



2005

# Annual Report

July 1, 2004 through June 30, 2005



# Table of Contents



From The Board Chairman	3
From The Director	4
Mission Statement	5
Oregon Department of Aviation History	6
Oregon State Aviation Board	8
Department Employees	10
Aviation in Oregon	11
Aviation Art Contest	12
Department of Aviation Web Site	13
Pilot and Aircraft Registration	14
Financial Aid Municipalities Grant	15
Non Primary General Aviation Entitlement Program	17
Airport Layout Plan Development	18
Pavement Evaluation Program	18
Pavement Maintenance Program	19
Aurora State Airport Runway Rehab	20
Tall Structures Evaluation	22
USDA Wildlife Management 5010 Master Record Inspections	23
Budget	24
State Maintenance Costs	27
Oregon Aviation System Airport Map	28



**From the Board Chairman  
Mike Burrill**

This year the 2005-2007 State Legislature amended the term limits for members of the State Aviation Board, so the limits are now staggered. Consequently, all Board members will not be replaced at the same time, which assures congruency. To date, the Board has six confirmed members. By statute, ODA is required to have seven members on the Board, and we are eagerly awaiting the Governor's appointment of the seventh member.

Additionally, the 2005 State Legislature passed two bills which impact the Department and aviation in Oregon;

SB 71, "Connect Oregon", allocates \$100 million to special transportation projects statewide. Connect Oregon joins the Oregon Department of Aviation and the Oregon Department of Transportation and the Oregon Economic and Community Development Department, along with their Boards and Commissions, to identify transportation needs to connect Oregon and to help in the stimulation of job and economic growth for all of Oregon.

SB 680 referred to as a "through the fence" bill, set out plans for encouraging economic development at the Aurora State Airport and two other airports.

During 2005 the Department of Aviation hired a new Director. The year began with Charlie Riordan, the State Airport's Manager acting as Interim Director while we waited for the appointment of a permanent Director. During February Bob Hidley was hired as the new Director. Bob has an excellent aviation background and is accredited by the American Association of Airport Executives. He has management experience at four different airports, including Cedar Rapids, Iowa, Grand Rapids and Flint, Michigan and Palm Beach, Florida. He has an extensive flying background, both civilian and military and he is a Certified Flight Instructor (CFI).

Under Director Hidley's leadership, a new long-term department roadmap is underway. ODA plans to renew its emphasis on inter-departmental cooperation to stimulate job and economic growth in Oregon and implement efforts to increase the value and services of Oregon airports for all pilots, communities and the general public.



## **From the Director Bob Hidley**

I'm excited about the future of aviation in Oregon! We are currently working to develop a system plan, economic impact study, air service improvements and a state aviation master plan. These plans will determine how we develop our airports and Oregon aviation to help business and economic development, tourism and job creation and will provide a roadmap for the future of Oregon aviation.

During the past year we have completed many construction projects, including overlaying the Aurora State airport runway. Normally a project of this magnitude requires runway closure for approximately 60 days. Utilizing innovative procedures our staff and contractors were able to complete the project in only four long weekends; thereby greatly decreasing the impact on the airport users.

The FAA has determined that ADS-B transmitters will be the future of air traffic control (ATC). We have a problem in Oregon, especially in the eastern areas because the FAA currently does not have radar coverage. This severely limits instrument operations and is a hindrance to economic development to the areas involved. ADS-B transmitters will solve this problem and give pilots real time weather and collision avoidance information in the cockpit. The FAA has agreed to fund seven transmitters if we purchase five thereby providing statewide coverage. If we're successful in obtaining a Connect Oregon Grant all 12 transmitters should be operational by the end of 2006.

We have signed a letter of understanding with Malheur County to construct a new airport, near Jordan Valley, in cooperation with the FAA; upon completion the county will become the airport sponsor. This is very significant because it completes all airports deemed necessary in the FAA's System Plan and will aid in the area's economic development and aviation safety.

With our staff additions and completion of the in-progress planning studies we're on our way to greatly improving Oregon aviation. Through a system of committees we are receiving input from aviation users and community leaders. Our intent is to enhance our aviation infrastructure to improve Oregon's economic development and job creation, tourism and the users of our system of airports.

## Mission Statement

**Agency Mission: Enhance the well-being of the people of Oregon by advancing aviation in the state.**

The Oregon Department of Aviation (ODA) is dedicated to developing and improving Oregon's aviation system.

The Department's goals include:

- Develop aviation as an integral part of Oregon's transportation network
- Create and implement strategies to protect and improve Oregon's aviation system
- Encourage aviation-related economic development
- Support aviation safety and education
- Increase commercial air service and general aviation in Oregon
- Enhance aviation's role in general economic development.

ODA is committed to the development and realization of its strategic plan, by encouraging problem-solving processes to statewide aviation issues. ODA participates in multi-modal coordination. ODA carefully coordinates and manages aviation-related legislation. ODA provides outreach to aviation system users throughout Oregon.



## Oregon Department of Aviation History

**1920-1930:** The Oregon Department Aviation (ODA) was originally founded in 1921 as the Oregon State Board of Aeronautics. It was the first government aviation agency in the history of the United States. At its inception, the Oregon Board of Aeronautics tested the competency of pilots and airworthiness of aircraft. Later, when the federal government created the Federal Aviation Administration (FAA) and took over these functions nation-wide, the duties of the Board of Aeronautics were modified to deal with aviation-related matters of state concern.

**1940:** In 1947, the Oregon Legislature gave Aeronautics the responsibility to establish and maintain a program for Air Search and Rescue (Air SAR), following a private aircraft accident that killed Oregon's Governor, Secretary of State, and Senate President. Statewide coordination of Air SAR was a key focus of division activities until 1994.

**1950:** The 1950's saw the Board of Aeronautics involved in formulating a Master Search and Rescue Plan, producing the first-ever Oregon Airport Directory state airways map, and creating an air marking plan that included a complete survey of the entire state. During this decade, there were 155 airports in Oregon – a number of which had been constructed by Aeronautics. Aircraft registrations numbered 1500, while total pilot registrations were 2800. A State Aviation Education Program was initiated. The Board became a member of the National Association of State Aviation Officials (NASAO).

