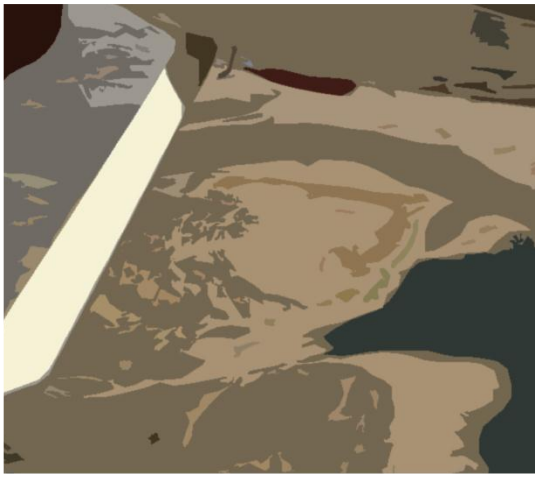
Oregon Department of Aviation
Annual Report

July 1, 2014 through June 30, 2015



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DIRECTOR'S MESSAGE

Aurora Tower under construction in 2015

It gives me great pleasure to report to the Aviation Board that July 2014 through June of 2015 was a very successful year on a number of fronts.

First, from a legislative perspective, almost every bill supported by Aviation stakeholders passed including HB 2075 that increased fle tax in the state for the first time since 1999 when a half cent increase enabled the Pavement Maintenance Program (PMP under then Director of Aviation Betsy Johnson. The tax will enable FAA matching grants, economic development grants and emergency preparation infrastructure grants to eligible Oregon Airports. The statute also provides assistance to help develop commercial air service to rural airports in the state. The bill also provides much needed revenue for improving infrastructure to the Department's non-federally funded airports.

ODA also continued to support the Unmanned Aircraft industry, supporting both the FAA test ranges at Tillamook, Warm Springs and Pendleton and also providing input to the state's well respected Unmanned Aircraft System stakeholders working group which has contributed to thoughtful state legislation on Unmanned Aircraft Systems.

The Aviation Industry Cluster Group (ORAVI) supported by ODA has also thrived and grown with a mature board of directors, excellent leadership in Jake Jacobs and brought attention to the economic and logistics value of Oregon's aviation system.

Construction on the long awaited Air Traffic Control tower was completed although FAA funding and administrative training for staff prevent its operations until October of 2015. This will be a much needed safety and noise abatement improvement for one of Oregon's busiest airports.
The Aviation board welcomed a new board member in Keith Washington, the Director of Aviation for Nike. Keith has been an active pilot with over 35 years of aviation experience with over 16,000 flight hours.

ODA is blessed with the same talented team of 12 staff members that continue to do great work and provide the aviation community with their talent and expertise. Matt Maass increased revenue for the department through increasing the leases at several airports including Mulino and Aurora. Heather Peck completed her fifth runway renovation since coming to the Department with the re-opening of Cotttage Grove state Airport this year.

ODA also received recognition from the Oregon Airport Managers Association when the agency was the recipient of the 2015 President's award for the "tireless efforts in promoting aviation safety, economic development and airport safety and maintenance." It was great recognition for the dedication of the entire ODA staff. I am proud to be a part of such a great team.

Mitch Swecker
Director

OREGON AVIATION BOARD

The State Aviation Board was created by the 1999 Oregon Legislative Assembly through the Senate Bill 108. Seven members of the public serve on the Board by appointment of the Governor and are responsible for providing policy guidance and oversight to the Department of Aviation.

Mark Gardiner, Board Chair

Board Chair Mark Gardiner of Portland contributes 30 years of experience as an entrepreneur, financial and business advisor, public official and manager in a broad range of industries, including aviation. He is currently serving on the board of Quiet Flight LLC, which is commercializing a new FAA-certified noise cancellation system for aircraft, as well as serving on the board of AvroTec, Inc., a company involved with developing new aviation cockpit technologies. Term expires 6/30/2016

Larry Dlrymple, Board Member

Larry Dalrymple works for the City of Pendleton as the Airport Manager and Economic Development Director. His goal is to maintain commercial air service, provide excellent opportunities for local and itinerant general aviation, and to work on industrial development near and around the airport in conjunction with the City's recent expansion of their urban growth boundary and industrial land base. Term expires 6/30/15

Nan Garnick, Board Member

Nan Garnick ,a lifetime resident of Central Oregon, began her aviation career shortly before graduation from Redmond High School as a bookkeeper's assistant at Butler Aircraft. With 30-plus years of experience, she is a very strong and knowledgeable aviation advocate. Nan's balanced approach, common sense, and listening skills provide a strong platform for contributing to the ongoing growth of aviation in the Oregon. Term expires 6/30/2015

Vince Granato, Board Member

Vince Granato was named the Port of Portland's Chief Operating Officer in February of 2012. In this role he is responsible for all operating functions for the Port, including Portland International Airport (PDX), a two-airport General Aviation reliever system, and all of the Port's marine terminals. Vince is a native of Portland, Oregon and attended Oregon State University and graduated from Portland State University with a Bachelor's Degree in Finance. Term expires 6/30/2018

Paul Hudgens, Board Member

Paul Hudgens was born in Southern California and raised in the Great Northwest, graduated from Washington State University, was commissioned an officer in the US Navy. Trained in both helicopters and fixed-wing aircraft, he flew for over three years throughout southwest Asia while based in Japan. With substantial experience in the commercial and military aviation arena, he believes anything dealing with business and aviation makes his sky limitless. Term Expires 6/30/2015

