Date

Department of Administrative Services

Date

LC 10900-03
Draft Statute Change
ORS Chapter 836 Airports and Landing Fields

Text to be added in **bold and underlined**

Text to be deleted in [*italics*]

836.505 Designation of landing places on public lands; rules governing user.

(1) Landing places for aircraft may from time to time be designated, set apart and marked by the Oregon Department of Aviation or other public officials who are in charge of any land owned or controlled by the state or by any municipality, or park commission.

(2) Such officials may make reasonable rules and regulations subject to the approval of the State Aviation Board governing the use of the landing places by aviators and other persons, and may change the rules and regulations from time to time. The rules and regulations shall be such as will promote the safe and orderly use of the airports affected. All aviators and other persons using such landing places shall at all times comply with all such rules and regulations. [Formerly 492.770]

836.900

(1) In addition to any other penalty provided by law, the Director of the Oregon Department of Aviation may impose a civil penalty not to exceed \$2,500 for each violation of ORS 836.505 or any rule adopted, or order issued, under ORS 836.505.

(2) The director shall impose civil penalties under this section in the manner provided in ORS 183.745.

2019 Agency Legislative Concept Request

Agency #/Concept #: 10900-03

Placeholder? Yes No

Date: 4/13/2018

(TEXT BOXES EXPAND AS NEEDED)

Agency: Oregon Department of Aviation

Division/Program:

Concept Subject or Title: Civil Penalty for Vehicle Pedestrian Deviations

Concept Contact Person: Matt Maass **E-Mail:** Matthew.D.MAASS@aviation.state.or.us **Phone:** (503) 378-2523

Agency Legislative Coordinator: Kristen Forest **E-Mail:** kristen.r.forest@aviation.state.or.us **Phone:** (503) 378-2522

1. Problem (Completely describe the problem you propose to solve.)

The Oregon Department of Aviation (ODA) owns and manages the Aurora State Airport (UAO). UAO is a towered General Aviation (GA) airport which is not required to hold a certificate under 14 CFR § 139, but receives federal grant money. Aurora State has experienced a significant number of Vehicle Pedestrian Deviations (VPDs), which occur when a vehicle or pedestrian enters the aircraft movement area, crossing the movement/non-movement line. Violators have included tenants, tenants' agents or employees, tenants' customers, and other parties, such as delivery services or airport visitors. In almost all cases, the deviations have been by motor vehicles, but there was one recent instance of a pedestrian walking onto a taxiway to take a photograph.

The number of VPDs at UAO is among the highest for GA airports nationally. ODA is concerned about the possibility of losing Federal Aviation Administration (FAA) grant money due to the high volume of VPDs. To deter VPDs, ODA has increased signage and painted warnings on the asphalt surfaces at taxiway entry points ("AIRCRAFT TAXIWAY, TOWER CLEARANCE REQUIRED"). While there has been a decrease in Vehicle/Pedestrian Deviations, violations have continued despite the new signs and warnings.

Currently, ODA has a rule prohibiting deviations by vehicles, but not by pedestrians. "Motor vehicles shall not be operated on the runway or parallel taxiway without specific prior authorization by the Director of the Department." OAR 738-050-0090(1). Deviations have occurred despite the rule.

Aviation may not impose a civil penalty or issue a citation for a VPD under its current statutory authority.

2. Proposed Solution (Completely describe what the concept does to fix the problem. Do not include proposed statute changes here.)

The Department of Aviation is proposing to change the statute to allow the department to issue citations and civil penalties for VPDs up to \$2,500. If adopted Aviation will be able to adopt rules to impose civil penalties against individuals who commit VPDs, but not against their employers or the businesses they visit at an airport. ODA feels that the authority to issue citations will greatly reduce the occurrence of VPDs. This will help to keep the Aurora State Airport in good standing with FAA thereby reducing the chance of losing federal dollars.

3. Proposed Changes to Statute (Please attach your best attempt at proposing changes to statute to accomplish your goal; however, Legislative Counsel may draft alternate language.)

See Attached

4. Has this been introduced in a prior session? No Yes Years(s) Bill#(s)

Does this amend current law or programs? No Yes (Specify) ORS 836.505

Is this related to a legal decision? No Yes (Case cite, AGO No. date, etc. – *attach copies*)

5. Equity Analysis (Describe any known racial or ethnic inequities associated with the problem and how the proposed statutory changes are culturally and linguistically appropriate *and* specifically address the inequities.)

There are no racial or ethnic inequalities associated with this problem.

