

Chapter 1 Introduction

The state of Oregon has an extensive aviation system that provides valuable transportation options for the public, ranging from small emergency use airports in remote regions of the state to large commercial service airports. Ninety-seven public-use airports provide support to the economic health of Oregon and contribute to the quality of life for its citizens and visitors.

Without a guide, managing such a large and diverse system of airports can be a challenging task. In 2000, the Oregon Department of Aviation (ODA) published the *Oregon Continuous Aviation System Plan (2000 OAP)*. Since the completion of this study, several changes have occurred within Oregon and the aviation industry, which warranted the reevaluation of the state aviation system and resulted in a new document titled *Oregon Aviation Plan 2007 (OAP 2007)*.

The *Oregon Aviation Plan 2007 (OAP 2007)* is a comprehensive evaluation of Oregon's aviation system and will serve as a guide for future aviation development. The plan looks beyond the traditional state aviation system planning elements by combining three planning studies that assess the condition of the existing aviation infrastructure, the economic benefit of the aviation industry, and the national importance and state significance of each airport. Each of these components is necessary to create a systematic approach to meeting the improvements and development strategies recommended within this report.

This chapter of the *OAP 2007* is divided into several sections that focus on providing a general understanding of the base information used in the development of the plan. These sections include:

- 1.1 Goals of the *OAP 2007*
 - 1.1.a. Aviation goals
 - 1.1.b. Oregon Transportation Plan (OTP) goals
- 1.2 Policy Elements of the *OAP 2007*
- 1.3 Components of the *OAP 2007*
- 1.4 Coordination Efforts
- 1.5 Report Organization

1.1 Goals of the OAP 2007

There are two primary sets of goals for the *OAP 2007*. An initial set looks at the goals related to aviation specific needs while the other set includes the goals of the Oregon Transportation Plan (OTP). The combination of these goals provides the framework for the *OAP 2007*.

1.1a Aviation Goals of the OAP 2007

The primary goals of the *OAP 2007* are:

1. *Develop a comprehensive document that addresses all public-use airports, identifies how to improve individual airports as part of the larger state system, and meets the needs of tourism, economic development, and transportation services for each community and the state.*
2. *Develop a comprehensive summary of the economic impact of each airport to its local community and the total economic value of the state aviation system.*

These goals provided the framework for the assessment and analysis that resulted from the study effort. Through the development of the *OAP 2007*, several issues were identified that currently affect, or could affect, the overall aviation system, and should, therefore, be addressed. These concerns include:

- Continued growth in the state population which creates pressures for additional development on property around many airports around the state, which often create compatible land use issues and, in some cases, create limitation for potential growth
- Aging pavement on existing runway and taxiway surfaces require repair and replacement, similar to many airports across the nation
- Capacity issues are becoming a concern with airports in the more urban areas, suggesting the need for expansion projects to allow for additional growth
- Federal funding for airport projects, while remaining fairly constant, has become more competitive, limiting options for many smaller airports, even with the existence of the non-primary entitlement funds program
- Local and state funding sources continue to be limited due to reductions in spending which reduce important funds for capital improvements

- A diverse group of users, which can sometimes require unique facilities. These users include:
 - Commercial service airlines and their passengers
 - Government agencies
 - Military agencies
 - Business travelers
 - Intercity travelers
 - Tourists
 - Recreational flyers
 - Air freight haulers
 - Emergency medical services
 - Search and rescue teams
 - Fire fighters
 - Law enforcement officers
 - Agricultural aerial applicators

1.1.b OTP System Goals

The Oregon Department of Transportation (ODOT) recently updated the *1992 Oregon Transportation Plan (OTP)* which was developed to create a visualization of a balanced, versatile transportation system within Oregon. The updated OTP builds on this plan, assesses all state, regional, and local transportation facilities and services, and creates a strategy that will guide transportation improvement decisions over the next 25 years. ODOT adopted the OTP in the fall of 2006.

The OTP goals have been integrated into the *OAP 2007* to provide a consistent foundation from which to evaluate and improve aviation infrastructure. The OTP outlines seven goals that will help guide the development of aviation infrastructure and all other transportation plans. Each goal is described below.