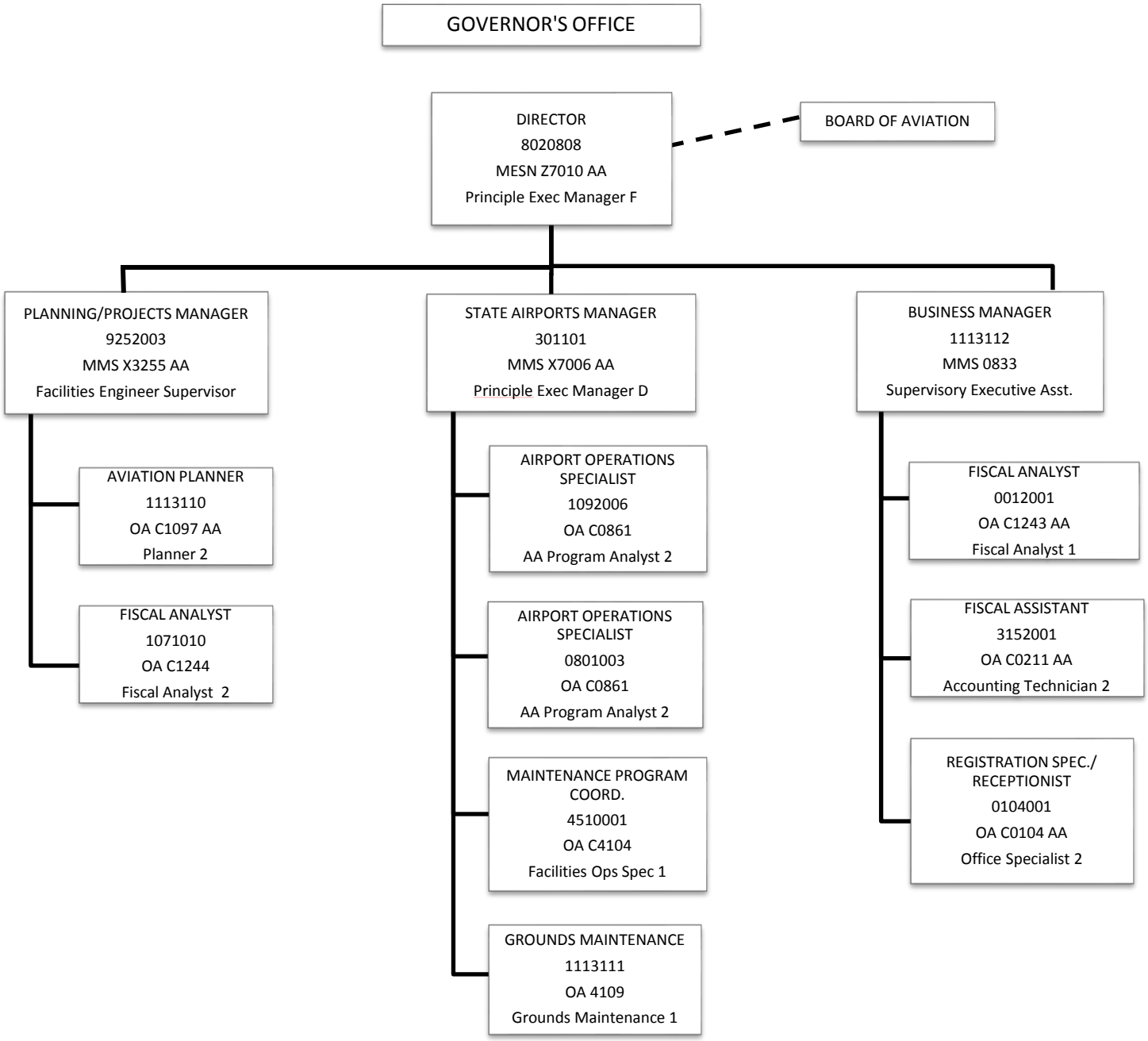
Mary Rosenblum, Board Member

Mary Rosenblum graduated from Reed College in 1975 and went into bio-medical research. Later, she started writing and went on to support herself and her two sons as a New York author in Science Fiction and Mystery; later starting her own business as an editor, writing teacher and publishing coach. She started flying later in life and bought her first plane while still a student pilot. She is very active in the aviation community. Term expires 6/30/2018

Keith Washington, Board Member

Keith Washington is Senior Director of Aviation at NIKE, Inc. He is responsible for all functions within NIKE Flight, leading a world class aviation operation that provides safe, efficient business travel and a premium consumer experience. Keith has been flying for 34 years. Fleet. More recently, he was nominated to serve on the Standards Board of the International Standards for Business Aviation Operations. Term expires 6/30/2018.

ORGANIZATIONAL CHART 2014-2015



AGENCY OVERVIEW

Founded in 1921 as the first government aviation agency in the United States, the Oregon Department of Aviation (ODA) is chartered to promote, develop, and improve Oregon's aviation system. ODA's mission is to preserve and enhance aviation for Oregon's communities and serves the state of Oregon through its three-fold focus of advocating for the economic growth, infrastructure improvement, and safe operation of aviation in Oregon.

In addition, ODA is committed to the development and realization of its strategic plan by addressing statewide aviation issues, participating in multi-model coordination, carefully coordinating and managing aviation-related legislation, and providing assistance to aviation constituents, airport owners/sponsors and aviation system users throughout Oregon.

A seven-member Aviation Board provides policy direction to the Director and the Department in administering the laws of the state related to the development, management, education and promotion of Oregon's aviation system. The Director and seven-member Aviation Board are appointed by the Governor and subject to the approval by the Oregon State Senate.
ODA is supported entirely by Other and Federal Funds. The revenue is made up of approximately 43% fuels tax, 27% federal funds, and 30% from other revenue sources such as registration fees, leases and pilot registration fees.

Senator Jeff Merkley visits Aurora Airport. Here he visits Helicopter Transport Service's(HTS) hangar with General Manager Mark Pilon. HTS is one of the three nationally recognized heavy lift helicopter companies based in Oregon.

MISSION & STATUTORY AUTHORITY

The Oregon Department of Aviation's mission is to support Oregon communities by preserving and enhancing aviation. This includes promoting economy and jobs in the aviation industry and promoting safety at Oregon's 97 public use airports including the 28 airports owned or operated by Department of Aviation.