**1960:** The 1960's 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. This successful project resulted in Aeronautics promoting development of heliports at additional Oregon hospitals, ultimately resulting in 36 such facilities statewide.

**1970:** The Oregon Department of Transportation was established in the 1970s. This resulted in the dissolution of the Aeronautics Board and creation of an Aeronautics Division within the new transportation agency. ODOT worked to unify multi-modal transportation systems across the state. The Aeronautics Division owned 36 airports and had licensed 110 Oregon public-use airports. Major areas of concern were airport and heliport development, as well as the education of both the general public and government agencies about the role of air transportation in the overall transportation system. The Division began its Statewide Aviation System planning efforts in 1978 across Oregon.

## Oregon Department of Aviation History

**1980:** By the 1980s, Aeronautics was active in 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.” This publication provided recommendations for guidelines and procedures on land use planning and zoning for airports and was distributed to all airport owners and municipalities.

**1990:** 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. During that same year, Aeronautics helped to organize 24 different aviation organizations into an aviation advocacy group called the Oregon Aviation Alliance. 1993 saw the computerization of the program used to measure the condition of airport pavements in the state. 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. During 1998, the Division began work on development of the Oregon Aviation Plan. This statewide aviation policy document refined the goals and policies of the Oregon Transportation Plan, specifically, as they related to aviation.

**2000:** In 1999, the 70<sup>th</sup> Oregon Legislative Assembly passed legislation granting Aeronautics independent agency status. The Oregon Department of Aviation (ODA) came into being on July 1, 2000. The five-member State Aviation Board was created by Governor Appointment to provide policy direction to ODA’s Director and the Department. In early 2002, the State Aviation Board was expanded to a seven-member policy body.

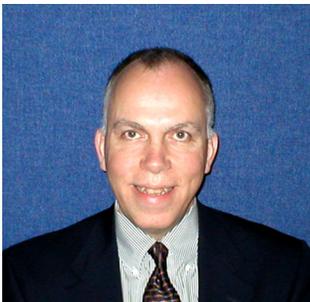


## Oregon State Aviation Board

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



**Board Chair, Michael Burrill, Sr.**, is an original member of the State Aviation Board. He is a southern Oregon native and president of Burrill Resources, Inc. in Medford. Due to his extensive involvement in local and state transportation issues, Burrill brings an interest in developing international trade in Oregon, as well as improving an air cargo system that would serve not only the state, but the broader Pacific Northwest Region.



**Vice Board Chair, Steve Schreiber** has been on the State Aviation Board since February 2002. He has been recently promoted to Director and Chief Financial Officer of Operation Service for the Port of Portland. Prior to his promotion he was the Director of Aviation for the Port of Portland. A native Oregonian, Schreiber has served the Port for 20 years. He was hired as Senior Internal Auditor in 1981. Schreiber is a graduate of Oregon State University with a degree in Business Administration and Finance.



**Carrie Novick** has been the Airport Manager at Roberts Field-Redmond Municipal Airport for more than 10 years. In that capacity, she has successfully led that facility through a decade of growth that included construction of a new terminal building, installation of a new air traffic control tower and a dramatic increase in air service options. An original member of the State Aviation Board, Novick formerly served on the statewide Aviation Advisory Committee in 1996-1997. She brings specific expertise regarding the development, preservation and professional management of public use airports.

## Oregon State Aviation Board



**Jack Loacker** of Portland is retired from his own law practice and has served on the State Aviation Board since February 2002. He is a general aviation pilot who formerly served in the U.S. Air Force and Oregon Air National Guard. Loacker is committed to ensuring that Oregon's general aviation airports thrive as they serve the broader communities in which they are located. Loacker was appointed in correlation with expansion of the Board from five to seven members.



**Stephen Beckham** a long-time Oregon resident now living in Aumsville, he works as Vice President, Government Affairs for Liberty Mutual/Liberty Northwest. Beckham brings 30-plus years of public policy and governmental affairs experience to the Board. He is passionate about aviation and is both a pilot and aircraft builder. He brings a vision for aviation to become a means to improve economic development in communities throughout the state and for Oregon to become a national aviation leader.



**Amy Lynn Prutzman** is President/CEO of Aerie Innovations, a small aviation technical services company in Bend. She began flying at age 14, holds a Bachelor of Science Degree in Air Commerce/Flight Technology, and has over the past 25 years devoted her career exclusively to aviation. Prutzman sees aviation as a cornerstone of commerce, local and regional economies and an important part of our lives. Her goal on the Board is to help Oregon aviation to grow to meet the needs of communities and economic development throughout the state.

## Department Employees\*

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# Aviation in Oregon

## Overview

Air transportation is an important part of Oregon's transportation system and airports are critical components of Oregon's transportation infrastructure. They support the state's economic and social well being and livability by enabling the quick, efficient, and safe movement of people and goods. As of 2005 there are over 100 public use and over 300 private use airports in Oregon which provide a variety of different services to Oregonians, businesses and tourists.

Oregon's size, geography, and population distribution make air transportation more important for access, mobility, and connectivity than many other states. Air transportation 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. This is particularly true in many areas outside of the Willamette Valley where access to the major commercial service airports is hours away. Oregon's urban and rural communities depend heavily on their airports.

## Economic Importance

Oregon's system of airports plays an important role in economic development. The economic significance of Oregon's airport system is demonstrated by the following facts:

- More than three million visitors arrive each year at Oregon's commercial service and general aviation airports
- Spending by visitors and associated spin-offs account for a total annual benefit of approximately six billion to Oregon's economy
- Visitor spending supports over 135,000 jobs in Oregon with an annual payroll estimated at 2.4 billion
- Approximately 12,000 jobs are created by aviation-related tenants at Oregon's airports, and an additional 13,000 secondary jobs support tenant-related jobs
- Annual output or spending related to all tenants at Oregon's system of commercial and general aviation airports is estimated at 5.9 billion

Oregon's public-use airports play a key role in ensuring economic growth and maintaining high standards of livability throughout the state. Airline passengers, overnight mail, air cargo, air ambulance, forest fire suppression, crop spraying, military use, and aviation-related businesses all depend on an adequate network of airports.