6. Stakeholders and/or Other Affected Agencies who are Aware of Your Concept

Agency: _____ Contact Person: _____ Phone: _____

7. Known Support or Opposition (Please elaborate.)

Unknown.

8. Increases fees or assessments? No Yes

Concept has other fiscal, revenue or position (FTE) impacts? No Yes Provide Fiscal Form

9. **For PLACEHOLDERS – ALL additional substantive information is due to DAS no later than June 24. This concept is a PLACEHOLDER. No Yes (approximate delivery date)**

10. Additional Information or Attachments (Briefly describe attachments - draft language, opinions, etc.)

Attached is draft language to amend 835.017.

11. Approved for Drafting:

Governor's Office

Date

Department of Administrative Services

Date

LC 10900-04
Draft Statute Change

Bold and underlined: Added language

[Italicized text]: Deleted language

319.020 Monthly statement by dealer; license tax imposed; rules.

Note: Sections 7 and 8, chapter 700, Oregon Laws 2015, provide:

Sec. 7. (1) The following amounts shall be distributed in the manner prescribed in this section:

(a) Any amount of tax on aircraft fuel usable in aircraft operated by turbine engines that is computed on a basis in excess of one cent per gallon and any amount of tax on all other aircraft fuel that is computed on a basis in excess of nine cents per gallon, under ORS 319.020 (2); and

(b) Any amount of tax on aircraft fuel usable in aircraft operated by turbine engines in excess of one cent per gallon and any amount of tax on all other aircraft fuel in excess of nine cents per gallon that is deducted before the refunding of tax under ORS 319.330 (1).

(2) Applications for distributions under this section may not be approved unless the applicant demonstrates a commitment to contribute at least five percent of the costs of the project to which the application relates. The Oregon Department of Aviation shall adopt rules for purposes of this subsection.

(3)(a) The State Aviation Board shall establish a review committee composed of one member from each of the area commissions on transportation chartered by the Oregon Transportation Commission.

(b) The review committee shall meet as necessary to review applications for distributions of amounts pursuant to this section. The **following** criteria [*specified in ORS 367.084 (6)*] **shall** apply to the review process of the review committee.

A. Whether the proposed project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor;

B. Whether the proposed project results in an economic benefit to this state;

C. Whether the proposed project is a critical link connecting elements of Oregon's aviation system that will measurably improve utilization and efficiency of the system;

D. How much of the cost of the proposed project can be borne by the applicant for the grant from any source other than the Department of Aviation funds or the Connect Oregon Fund; and

E. Whether the proposed project is ready for construction;

F. Whether the proposed project has a useful life expectancy that offers maximum benefit to the state.

(c) The review committee shall recommend applications to the State Aviation Board, which shall select applications [*with the following priority:*] **in accordance with (5)(a) below.**

- [(A) First, to applications filed pursuant to subsection (5)(a)(A) of this section;*
- (B) Second, to applications filed with respect to safety and infrastructure development;*
- and*
- (C) Third, to applications filed with respect to aviation-related economic benefits related to airports.]*

(4)(a) Five percent of the amounts described in subsection (1) of this section are appropriated to the Oregon Department of Aviation for the costs of the department and the State Aviation Board in administering this section.

(b) The remaining 95 percent of the amounts described in subsection (1) of this section shall be distributed pursuant to subsections (5) to (7) of this section.

(5)(a) Fifty percent of the amounts described in subsection (4)(b) of this section shall be **prioritized in the following order and** distributed for the following purposes:

(A) **First to,** [*To*] **to** assist airports in Oregon with match requirements for Federal Aviation Administration Airport Improvement Program grants.

(B) **Second,** [*To*] **to** make grants for emergency preparedness and infrastructure projects, in accordance with the Oregon Resilience Plan **or the Oregon Aviation Plan.** [*, including grants for emergency management plan development, seismic studies and emergency generators and similar equipment.*]

(C) **Third,** [*To*] **to** make grants for:

- (i) Services critical or essential to aviation, including, but not limited to, fuel, sewer, water and weather equipment.
- (ii) Aviation-related business development, including, but not limited to, hangars, parking for business aircraft and related facilities.
- (iii) Airport development for local economic benefit, including, but not limited to, signs and marketing.

(b) Priority in distributing grants shall be given to projects for which applicants demonstrate a commitment to contribute the greatest amounts toward the costs of the projects to which the applications relate.

(6) Twenty-five percent of the amounts described in subsection (4)(b) of this section shall be distributed for the purpose of assisting commercial air service to rural Oregon.

(7) Twenty-five percent of the amounts described in subsection (4)(b) of this section shall be distributed to state-owned airports for the purposes of:

- (a) Safety improvements recommended by the State Aviation Board and local community airports.
- (b) Infrastructure projects at public use airports.