The Oregon Department of Aviation's activities and authorities are covered by:

- ORS Chapter 197 – Land Use Planning
- ORS Chapter 319 – Aviation Fuels tax
- ORS Chapter 835 – Aviation Administration
- ORS Chapter 836 – Airports and Landing Fields
- ORS Chapter 837 – Aircraft Operation
- ORS Chapter 838 – Airport Districts

Work required by Statute:

- Plan for the development of airports, state airways, airplane industries and aviation (ORS 835.015)
- Cooperate with other governmental agencies in the development of aeronautical activities (ORS 835.015; ORS 197)
- Help communities obtain federal and other funds for airport or facility construction, improvement or maintenance (ORS 836.020)
- Plan, establish, construct, enlarge, improve, maintain, equip, operate, regulate, protect and police airports and air navigation facilities (ORS 836.025)
- Promote Aviation Business and Jobs (ORS 836.055)
- Fund and manage a program to maintain and preserve the pavements used for runways, taxiways and aircraft parking areas at public use airports in this state. (ORS 836.072; ORS 319)
- Conduct airport site approval (ORS 836.085)
- Grant annual airport licenses (ORS 836.105)
- Make determinations regarding issuance of a permit to set aside a particular area of the shore for a landing field for aircraft and issue permits for approved requests (ORS 836.515 and 836.520).
- Develop rules and standards that define physical hazards to air navigation. Determine necessity of marking and/or lighting for hazards to air navigation. (ORS 836.530)
- Encourage and support then continued operation and vitality of Oregon's airports through compatible airport zoning standards. Develop list of airports described in ORS 836.608 and ORS 836.610(1) [ORS 836.610(2)] designated as vital to Oregon's aviation system.
- Promote economic development at Oregon airports through the design and utilization of a commercial/industrial through-the- fence program. (ORS 836.640)
- Register pilots and aircraft (ORS 837.020 and 837.040)
- Issue aircraft dealer licenses (ORS 837.075)
- Improve and maintain state-owned airports (ORS 835.025)

SUMMARY OF PROGRAMS

Operations Division - Funded with 55% fuel tax, leases, access agreements, and other fees

- **Statewide Services:** Direction and operations of agency (director, financial and administrative)

- **State Airports Division:**
  - Operate 28 public use airports (12 federally funded) with 300 leases/access agreements
  - License and inspect 97 Public Use airports, of which 55 are federally funded and 12 are state owned
  - Register 360 + private airports

- **Airport Maintenance:**
  - Maintain 28 state-owned airports to applicable federal and state safety standards

- **Planning Division:**
  - Aviation System Planning (90% FAA funded)
  - Coordinate with counties regarding airport land use (OAR 660 LCDC)
  - Tall structure evaluation for safety of airports
  - Projects and capital improvements for 12 state owned FAA funded airports
  - Statewide Capital Improvement Program (SCIP) for 55 federally funded airports (NPIAS)

Pavement Maintenance Program (PMP): Funded with fuel tax (45%) All 55 federally funded airports plus an additional 11 public use airports in Oregon (66 total paved)

General Aviation Entitlement: Non-Capital (<$1million) projects at 12 state owned federal funded airports, 90% FAA funded/10% Other Funds from aircraft registration)

Capital Projects: (>$1million) 90% FAA funded/10% Other funds from aircraft registration

Aircraft Registration: 4,000+ aircraft - (funds capital and entitlement projects plus partial staff position)

Pilot Registration/Search and Rescue: 4,400+ pilots (funds partial staff position for program administration)

- 52% of registration fees go to Oregon Emergency Management for Air Search and Rescue

AGENCY HISTORY

1920s: The Oregon Department Aviation (ODA) was originally founded in 1921 as the Oregon State Board of Aeronautics -- the first government aviation agency in the history of the United States.

1930s: Oregon was a haven for homebuilt airplane designers and builders. There were high-wing planes, low-wing planes, even one with no wings at all. The State Aeronautics Board issued licenses to airplanes built by experimenters and amateurs, some of which achieved national recognition.

1940s: After World War II, and in anticipation of the passage of the Federal Airport Act, the Board made plans to establish an engineering department to develop a state airport plan to be correlated with the national airport plan. The engineering department aided municipalities and private owners in the location and development of sites for future airports.

1950s: By 1954 the functions of the board were divided into four sections relating to administration, engineering, safety and inspection, and information. During this decade, there were 155 airports in Oregon – a number of which had been constructed by Aeronautics. Aircraft registrations numbered 1,500, while total pilot registrations were 2,800.

1960s: The 1960s brought the Aeronautics Board the ability to award hundreds of thousands of dollars in grants to Oregon's community airports to provide lighting systems and radios. The inventory of state-owned airports tallied 26 during this decade, and Aeronautics constructed the first-ever hospital heliport in the Pacific Northwest.

1970s: The Oregon Department of Transportation (ODOT) was established in the 1970s, resulting in the dissolution of the Aeronautics Board and creation of an Aeronautics Division within the new agency. ODOT worked to unify multimodal transportation systems across the state. The Aeronautics Division owned 36 airports and had licensed 110 Oregon public use airports.

1980s: By the 1980s, Aeronautics was active in the Oregon Airport Management Association, a professional association whose creation was encouraged by the Division. Aeronautics staff also oversaw preparation of the nationally-acclaimed "Airport Compatibility Planning Guide."

1990s: In 1991, the Aeronautics Division of ODOT participated in the planning and organization of the first Oregon Air Fair, which continues as an annual aviation event to the present day. Between 1994 and 1998, Aeronautics successfully transferred Air SAR responsibilities to the Oregon State Police, and the Office of Emergency Management (OEM), which manages all other search and rescue activities in Oregon.

2000s: In 1999, the 70th Oregon Legislative Assembly passed legislation granting Aeronautics independent agency status. The Oregon Department of Aviation (ODA) came into being on July 1, 2000.

2010 saw some systemic changes to the organizational structure of ODA. As part of an austerity program as a result of a declining economy and management re-organization, the staff was reduced from 17 to 11.5 FTE.

July 2011: ODA again went through additional changes in personnel and transferred administrative functions from DAS to Oregon Department of Transportation (ODOT).

June 2012: As the first year of the 11-13 Biennium ended, ODA and the Aviation Board began a review of Oregon Airports. In June 2012, ODA helped sponsor the start the Aviation Industry Cluster identifying over 400 aviation businesses in the process.