## 2005 Aviation Art Contest

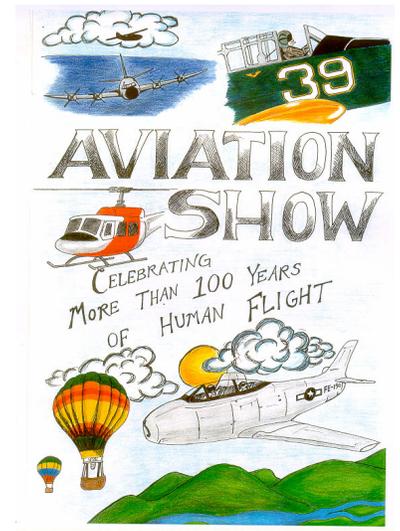
The 2005 International Aviation Art Contest is sponsored by the National Aeronautic association, National Association of State Aviation Officials (NASAO), National Aeronautics and Space Administration (NASA), Federal Aviation Administration (FAA), Federation Aeronautique International (FAI), and the Oregon Department of Aviation (ODA). FAI's goal is to motivate and encourage young member nations to become familiar with and participate in aeronautics, engineering and science. ODA serves as the Oregon sponsor for the annual International Aviation Art Contest. This event engages artistic youth across the globe, from the age 6 to age 17, to reflect on aviation by designing a piece of art based on each year's chosen theme. The theme for the 2005 contest was "Create an Air Show Poster". For more than 100 years, men and women have been taking to the air and delighting those on the ground. Across the world, people have gathered in open fields and airports large and small, to see aircraft old and new, aerobatic pilots spinning and diving their planes in the sky, beautiful hot air balloons floating over the land, parachutists descending to the earth under colorful canopies and precision flying contests.



Age Group: 6 to 9 years old  
1<sup>st</sup> Place Winner:  
Keira Klein,  
Corridor Grade School  
Eugene, Oregon



Age Group: 10 to 13 years old  
1<sup>st</sup> Place Winner:  
Levi Richardson,  
Neil Armstrong Middle  
School, Forest Grove,  
Oregon



Age Group: 14 to 17 years old  
1<sup>st</sup> Place Winner:  
James Mayne,  
Livingstone Adventist  
Academy  
Salem, Oregon

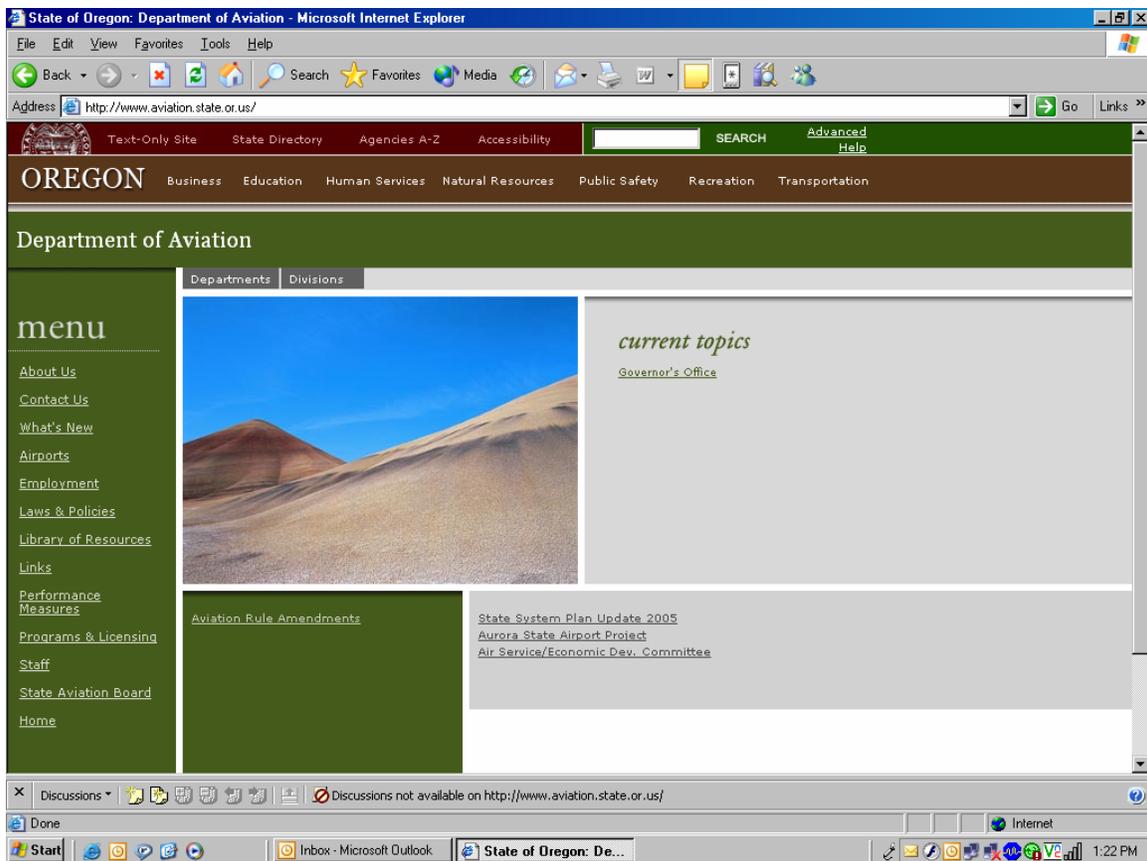
# Oregon Department of Aviation Web Site

<http://www.aviation.state.or.us>

In 2005, ODA's web page took on a new look. The new web page makes it much easier to navigate through our site. Material contained in our web page includes:

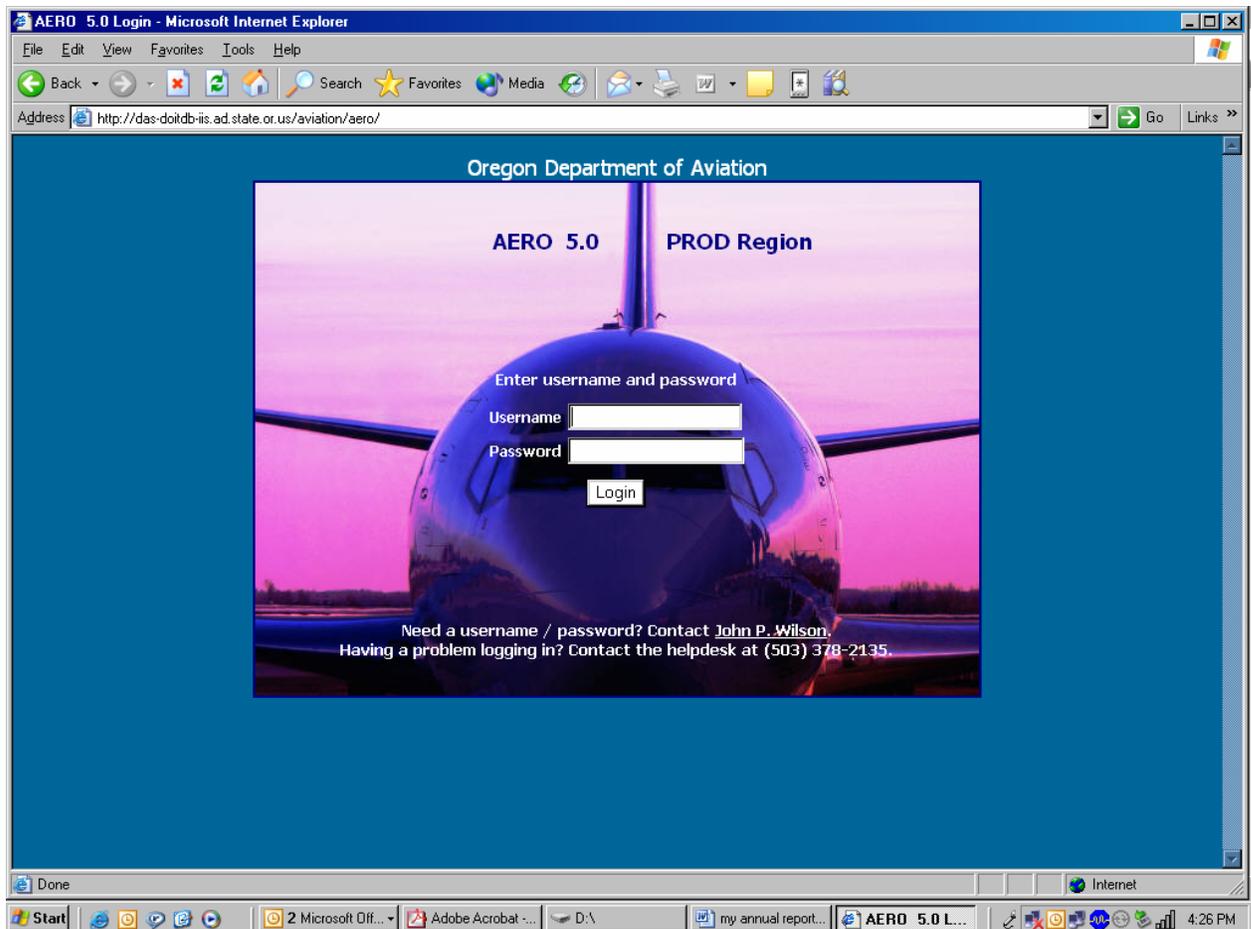
ODA staff, state and public airports, pilot/aircraft/airport registration requirements and documents, Oregon Revised Statutes and Oregon Administrative Rule as it relates to the department, non-commercial and commercial lease policy, and biographies of the State Aviation Board Members. ODA's web site will be linked to the pilot and aircraft registration and Airport Information Management System (AIMS).

**Please visit our web site!!!**



## Pilot and Aircraft Registration

ODA is currently accepting credit cards over the phone to renew aircraft and pilot registrations. ODA is working towards an on-line registration. The public will be able to register aircraft or renew pilot certificates using the on-line service including, pay by credit/debt card, and making any necessary changes. After establishing a user name and password a person will be able to make changes or update information from the comfort of their computer. ODA is very excited about this new enhancement not only for our department, but for the public we serve. COMING IN 2006!!!



## 2005 Financial Aid to Municipalities Grant

In 2005, ODA's Financial Aid to Municipalities (FAM) Grants provided a total of \$420,000 in assistance to 25 Oregon airports. Funding for FAM Grants comes from state taxes on all aviation fuel pumped in Oregon. Local match was required for successful grant recipients. Eligible projects focused on airport capital improvement projects and planning projects, or smaller airport projects which were often difficult to fund through other means. FAM Grants may also be used as part of the local sponsor match for FAA Airport Improvement Plan (AIP) grants. The following are the Airports awarded FAM Grants in 2005 and a description of the airport projects.