(8)(a) The State Aviation Board shall submit reports, in the manner provided in ORS 192.245 and paragraph (b) of this subsection, that describe in detail the projects for which applications have been submitted and approved, the airports affected, the names of the applicants and the persons who will perform the work proposed in the applications, the progress of projects for which applications have been approved and any other information the board considers necessary for a comprehensive analysis of the implementation of this section.

(b) The reports described in paragraph (a) of this subsection shall be submitted:

(A) Not later than February 10 of each year to the committees of the Legislative Assembly related to air transportation; and

(B) Not later than September 30 of each year to the interim committees of the Legislative Assembly related to air transportation. [2015 c.700 §7; 2017 c.750 §80a]

Sec. 8. (1) Section 7 of this 2015 Act is repealed on January 2, 2022.

(2) Amounts described in section 7 (1) of this 2015 Act that are uncommitted on the date specified in subsection (1) of this section for distributions made pursuant to section 7 (5) to (7) of this 2015 Act may be expended as other aviation fuel tax revenues are expended. [2015 c.700 §8]

2019 Agency Legislative Concept Request

Agency #/Concept #: 10900-004

Placeholder? Yes No

Date: 4/13/18

(TEXT BOXES EXPAND AS NEEDED)

Agency: Oregon Department of Aviation

Division/Program: The Aviation System Action Program

Concept Subject or Title: Updates to ORS 319.020 to define project selection criteria and clarify program language

Concept Contact Person: Mitch Swecker E-Mail: mitch.t.swecker@aviation.state.or.us Phone: (503) 378-2340

Agency Legislative Coordinator: Kristen Forest E-Mail: Kristen.r.forest@aviation.state.or.us Phone: 503 378-2522

1. Problem (Completely describe the problem you propose to solve.)

Problem 1:

ORS 319.020 currently directs the review committee reviewing applications for distributions of aviation and jet fuel tax revenue to ORS 367.084(6) for criteria to apply to their review process.

ORS 367.084 is an ODOT Connect Oregon statute and the problem is the criteria is not specific to aviation and may not be applicable to the aviation projects under review.

The Department of Aviation (ODA) has incorporated the review criteria from ORS 367.084(6) into the applications and corresponding review forms for the programs funded by the aviation fuel tax increase in ORS 319.020. The problem is with any revisions to ORS 367.084, ODA subsequently needs to update all forms that identify the criteria. The forms for the programs affected are electronic and reside within a web-based grant program. Each revision that ODA makes to these forms requires ODA program staff to work with the software developer to create the changes, set aside time to test the forms in beta mode, and consequently incur additional costs for the developer's work. Additionally, any changes to ORS 367.084 require that ODA amend the program's OARs that also identify the criteria.

Problem 2

ORS 319.020 §7(3) has redundant language regarding funding priorities. ODA would like to eliminate the redundancies and make those priorities clear in subsection (5).

Problem 3

Lastly, ORS 319.020 §7(5) requires that the Department use the fuel tax increase to "make grants for emergency preparedness and infrastructure projects, in accordance with the Oregon Resilience Plan". The problem is the Oregon Resilience Plan (ORP) is specific to only a Cascadia subduction zone event and does not identify other types of disasters. The ORP "identifies airports that have a potential to maintain or quickly restore operational functions after a major earthquake." The ORP also notes the task group "did not consider the eastern airports in this particular scenario, as those airports are expected to sustain little to no damage during a subduction zone earthquake."

Airports are subject to other types of natural disasters for which they must be prepared for and become resilient against. Unfortunately the FAA does not fund such projects and unless the airport is listed in the ORP and the project is specifically for emergency preparedness and infrastructure in accordance with the ORP, then the project is ineligible to receive emergency preparedness grants through ODA.

2. Proposed Solution (Completely describe what the concept does to fix the problem. Do not include proposed statute changes here.)

This concept will amend ORS 319.020 to replace the reference to the ODOT Connect Oregon statute (ORS 367.084) and instead specifically identify the same review criteria required for the committees that review ODA's grant applications.

This concept will also remove redundant language and clarify the priorities of grant funding under the Critical Oregon Airport Relief grant program (COAR), which is funded by 50% of the revenue from the aviation and jet fuel tax increase.

To address the resiliency issue, this concept will incorporate the Oregon Aviation Plan into the determination criteria that allows airports to apply for grants for emergency preparedness and infrastructure projects. The Oregon Aviation Plan is updated on an annual basis and includes a wider assessment of the resiliency needs at all public use airports. The Oregon Aviation Plan will be in addition to the Oregon Resilience Plan and will serve as an additional resource that can be used by ODA and public use airports across the state.