June 2013: With the close of the 11-13 biennium, ODA stabilized its business model and continued to work on streamlining the organization for an efficient and cost effective work force able to provide the aviation services needed by Oregon communities. ODA strengthened the Statewide Capital Improvement Program (SCIP) which coordinates between FAA and Oregon's 55 federally funded airports. Legislatively, ODA saw a ban on seaplanes at Waldo Lake through SB 602, received statutory authorization to impose civil penalties for violations of ORS 837 and entered a new area of aviation; Unmanned Aerial Systems (UAS) via HB 2710 and participation in attracting UAS businesses to Oregon through participation in a consortium of business and government that sought to include Oregon as one of the 6 FAA test sites directed by Congress in the 2012 FAA Reauthorization Act.

June 2014: In 2014, the agency became involved in a new area, Unmanned Aerial Systems (drones to the general public). House Bill 2710 of the 2014 Legislative session required ODA to do a report on drones in 2015 and begin registering public use drones in 2016. The ODA Director joined a UAS consortium (SOAR) that supported UAS three test ranges in partnership with Alaska and Hawaii. The Consortium with Alaska became the Pan Pacific Test Ranges. ODA also began a master plan for Bandon State Airport and held several public meetings. In 2014, Crescent Lake Airport was closed as a result of failed pavement. This is the first impact of a lack of revenue to maintain and repair non-NPIAS airports. Construction on the Aurora Air Traffic Control Tower also began during 2014 with construction expected to be completed in June of 2015. During the fire seasons of 2013 -2014, numerous state owned airports were used for aerial firefighting by both state and federal Forestry Departments and the Bureau of Land Management.

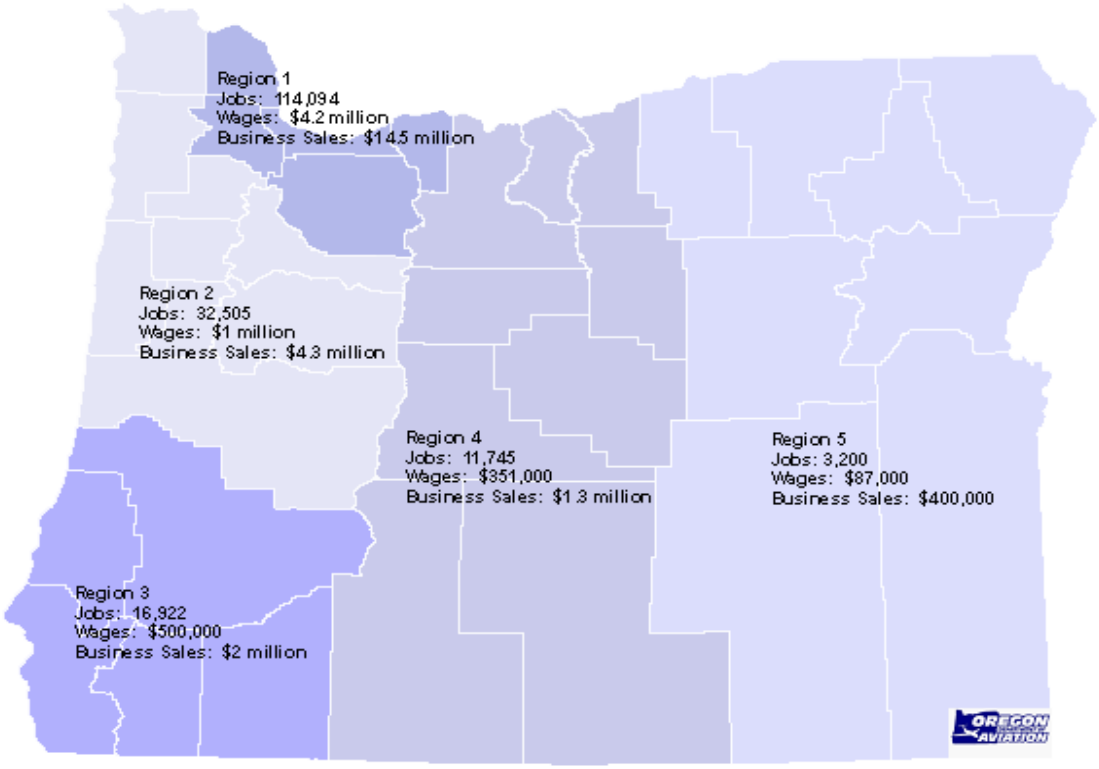
June 2015:
Construction on the Aurora Air Traffic Control Tower was completed in June of 2015. The agency completed a comprehensive report on Unmanned Aircraft Systems and presented it to the Oregon Legislature in November of 2014. In June of 2015, The Oregon Legislature passed HB 2075 increasing Jet fuel and AVGAS tax by 2 cents each. Revenue going to provide infrastructure funding, assistance to rural communities for commercial air service and funding to improve infrastructure at state owned airports. ODA continued strong support for the Oregon Aviation Industry Cluster board of directors (ORAVI) by becoming a sponsor of their 4th annual Conference at Aurora State Airport. Featured speakers included Senator Betsy Johnson and Senator Ted Feriolli.

ECONOMIC IMPORTANCE

Oregon provides over $24 billion dollars in economic benefit and 76,000 jobs to the state just at airports and their satellite businesses. Oregon's airports continue to play a key role in ensuring economic growth and maintaining high standards of livability throughout the state with an average living wage that exceeds the national and state standards at $57,000 average annual salary. Oregon communities depend on airports for business and recreational transportation hubs, economic development magnets (businesses move where there is airport access), high value time critical cargo and mail delivery, emergency and medevac access, and rural aerial firefighting. Since 2009, over 300 million dollars in FAA grant funds and over 89 million in CONNECTOREGON funding have maintained and improved the infrastructure of Oregon airports.

In 2014, The Aviation Board and the aviation business community held several quarterly business meetings focusing on access to capital, access to a trained workforce and community significance of airports. The Oregon Aviation Cluster held their third annual Aviation Industry summit in Hood River at the Western Antique Aeroplane and Automobile Museum (WAAM) facility at the Hood River Airport. Over 130 aviation businesses, higher education and government stakeholders turned out. Guest speakers included Sen Ted Ferrioli from District 30 in Eastern Oregon, Senator Betsy Johnson from District 16, Scappoose, State Representative John Huffman from District 59 in The Dalles, and Karmen Fore from the Governor's office. One of the key elements of the conference was the economic impact of the up and coming UAS industry. The industry was well represented at the summit and included over 30 business representatives.