<b><u>Airport and Project Description</u></b>	<b><u>Grant Total Cost</u></b>
<b>Ashland Municipal Airport, City of Ashland</b> - Sponsor match for \$750,000 federal NPEP project. Install Medium Intensity Runway Lighting System (MRLS), rehabilitate apron, install taxiway reflectors and construct aircraft wash facility.	<b>\$25,000</b>
<b>Astoria Airport, Port of Astoria Airport</b> – Master Plan Update.	<b>\$ 3,750</b>
<b>Bend Municipal Airport, City of Bend</b> – Sponsor match for \$105,263 federal AIP project. Environmental Assessment (EA) for R/W 16-34 relocation.	<b>\$ 8,908</b>
<b>Boardman Airport, Port of Morrow</b> – Sponsor match for \$1.4M federal AIP project. Rehabilitate runway.	<b>\$25,000</b>
<b>Brookings Airport, Curry County</b> – Sponsor match for \$300,000 federal NPEP project. Install Precision Approach Path Indicator (PAPI), new apron construction and taxiway construction.	<b>\$25,000</b>
<b>Christmas Valley Airport, Christmas Valley Parks and Recreation District</b> – Sponsor match for \$152,906 federal NPEP project. Relocate and replace segmented circle and wind cone; replace rotating beacon, install PAPIs and install tie-downs.	<b>\$12,395</b>
<b>Coos County Airport District, North Bend Municipal Airport</b> – Governor's Economic Revitalization Team Project – Update Airport Layout Plan for new passenger terminal.	<b>\$25,000</b>
<b>Creswell - Hobby Field Airport, City of Creswell</b> – Sponsor match for federal NPEP project. Perimeter fencing and water system for fire suppression.	<b>\$13,421</b>
<b>Florence Municipal Airport, City of Florence</b> – Sponsor match for \$1.425M AIP project to extend runway.	<b>\$25,000</b>

## **2005 Financial Aid to Municipalities Grant, cont.**

<b><u>Airport and Project Description</u></b>	<b><u>Grant Total Cost</u></b>
<b>Gold Beach Airport, Port of Gold Beach</b> – Sponsor match for \$1.6M federal AIP project to rehabilitate runway.	<b>\$25,000</b>
<b>Grants Pass Airport, Josephine County</b> – Sponsor match for federal NPEP project to rehabilitate apron.	<b>\$25,000</b>
<b>Hermiston Municipal Airport, City of Hermiston</b> – Sponsor match for federal NPEP project to construct electrical building.	<b>\$ 6,536</b>
<b>Illinois Valley Airport, Josephine County</b> – Runway and taxiway rehabilitation.	<b>\$15,000</b>
<b>Lake County Airport, Lake County Oregon</b> – Sponsor match for federal NPEP project to improve aircraft parking apron and purchase self-fueling card lock system.	<b>\$25,000</b>
<b>Monument Municipal Airport, City of Monument</b> – Pave gravel runway – locally funded.	<b>\$25,000</b>
<b>Myrtle Creek Municipal Airport, City of Myrtle Creek</b> – Sponsor match for federal NPEP project to construct parallel taxiway.	<b>\$13,040</b>
<b>Ontario Municipal Airport, City of Ontario</b> – Sponsor match for federal grant to update Airport Layout Plan.	<b>\$ 2,500</b>
<b>Portland Hillsboro Airport, Port of Portland</b> – Partial sponsor match for federal AIP project to rehabilitate Taxiway A and install perimeter fencing.	<b>\$15,000</b>
<b>Portland Mulino Airport, Port of Portland</b> – Sponsor match for federal AIP to install rotating beacon, relocate threshold, construct taxi lane and update Exhibit A.	<b>\$15,000</b>
<b>Portland International Airport, Port of Portland</b> – Sponsor match for federal AIP project to rehabilitate Taxiway B, relocate concourse A/B and ramp reconstruction.	<b>\$15,000</b>
<b>Portland Troutdale Airport, Port of Portland</b> – Sponsor match for federal NPEP project to remove obstruction to instrument approach to R/W 7-25.	<b>\$15,000</b>
<b>Portland Downtown Heliport, Port of Portland</b> – Install security video equipment to deter vandalism.	<b>\$ 3,750</b>

## 2005 Financial Aid to Municipalities Grant, cont.

<u>Airport and Project Description</u>	<u>Grant Total Cost</u>
<b>Roseburg Municipal Airport, City of Roseburg</b> – Sponsor match for federal AIP project to construct run-up aprons, hangar taxiways and taxilanes to facilitate hangar demand.	<b>\$25,000</b>
<b>Seaside Municipal Airpark, City of Seaside</b> – Sponsor match for federal NPEP project to relocate and replace segmented circle, wind cone and rotating beacon; displace runway threshold, remark runway and hold lines; patching and crack sealing of runway.	<b>\$25,000</b>
<b>City of Vale, Miller-Memorial Airport</b> – Installation of Medium Intensity Runway Lighting System to runway extension and obstruction removal.	<b>\$ 5,700</b>

## 2005 Airport Improvement Program and Non-Primary General Aviation Entitlement Program

Fiscal Year 2005 brought \$3,810,604 in federal funding for capital improvements at four Oregon airports. Most of the funds were administered by ODA through the Airport Improvement Program (AIP) and the Non-Primary General Aviation (GA) Entitlement Program. The Non-Primary GA Entitlement Program provides up to \$150,000 annually, per National Plan of Integrated Airport System (NPIAS) airport, based on each airport's Capital Improvement Program (CIP). ODA administers these FAA funding programs at the state level for use in safety, maintenance and capital improvement projects. The following four airports participated in both Programs during 2005:

<u>Airport and Project Description</u>	<u>Grant Amount</u>
<b>Airport Improvement Program</b>	
<b>Aurora State Airport</b> – The Runway Rehabilitation project at Aurora was funded by Entitlement and state Apportionment funds. This project is covered in detail in a separate section later in this report.	<b>\$2,511,848</b>

### Non-Primary General Aviation Entitlement Program

<b>Bandon State Airport</b> - Develop obstruction removal plan. Develop Runway Safety Area (RSA) grading plan. Construction planned for 2006.	<b>\$61,663</b>
<b>Cottage Grove State Airport</b> – Evaluate environmental issues for river bank stabilization project in RSA and develop preliminary design for the construction project. Additional work is planned for 2006.	<b>\$49,642</b>
<b>Lebanon State Airport</b> – Design for ditch relocation (outside RSA), remark runway threshold, and relocate lighting. Construction planned for 2006.	<b>\$76,963</b>