3. Proposed Changes to Statute (Please attach your best attempt at proposing changes to statute to accomplish your goal; however, Legislative Counsel may draft alternate language.)

Please see attached

4. Has this been introduced in a prior session? No Yes Years(s) Bill#(s)

Does this amend current law or programs? No Yes (Specify) ORS 319.020

Is this related to a legal decision? No Yes (Case cite, AGO No. date, etc. – *attach copies*)

5. Equity Analysis (Describe any known racial or ethnic inequities associated with the problem and how the proposed statutory changes are culturally and linguistically appropriate *and* specifically address the inequities.)

There are no known racial or ethnic inequalities associated with this problem.

6. Stakeholders and/or Other Affected Agencies who are Aware of Your Concept

Agency:

Contact Person:

Phone:

7. Known Support or Opposition (Please elaborate.)

8. Increases fees or assessments? No Yes

Concept has other fiscal, revenue or position (FTE) impacts? No Yes Provide Fiscal Form

9. For PLACEHOLDERS – ALL additional substantive information is due to DAS no later than June 24. This concept is a PLACEHOLDER. No Yes (approximate delivery date)

10. Additional Information or Attachments (Briefly describe attachments - draft language, opinions, etc.)

11. Approved for Drafting:

Governor's Office

Date

Department of Administrative Services

Date

Financial/Administration Division Update

Board Administration Update

2018-2019 Schedule of Board Meetings

- Every other month Board Meetings
- Get ahead of schedule

Aviation Board Meeting Schedule through 2019

- May 17, 2018
 - Location:
 - Hood River
 - Votes & Approvals:
 - Notes:
 - Primary Election, May 15
 - Legislative Committee Days, May 21-24
 - Mary's Birthday, May 27 ☺
 - July 19, 2018
 - Location:
 - Scappoose
 - Focus on Education
 - Votes & Approvals:
 - Review and Approve all Policy Option Packages (POPs)
 - Review and Approve Agency Request Budget (ARB)
 - Notes:
 - Welcome New Board Members
 - TBD
 - Agency Submits ARB August 1st
 - September 20, 2018
 - Location:
 - (Coastal)
 - Votes & Approvals:
 - Notes:
 - Take Board Best Practice Online Survey- Results are measured as one of agency's Key Performance Measures (KPMs) as part of Annual Performance Progress Report.
 - Legislative Committee Days, September 24-27
 - Deadline to Request Measures from Legislative Council. September 28
 - November 15, 2018
 - Location:
 - Salem
 - Votes & Approvals:
 - Board Reviews Agency's Annual Performance Progress Report- Report of Agency's KPMs
 - Tentative: Preliminary Approval of Oregon Aviation Plan Draft to be submitted for public commit
 - Notes:
 - General Election, November 6
-
- January 17, 2019
 - Location:
 - PMP Region 1:
 - Votes & Approvals:
 - Review Fiscal Year Annual Report of Agency
 - Approve SOAR Funding for the next year's cycle
 - Approve any SOAR Funding Adjustments from the previous year cycle
 - Report to board any Public Comments for Oregon Aviation Plan

- Notes:
- February TBD 2019 - WINTER OAMA CONFERENCE
 - Location:
 - Salem, OR
 - Votes & Approvals:
 - Oregon Aviation Plan
 - Notes:
 - OAMA Conference
 - Legislative Session
- March 21, 2019
 - Location:
 - PMP Region 2:
 - Votes & Approvals:
 - Approval of COAR grants
 - Review Pavement Maintenance Program (PMP) Region 1 for upcoming year
 - Notes:
- May 16, 2019
 - Location:
 - PMP Region 3:
 - Votes & Approvals:
 - Notes:
- July 18, 2019
 - Location:
 - PMP Region 1:
 - Votes & Approvals:
 - Notes:
- September 19, 2019
 - Location:
 - PMP Region 2:
 - Votes & Approvals:
 - Notes:
 - Take Board Best Practice Survey- Results are measured as one of agency's Key Performance Measures (KPMs) as part of Annual Performance Progress Report.
- November 14, 2019
 - Location:
 - PMP Region 3:
 - Votes & Approvals:
 - Board Reviews Agency's Annual Performance Progress Report- Report of Agency's KPMs
 - Notes:

Periodic Votes & Approvals:

Every Year Periodically Approve ROAR Funding
 Approve request for Limitation Increases between sessions
 Review Key Financial Information of Agency
 Review all Audits of Agency
 Review of OAP chapters