Economic Value of Oregon Airports by Connect Oregon Region



AVIATION IN OREGON

Aviation is an important component of Oregon's transportation infrastructure. As of 2014, there are 97 public use and over 360 private use airports providing a variety of services across the state. Oregon's urban and rural communities depend heavily on their airports. Our state's size, geography, and population distribution make air transportation important for access, mobility, and connectivity. Aviation plays a key role in connecting Oregon's rural populations with services and commerce in larger cities and to the national and international air transportation system.

The Oregon Department of Aviation is responsible for managing 28 public airports, most located in small communities around the state. Many of these airports are located in remote areas of the state and have no based aircraft. Some have very low levels of utilization. These facilities, nevertheless, fulfill an important role in Oregon's integrated aviation network.

- Alkali Lake
- Aurora
- Bandon
- Cape Blanco
- Cascade Locks
- Chiloquin
- Condon
- Cottage Grove
- Crescent Lake
- Independence
- Joseph
- Lebanon
- McDermitt
- McKenzie Bridge
- Mulino
- Nehalem Bay
- Oakridge
- Owyhee Reservoir
- Pacific City
- Pinehurst
- Prospect
- Rome
- Santiam Junction
- Siletz Bay
- Toketee
- Toledo
- Wakonda Beach
- Wasco

Maintenance at Independence State Airport

AIRPORT INFORMATION REPORTING FOR OREGON

Program Mission Statement: To promote operational excellence at Oregon's airports through active participation in public-private partnerships. We will work together to support Oregon Department of Aviation's mission by embracing the values of high ethical conduct and fiscal responsibility with a safety- first approach.

About Program: The Airport Information Reporting for Oregon (AIRO) program is a unique approach to supporting Oregon's airports. ODA strengthened the volunteer partnership offered by the AIRO program by linking with the Oregon Pilots' Association. OPA offered to stand up a maintenance wing to assist with ODA's airport system by contributing their eyes, ears and labor to assist with reporting on the safety, security and maintenance conditions at state-sponsored airports. The program capitalizes on partnership with individuals who appreciate the value of Oregon's state-owned airports and who volunteer to help maintain them for the enjoyment of all aviation enthusiasts.

Currently the AIRO program has over 40 volunteers who provide regular inspections on Oregon airports and report findings to ODA staff. ODA believes this program is very valuable to helping maintain the state airports. Developing this partnership with volunteers is vital to the success and safe operations at our airports.

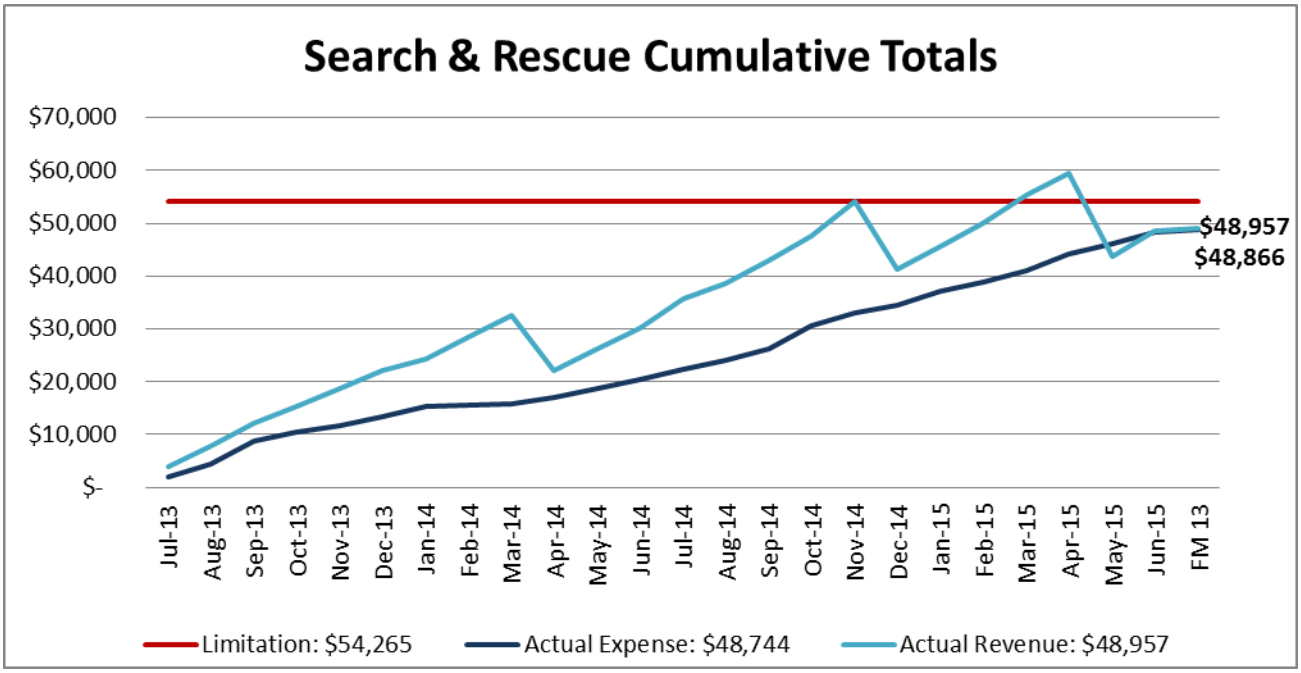
Statistical Data for AIRO Volunteer program

- **28 -** ODA Airports staffed with at least one volunteer reporter (100%)
- **40** - Total assigned volunteers (100%)
- **15 -** Volunteers that have attended training (38%)
- **11 -** Other volunteer applications pending Volunteer resignations
- **18 -** Airports with multiple reporters (64%)
- **8 -** Multiple-airport reporters, (20%)
- **4 -** "At-large" reporters (9% of volunteers)
- **15 -** Written Inspections received in 2015
- **25 -** In-person special condition reports to ODA staff
- **75 -** Telephone/text/email reports to ODA staff
- **208 -** volunteer inspections have been conducted since the program began in late 2007
- **19 -** Airports inspected since the program began in late 2007 (68%)
- **Top 5** airports for inspections received thus far: Aurora- 46, Prospect- 32, Nehalem Bay- 28, Pacific City- 27, and Cottage Grove-15

PILOT REGISTRATION

In accordance with ORS 837, ODA collects an annual fee of $12 per year for pilot registration in Oregon. All revenues from pilot registration fees are dedicated to funding part of a position in ODA for collecting funds and the remainder is provided to Office of Emergency Management (OEM) and county search and rescue activities to help fund the aviation Search and Rescue Program.