## **2005 Airport Layout Plan Development**

The Multiple Airport Layout Plan (MALP) and Report Project are used to update Airport Layout Plan (ALP) for smaller airports that may not otherwise be able to independently develop their own master plan. Typically, three airports are included in each project year to create cost savings through economies of scale. Selection of project airports is a joint effort of the FAA and ODA, based on a variety of criteria and factors that include: level of need, age of existing master plan or lack of same, growth issues, and the need for a Capital Improvement Plan (CIP). During FY 2005, MALP were in progress for:

Lebanon State Airport  
Roseburg Municipal Airport

Airport Layout Plans (ALP) were prepared during 2005, for the following airports:

Ashland Municipal Airport  
Columbia Gorge Regional – The Dalles Municipal  
Airport  
Ken Jernstedt Airfield (Hood River)  
McMinnville Municipal Airport

## **2005 Pavement Evaluation Program**

Through the Pavement Evaluation Program (PEP), the ODA provides pavement condition information to owners of eligible airports throughout the state that assists them with pavement maintenance planning. The state is divided into three geographic regions and pavement inspections are done at each airport in the program once every three years. The pavement evaluation service is provided at no cost to the airport since the FAA funds 90 percent of the program and ODA provides the remaining 10 percent. ODA dedicated \$79,833 to evaluate pavement conditions at the following airports in 2005.

Ashland Municipal Airport  
Bandon State Airport  
Brookings Airport  
Cape Blanco State Airport  
Chiloquin State Airport  
Christmas Valley Airport  
Cottage Grove State Airport  
Creswell Hobby Field  
Florence Municipal Airport  
Gold Beach Municipal Airport

Grants Pass Airport  
Illinois Valley Airport  
Lake County Airport  
McDermitt State Airport  
Myrtle Creek Municipal Airport  
Oakridge State Airport  
Paisley Airport  
Pinehurst State Airport  
Prospect State Airport  
Roseburg Regional Airport

## **2005 Pavement Maintenance Program**

ODA dedicates \$1,000,000 annually to preserve pavements at eligible airports throughout the state. The Pavement Maintenance Program (PMP) divides the state into regions just as the PEP does. For any given year, the PMP addresses maintenance issues that were identified during the previous year's PEP. The program is funded by ODA with local matches from the airports. Local matches are funded by FAA GA Entitlement funds, if available. A summary of the 2005 projects follows.

<b><u>Airport and Project Description</u></b>	<b><u>Total Cost</u></b>
<b>Albany Municipal Airport</b> – Crack seal RW 16-34 and taxiway. Crack seal apron.	<b>\$67,391</b>
<b>Astoria Regional Airport</b> – Fog seal RW 8-26. Crack seal and fog seal RW 13-31.	<b>\$78,625</b>
<b>Corvallis Municipal Airport</b> - Crack seal taxiways and apron.	<b>\$20,998</b>
<b>Lebanon State Airport</b> – Crack seal RW 16-34, taxiways and apron.	<b>\$21,654</b>
<b>McMinnville Municipal Airport</b> – Fog seal RW 4-22 and taxiway.	<b>\$135,580</b>
<b>Mulino Airport</b> -Crack seal and fog seal RW 14-32. Crack seal apron.	<b>\$96,960</b>
<b>Nehalem Bay State Airport</b> – Crack seal and slurry seal RW 15-33.	<b>\$41,763</b>
<b>Newport Municipal Airport</b> – Crack seal runway 16-34 and apron.	<b>\$29,866</b>
<b>Pacific City State Airport</b> – Crack seal and fog seal RW 14-32 and apron.	<b>\$18,195</b>
<b>Salem Airport –McNary Field</b> – Crack seal taxiway and apron.	<b>\$10,397</b>
<b>Scappoose Industrial Airpark</b> – Crack seal and fog seal RW 15-33 and taxiways.	<b>\$72,277</b>
<b>Seaside Municipal Airport</b> – Crack seal and slurry seal RW 16-34. Crack seal taxiway.	<b>\$80,695</b>
<b>Tillamook Airport</b> – Crack seal RW 1-19, RW 13-31 and taxiways.	<b>\$66,777</b>
<b>Columbia Gorge Regional Airport/The Dalles</b> – Slurry seal RW 7-25 and 12-30	<b>\$165,616</b>
	<b>Total Construction Cost = \$906,794</b>
	<b>Total Engineering Cost = \$200,114</b>
	<b>Grand Total Cost = \$1,106,908</b>

# 2005 Aurora State Airport Runway Rehab and Lighting Upgrade

## Project Summary

This project included rehabilitating asphalt runway 17-35 (mill and inlay 2.5", overlay 3"), upgrading the runway lighting, and modifying the taxiway to serve as a temporary runway at Aurora State Airport. The bulk of the project was completed during four "weekend" runway closures. Three of the weekends were long weekends, Friday evening to Wednesday morning, and the fourth was a standard weekend. The taxiway was open as a temporary runway whenever the main runway was closed during daylight hours only.

The consultant on the project was W&H Pacific, Inc. and the contractor was J.C. Compton Company dba Salem Road and Driveway. The Oregon Air National Guard provided and manned a temporary control tower to direct air traffic, facilitate communication, and increase the level of safety during construction.

Normally a project such as this would require a runway being closed for a minimum of 60 days, however this would be extremely detrimental to our airport tenants so we derived an innovated schedule utilizing 6 weekends.

The project was scheduled for six weekends. Using a system of contractor incentives the work was completed 14 days ahead of schedule and \$76,764 under budget.