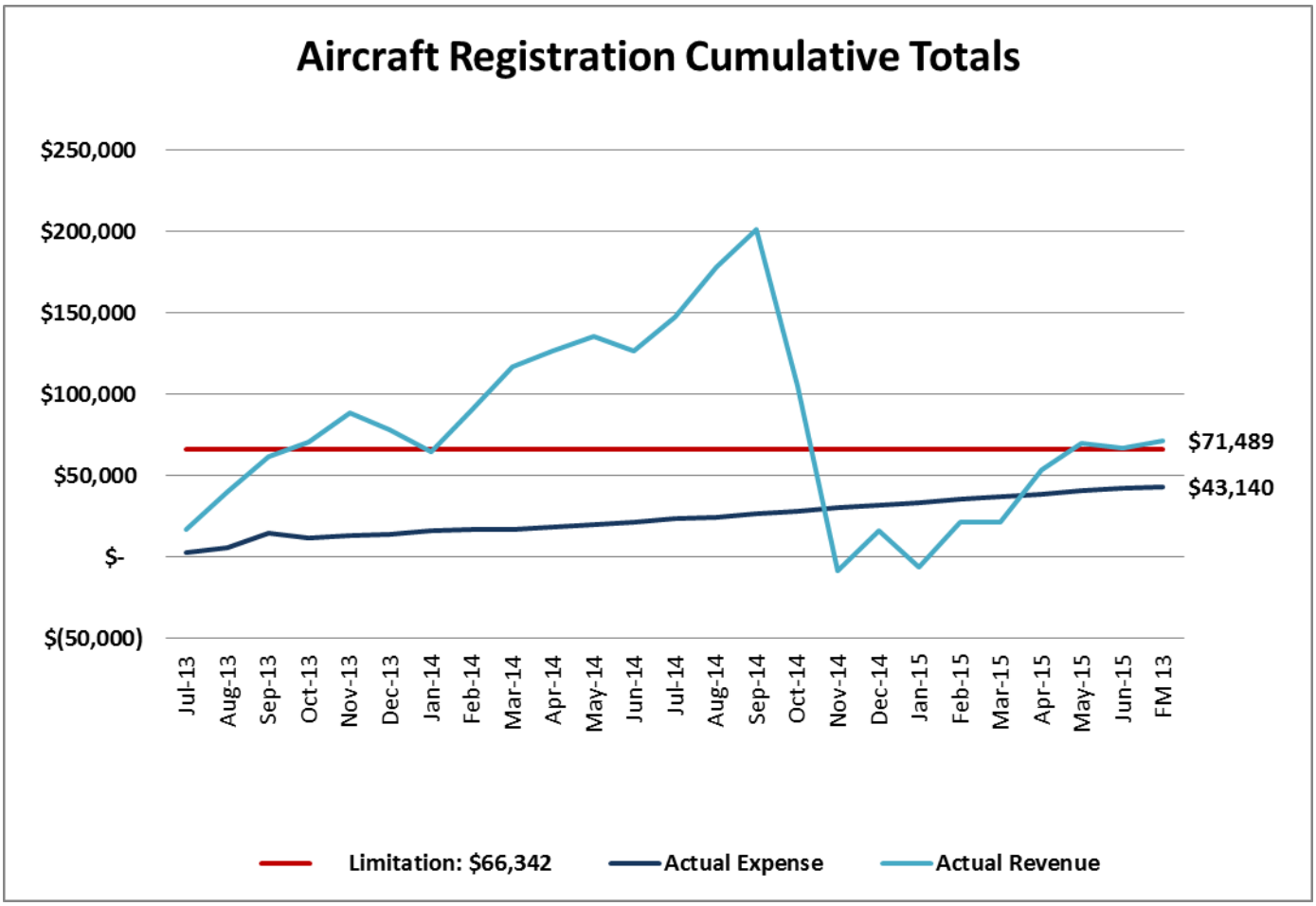
Pilot Registration Cumulative 2013-2015 Totals



AIRCRAFT REGISTRATION

Aircraft Registration registers over 4,400 aircraft per year and is responsible for approximately 8% of the agency's revenues. Revenue collected for aircraft registration partially funds a registration administrative assistant in ODA and funds the 10% match for FAA grants for ODA's 12 National Plan of Integrated Airport System (NPIAS) airports.

Aircraft Registration Cumulative 2013-2015 Totals



HIGHLIGHTS FROM PLANNING & PROJECTS DIVISION

The Planning and Projects Division works directly with all of the airport sponsors in the state of Oregon and acts as a liaisons with the FAA-ADO office in Renton, Washington to work on the SCIP, ODA's collective projects, statewide initiatives and other planning activities.

Aurora State Airport

Apron Rehabiliation Project. This over $1 million dollar project has completed design and is undergoing construction and is expected to be complete in late 2015.

Air Traffic Control Tower Project. The construction of this project was completed in June 2015 with operations to follow in Fall 2015. It will be staffed with three full time air traffic controllers. The project had a total budget of just under $2.9 million about $2.7 million of this was funded by a *Connect*Oregon Grant. The FAA funded $614,000 for the equipment in the tower. The ATCT stands 70-feet Tall.

Cottage Grove State Airport

Over $3 million dollar Runway Rehabilitation, lighting upgrade & beacon tower replacement

Wasco State Airport

Installation of Navigation Aids including a Beacon Tower

Joseph State Airport

Obstruction Removal, Infield Safety Grading and Fencing Project

Pavement Maintenance Program

The 2015 Oregon Department of Aviation Pavement Maintenance Program included work at the following 17 airports located in the Eastern Region:

Boardman Airport
Pavement maintenance work at Boardman included approximately 1,565 LF crack sealing.

Columbia Gorge Regional Airport (The Dalles)
Pavement maintenance work consisted of approximately 4,000 LF of crack sealing and 50 sf of large patch repair. There is an additive alternate slurry seal at this airport.

Condon State Airport
Pavement maintenance work consisted of approximately 2,000 LF of crack sealing and 20 sf of spall repair.

Ken Jernstedt Airport (Hood River)
Pavement maintenance work consisted of approximately 8,500 LF of crack sealing and 182 sf of re-striping

Wasco State Airport (Unclassified Airport)
Pavement maintenance work consisted of approximately 6,100 LF of BST crack sealing, 4,855 sf of marking removal, 5,395 sf of marking; surface prep and 22,613 SY of Slurry Seal for Runway.

Baker City Municipal Airport
Pavement maintenance work consists of approximately 4,145 LF of crack sealing and 3285 SF of re-striping work.

Burns Municipal Airport
Pavement maintenance consists of approximately 2,000 LF of crack sealing and 200 sf of large patch repair.

Hermiston Municipal Airport
Pavement maintenance work consists of approximately 11,000 LF of crack sealing, 37,500 of slurry seal and 15,575 of restriping.

Joseph State Airport
Pavement maintenance work consists of approximately 4,400 LF of crack sealing and 3,065 SF of marking.

La Grande/Union County Airport
Pavement maintenance work consists of approximately 8,000 LF of crack sealing and 1,100 of re-stripe.

Pendleton / Eastern Oregon Regional Airport
Pavement maintenance work consists of approximately 22,600 LF of crack sealing on aprons and taxiways.

Bend Municipal Airport
Pavement maintenance work consists of approximately 12,900 LF of crack sealing on the apron, taxiway, and the runway area.

Grant County Regional Airport
Pavement maintenance work consists of approximately 8,600 LF of crack sealing and 34,800 SY of slurry seal.

Monument Municipal Airport
Pavement maintenance work consists of crack sealing, slurry seal and re-striping on the runway.

Madras Municipal Airport
Pavement maintenance work consists of approximately 6,700 LF of crack sealing and 1200 sf of re-striping.

Prineville Airport
Pavement maintenance work consists of approximately 8,600 LF of crack sealing on the main runway and 15,600 SY of slurry seal on the crosswind.

Sunriver Airport
Pavement maintenance work consists of approximately 3,000 LF of crack sealing on and 15,600 SY of slurry seal on the runway with re-striping work at 3,000 sf.

Mulino State Airport – Master Plan

Currently ODA is undergoing a Master Plan at Mulino State Airport. This project will take approximately 1 ½ years to complete. The Master Plan will look at the airport's current inventory and needs to help plan for future Capital Projects and future growth.

Bandon State Airport – Master Plan

ODA is almost complete with a Master Plan at Bandon State Airport as well. The expected completion is mid-2016.

Oregon Aviation Plan (OAP) – Economic Update

2 year project which consisted of updating all of the economic impact for all of the GA NPIAS Airports throughout the State of Oregon. Data was analyzed by airport, city and region. Currently the inventory is in the process of being updated. The expected completion time for this update is mid- 2016.

Oregon Statewide Capital Improvement Program

The latest project within this program was to procure and implement a software program that would allow all sponsors to input their individual airport's CIP program. The software program, implemented in 2014, would enable the sponsor to enter their entire 5 year CIP including any additional documentation needed to identify the project. The program would assist ODA to

organize all of the CIPs on a statewide level. As a result of this successful implementation, ODA is now working in concert with the FAA and individual airport sponsors throughout Oregon in coordinated planning meetings to discuss the 5 year CIP project request list – thus identifying a comprehensive list of statewide project needs.

2015 Statewide Pavement Maintenance Evaluations

Northwest Region, Region 1. - Complete Pavement Condition Index (PCI) inspections, evaluations and written reports were compiled and completed for 1/3 of the state's public use paved airports (Northwest region). These physical inspections, verification reports were done by ODA and its consultants (Pavement Consultants Inc.) The airports include: Albany Municipal, Astoria Regional, Aurora State, Chehalem Airpark, Corvallis Municipal, Country Squire Airpark, Hillsboro, Independence State, Lebanon State, Lenhardt Airpark, McMinnville, Mulino, Nehalem Bay State, Newport Municipal, Pacific City State, Salem McNary Field, Scappoose Industrial Airpark, Seaside Municipal, Siletz Bay State, Sportsman Airpark, Stark's Twin Oaks Airpark, Tillamook, Toledo State, Troutdale, Valley. These reports will be evaluated and ODA and its engineers will determine the pavement maintenance construction work that will need to be done as part of the 2016 construction package.

Land Use Reviews

The Division works with local jurisdictions statewide to assist in the review of proposed developments. Jeff Caines, Aviation Planner, reviews land use applications and prepares written comments to the local reviewing agency with regard to land use compatibility and to possible hazards to air navigation (i.e., tall structures). The Aviation Board has adopted the Airport Land Use Compatibility Guidebook which is the basis to identify land use compatibility near airports. The overall review takes into account both FAA regulations as well as State laws and rules that need to be considered when development takes place.

Tall Structures Evaluation

ORS 836.535 states that hazards to air navigation are prohibited. In order to help determine what constitutes a hazard the Planning Division conducts a Tall Structure Evaluation. Since this review can fall under the realm of land use, this responsibility falls with Jeff Caines, Aviation Planner. Airspace evaluations were conducted on a number of proposed developments and tall structures near Oregon airports. Through this process ODA helps identify whether a proposed development or tall structure negatively impacts air navigation in and around airports. ODA works directly with developers and local agencies across the state to provide information and guidance on developments and other tall structures.

Master Planning Committees

As allowed by ORS 835.015 the Planning and Projects Division is involved in all current airport Master Plans throughout the State. Heather Peck, Planning Manager or Jeff Caines, Aviation Planner is assigned to each airport committee to represent ODA in an advisory role in both individual airport and aviation system planning. Airport Master Plans in which ODA is participating in includes Pendleton, La Grande/Union County, Mulino State, Hood River, Bandon State, Lexington and Prineville. This is a priority for the Division since it helps relay information to the airport the importance of land use planning, tall tower evaluations and identifies future CIP projects in the near and outlaying years.