## Project Budget

Engineering – Design and Inspection	\$ 562,109
Equipment – Closure X's, Light Base Cans, Regulator	\$ 50,024
Construction	\$1,954,906
ODA Admin – 3%	\$ 77,011
<b>Total</b>	<b>\$2,644,050</b>

## Project Funding

2004 AIP Grant	\$1,445,140
GA Entitlement	\$1,066,708
<b>Total Federal Funds Required - 95%</b>	<b>\$2,511,848</b>
State Funding – 5%	\$ 132,203
Incentives - 2 weekends early @ \$35k bonus	\$ 70,000
Disincentives – 6 weekdays @ \$8k liquidated damages	(\$ 48,000)
<b>Total State Funds Required</b>	<b>\$ 154,203</b>

# 2005 Aurora Runway Rehab and Lighting Upgrade



**Air Guard Setting Up Tower**



**Mobile Tower in Full Operation**



**Two Pavers Work Together to Make a 38' wide Panel on RW Centerline. This technique is used for the Inlay Lift and the Overlay Lift.**



**Pulling Conduit Thru Vertical Bore Hole**



**Conduit Trench**



**South Threshold Light Cans**

## Tall Structures Evaluation

During FY 2005, ODA staff reviewed and commented on approximately 350 proposed new tall structures in Oregon. Staff also continued to monitor approximately the same number of existing structures. With the cellular industry experiencing exponential growth, the existing system of cell towers is simply inadequate to handle the call volume. Not only has the relative cost of cell service become so affordable that many have discontinued traditional telephone service altogether, but many businesses are turning to mobile data transmission devices. The result is a staggering system capacity overload. To date, the only solution proposed by the cell phone industry itself is to increase the number of towers situated in urban areas as quickly as possible. All of these structures pose potential safety concerns to air navigation. As a result, evaluation and monitoring of cell tower structures will continue to be a focused effort for ODA, as staff work to preserve airports and protect air system safety.



# **USDA Wildlife Management Program**

## **History**

Information about the risks posed to aircraft by certain wildlife species has increased a great deal in recent years. Improved reporting, studies, documentation, and statistics clearly show that aircraft collisions with birds and other wildlife are a serious economic and public safety problem. In addition, some species, while not a specific aircraft collision hazard, can cause significant damage to airport infrastructure by undermining airport pavement and foraging on lighting and navigational equipment wiring. Because most public use airports have large tracts of open, undeveloped land necessary for aircraft approach corridors and noise mitigation, these same areas are what present potential hazards to aviation if they encourage wildlife to enter airport's approach or departure airspace. Hazardous wildlife attractants, while posing a significant hazard, can also jeopardize future airport expansion. The Federal Aviation Administration recommends that public use airports implement wildlife management practices to mitigate these risks, and the first step in that process is to identify the problem through a Wildlife Hazard Assessment, the second step is to facilitate a Wildlife Hazard Management Plan.

## **Program Details**

The Oregon Department of Aviation (ODA), through a Cooperative Service Agreement with the United States Department of Agriculture (USDA), implemented a Wildlife Management Program to provide professional wildlife management assistance to reduce or control wildlife hazards. When called upon, USDA biologists consult with airports and when necessary, perform site visits to assess wildlife hazards. In addition, airports are provided with specific recommendations to deal with their wildlife conflicts. In extreme cases, where wildlife poses immediate threat to human health and safety, USDA provides on-site, direct management of wildlife. The program is available to all public airports in Oregon and has helped many airports across the state.

## **5010 Master Record Inspections**

The purpose of 5010 Master Record Inspections is to verify airport data and update and or correct the elements as necessary. It is important to report the conditions of the airport to the airport owner. During these inspections an update of the airport layout sketch is done to show any changes at an airport, the results are used to update flying publications.

29 airports were inspected the summer of 2005. The ODA was reimbursed \$450 per 5010 airport inspection in 2005. The FAA 2005 fiscal year ODA will receive \$13,050 from the 5010 inspections. Another 29 airports were selected for inspection in 2006 and the FAA 2006 fiscal year ODA will receive \$500 per 5010 inspection, totaling \$14,500 in 2006.

## 2005 Budget

### 2005-07 Legislatively Adopted Budget

#### Agency Wide Revenues Summary

<b>Beginning Balance</b>		\$999,033
<b>Revenue Categories</b>		
	Motor Fuels Taxes	4,372
	Licenses & Fees	610,500
	Federal Revenues	10,510,000
	Fines & Forfeitures	25,000
	Rents & Royalties	1,105,000
	Donations	15,000
	Other Revenues	721,634
	Transfer In – Intra-fund	391,116
	Transfer From Transportation Dept	5,385,464
	Transfer Out – Intra-fund	-391,112
	Transfer to Police, Dept of State	-83,128
<b>Total Available Revenues</b>		<b>\$ 19,292,879</b>

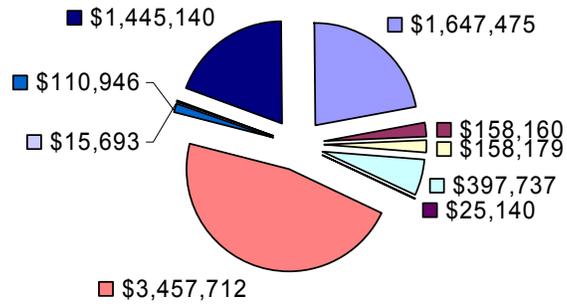
#### Agency Wide Expenditures Summary

##### Expenditure Program Units

	Operations	\$7,280,284
	Search & Rescue	107,035
	General Aviation Entitlement Program	9,736,842
	*Capital Improvements	0
	*Capitol Construction	0
	*Placeholders for possible projects	
<b>Total Expenditures</b>		<b>17,124,161</b>
<b>Ending Balance</b>		<b>\$ 2,168,718</b>