5010 Master Record Inspections

The FAA 5010 Master Record Inspection is conducted every three years to verify airport data. It requires a physical inspection of the airport to include obstruction analysis, airport markings and data elements from the FAA 5010 Form.

AIRPORT NAME	ASSOCIATED CITY	LOC ID // FAA SITE #	INSPECTED
ASHLAND MUNI-SUMNER PARKER FIELD	ASHLAND	S03 19352.1*A	2015
AURORA STATE	AURORA	UAO 19356.*A	2015
BANDON STATE	BANDON	S05 19362.1*A	2015
BURNS MUNI	BURNS	BNO 19377.*A	2015
CHEHALEM AIRPARK	NEWBERG	17S 19535.2*A	2015
COUNTRY SQUIRE AIRPARK	SANDY	S48 19596.01*A	2015
CRESCENT LAKE STATE	CRESENT LAKE	5S2 19413.*A	2015
DAVIS AIRPORT	GATES	6S4 19447.4*A	2015
ENTERPRISE MUNI	ENTERPRISE	8S4 19430.1*A	2015
GRANTS PASS	GRANTS PASS	3S8 19457.1*A	2015
ILLINOIS VALLEY	CAVE JUNCTION	3S4 19381.*A	2015
JOSEPH STATE	JOSEPH	JSY 19480.5*A	2015
LA GRANDE/UNION COUNTY	LA GRANDE	LGD 19487.*A	2015
LAKESIDE	LAKESIDE	9S3 19489.*A	2015
LENHARDT AIRPARK	HUBBARD	7S9 19474.*A	2015
MC DERMITT STATE	MCDERMITT	26U 19501.57*A	2015
MC MINNVILLE MUNI	MCMINNVILLE	MMV 19502.*A	2015
MEMALOOSE	IMNAHA	25U 19476.21*A	2015
MULINO STATE	MULINO	4S9 19570.*A	2015
NEHALEM BAY STATE	MANZANITA	3S7 19507.*A	2015
PACIFIC CITY STATE	PACIFIC CIY	PFC 19560.5*A	2015
PINEHURST STATE	PINEHURST	24S 19566.1*A	2015
POWERS	POWERS	6S6 19573.5*A	2015
PRINEVILLE	PRINEVILLE	S39 19575.*A	2015
ROME STATE	ROME	REO 19588.*A	2015
SANDY RIVER	SANDY	03S 19596.1*A	2015
SCAPPOOSE INDUSTRIAL AIRPARK	SCAPPOOSE	SPB 19598.*A	2015
STARK'S TWIN OAKS AIRPARK	HILLSBORO	7S3 19469.03*A	2015
VALLEY VIEW	ESTACADA	5S9 19432.312*A	2015

Beginning Balance $2,384,466

Agency Wide Revenues Summary
Revenue Categories

- Motor Fuels Taxes $766
- Licenses & Fees $903,969
- Rents & Royalties $480,481
- Other Revenues $578,041
- Federal Revenues $4,769,741
- Transfer In - Intra-fund $668,025
- Transfer From Transportation Dept. $4,422,040
- Transfer Out - Intra-fund ($(668,025)
- Transfer Out – Military ($(51,751)

Total Available Revenues $13,487,753

Agency-Wide Expenditure Summary
Expenditure Program Units

- Operations $4,305,731
- Search & Rescue $56,567
- General Aviation Entitlement Program $4,227,000
- Aircraft Registration $69,147
- Pavement Maintenance $1,977,588
- Capital Construction $440,000

Total Expenditures $11,076,033

Ending Balance $4,796,216

OREGON AVIATION SYSTEM AIRPORTS
Astoria Regional
Seaside Municipal
Nehalem Bay State
Tillamook
Pacific City State
Siletz Bay State
Newport Municipal
Wakonda Beach State
Florence Municipal
Lake Woahink SPB
Lakeside
North Bend Municipal
Bandon State
Cape Blanco State
Gold Beach Municipal
Brookings
Vernonia Airfield
Scappoose Industrial Airpark
Portland International
Troutdale
Hillsboro
Skyport
Portland Heliport
Sandy River
Cascade Locks State
Ken Jernstedt Airfield
Columbia Gorge Regional/ The Dalles Municipal
Starks Twin Oaks Airpark
Chehalem Airpark
Sportsman Airpark
Aurora State
Mulino State
Country Squire Airpark
Valley View
McMinnville Municipal
Lenhardt Airpark
Salem McNary Field
Independence State
Davis
Albany Municipal
Toledo State
Corvallis Municipal
Lebanon State
Santiam Junction State
Eugene-Mahlon Sweet Field
Creswell Hobby Field
Cottage Grove State
Oakridge State
McKenzie Bridge State
Sisters Eagle Air
Sunriver
Lake Billy Chinook
Madras City-County
Prineville
Redmond Municipal-Roberts Field
Bend Municipal
Crescent Lake State
Tokatee State
Roseburg Regional
George Felt
Myrtle Creek Municipal
Powers
Prospect State
Grants Pass
Rogue Valley International-Medford
Ashland Municipal
Illinois Valley
Pinehurst State
Klamath Falls
Malin
Chiloquin State
Beaver Marsh
Silver Lake USFS
Paisley
Christmas Valley
Alkali Lake State
Lake County
Wasco State
Condon State
Arlington Municipal
Boardman
Hermiston Municipal
Eastern Oregon Regional At Pendleton
Lexington
Monument Municipal
Grant County Regional - Ogilvie Field
Burns Municipal
Owyhee Reservoir State
Burns Jct. BLM
Rome State
McDermitt State
Jordan Valley (Future Airport)
Miller Memorial Airpark
Ontario Municipal
Baker City Municipal
La Grande / Union County
Joseph State
Enterprise Municipal
Mematloose USFS
LEGEND
COMMERCIAL
BUSINESS/HIGH ACTIVITY G.A.
REGIONAL G.A.
COMMUNITY G.A.
LOW ACTIVITY G.A.
NPIAS (57)
STATE OWNED
NPIAS
PUBLICLY OWNED (55)
PRIVATELY OWNED (2)
NON - NPIAS (41)
PUBLICLY OWNED (28)
PRIVATELY OWNED (12)
SEAPLANE BASE - PVT (1)