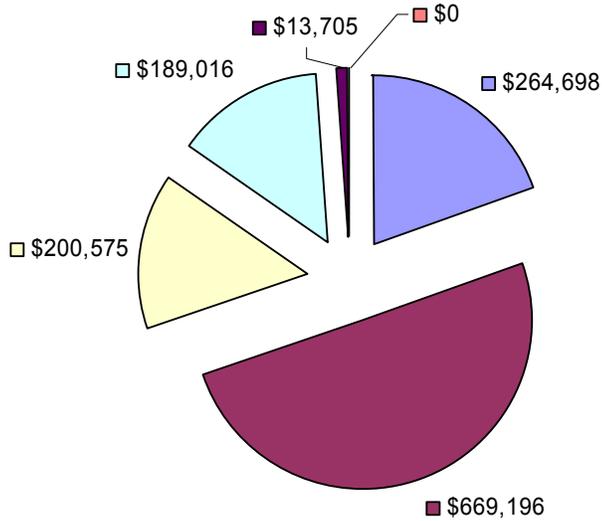
# 2005 Budget

## FY 2005 Revenues



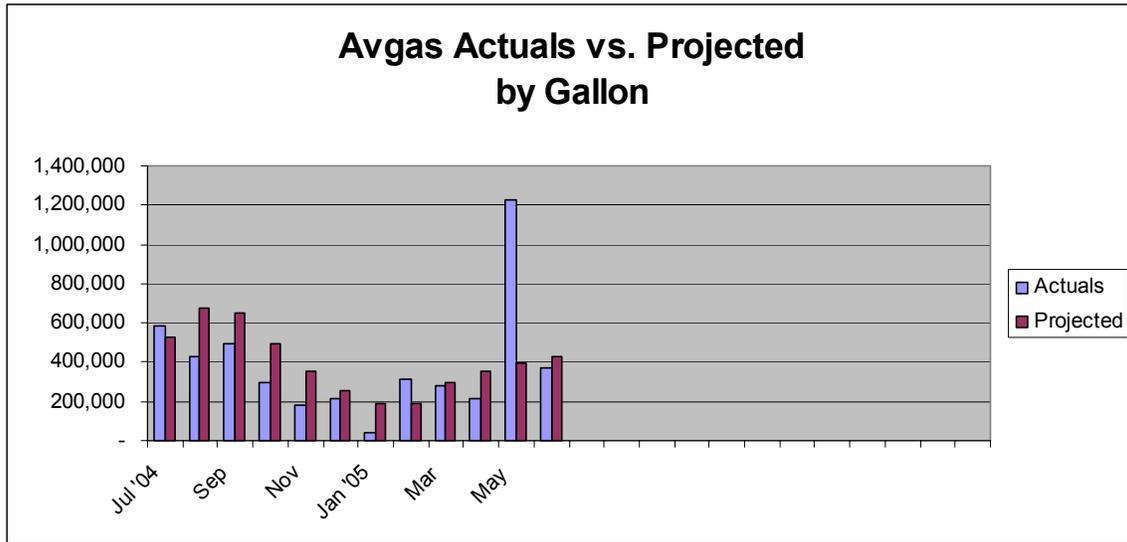
- |                                      |                                       |
|--------------------------------------|---------------------------------------|
| ■ Jet Fuel                           | ■ Aircraft Registration               |
| ■ Leases/Fuel Flowage                | ■ Avgas                               |
| ■ Pilot Registration                 | ■ Federal Funds Planning & Operations |
| ■ Mogas                              | ■ Misc/Donations                      |
| ■ Federal Funds Capital Construction |                                       |

## FY 2005 Expenditures

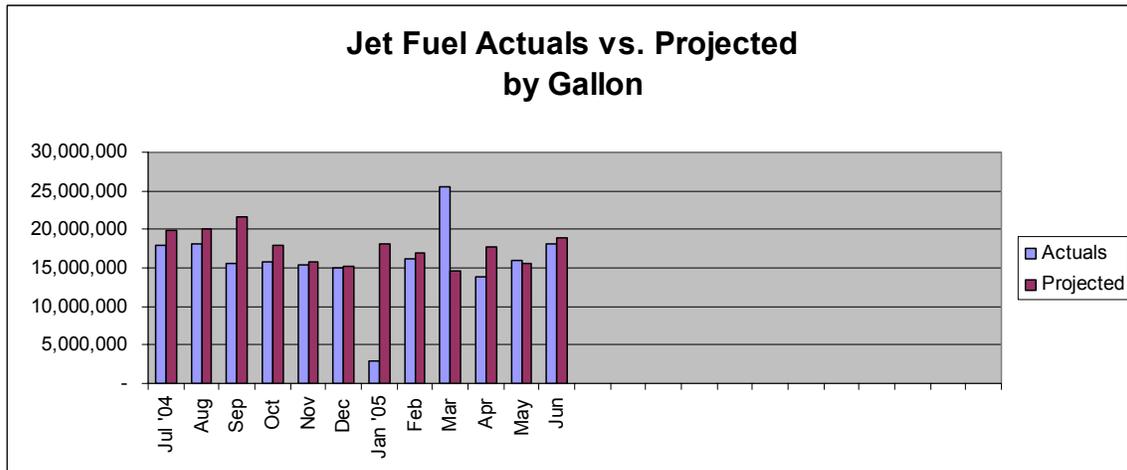


- |                        |
|------------------------|
| ■ Personnel Services   |
| ■ Services & Supplies  |
| ■ Capital Outlay       |
| ■ Special Payments     |
| ■ Search & Rescue      |
| ■ Capital Construction |

## 2005 Avgas



## 2005 Jet Fuel



## 2005 State Maintenance Costs

<u>LOCATION</u>	<u>Y-T-D EXPENDITURES</u>
Alkali Lake	\$ 0
Aurora	11,532
Bandon	5,948
Cape Blanco	4,289
Cascade Locks	1,520
Chiloquin	2,909
Condon	2,467
Cottage Grove	3,853
Crescent	232
Independence	21,576
Joseph	4,492
Lakeside	2,737
Lebanon	2,668
McDermitt	159
McKenzie Bridge	864
Nehalem Bay	952
Oakridge	1,689
Owyhee Reservoir	0
Pacific City	624
Pinehurst	1,057
Prospect	7,748
Rome	0
Santiam Junction	203
Siletz Bay	3,450
Tokettee	0
Toledo	1,704
Wakonda Beach	386
Wasco	<u>1,799</u>
<b>TOTAL FOR ALL AIRPORTS:</b>	<b>\$ 84,858</b>





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