- **Goal 1 – Mobility and Accessibility**
To enhance Oregon’s quality of life and economic vitality by providing a balanced, efficient, cost-effective and integrated multimodal transportation system that ensures appropriate access to all areas of the state, the nation and the world, with connectivity among modes and places.
- **Goal 2 – Management of the System**
To improve the efficiency of the transportation system by optimizing the existing transportation infrastructure capacity with improved operations and management.

- **Goal 3 – Economic Vitality**
To promote the expansion and diversification of Oregon’s economy through the efficient and effective movement of people, goods, services and information in a safe, energy-efficient and environmentally sound manner.
- **Goal 4 - Sustainability**
To provide a transportation system that meets present needs without compromising the ability of future generations to meet their needs from the joint perspective of environmental, economic and community objectives. This system is consistent with, yet recognizes differences in, local and regional land use and economic development plans. It is efficient and offers choices among transportation modes. It distributes benefits and burdens fairly and is operated, maintained and improved to be sensitive to both the natural and built environment.
- **Goal 5 – Safety and Security**
To plan, build, operate and maintain the transportation system so that it is safe and secure.
- **Goal 6 – Funding the Transportation System**
To create a transportation funding structure that will support a viable transportation system to achieve state and local goals today and in the future.
- **Goal 7 - Coordination, Communication, and Cooperation**
To pursue coordination, communication and cooperation among transportation users, providers and those most affected by transportation activities to align interests, remove barriers and bring innovative solutions so that transportation system functions as one system.

1.2 Policy Elements of the *OAP 2007*

The *2000 OAP* was adopted with an extensive amount of effort placed on the development of specific policies to guide the aviation decisions and actions of the ODA. The policies developed during the creation of the *2000 OAP* were intended to guide planning decisions to protect and preserve the investment in aviation infrastructure within the state of Oregon.

As part of the *OAP 2007*, the policies outlined in the *2000 OAP* were evaluated by the Project Team and ODA staff members and found to be very appropriate and applicable to the current aviation climate within the state. Consequently, the policies outlined below are taken directly from the *2000 OAP*, and were used to guide the assessment of the *OAP 2007* study findings. These policies are intended to provide a detailed framework to guide state-level actions and provide assistance to local airports, as well as the ODA staff and the State Aviation Board in their decision-making.

The specific policy topics used to guide airport and policy development throughout the state, as previously established in the *2000 OAP* include:

- **Preservation** - Preserve investment in Oregon's system of airports and its level of service
- **Protection** - Protect airports from incompatible land uses
- **Safety** - Maintain Oregon's public-use airports so that they are safe, and ensure that the airport system can fulfill its role in the state's emergency response system
- **Economic Development** - Support economic development by providing access to regional, state, national, and international markets
- **Intermodal Accessibility** - Provide access to the air transportation system and its connections with other modes for people and freight throughout the state
- **Environment** - Comply with state and federal environmental protection requirements
- **Modernization and Capacity** - Support efforts to ensure sufficient system capacity and airport modernization
- **Funding** - Seek adequate and stable statewide funding to preserve system airports
- **Advocacy and Technical Assistance** - Provide advocacy and technical assistance for airports and their users
- **State-owned Airport Management** - Manage state-owned airports efficiently and effectively

Each of these individual policy elements are discussed below to provide additional information and action items related to each policy topic.

1.2.a Preservation Policies and Actions

Interest: Preserve the investment in Oregon's system of airports.

A significant public investment has been made in Oregon's aviation facilities over the years. As outlined in the original *Oregon Aviation Plan*, and substantiated by the survey effort undertaken in this 2007 update, a key issue for airport operators is the shortfall in funds available to preserve the investment in their existing airport infrastructure. This concern continues today with limited funds being made available for general aviation airports to target pavement preservation projects, maintenance, lighting, instrumentation, and other improvements.

Preservation projects may include resurfacing of runways, taxiways, or aprons; repair of lighting; or the rehabilitation of terminal buildings, other infrastructure, or technical instruments that allow the airport to function safely and efficiently. About half of Oregon's public-use general aviation airports are not eligible for federal funding and are dependent on local general funds, state user fees, and on-airport revenues to maintain and preserve their airport infrastructure. Many of these airports cannot generate adequate funding to maintain their infrastructure; thus resulting in costly deferred pavement maintenance at many airports.

It is in the state's interest to help preserve the existing investment in aviation facilities and to ensure that the air transportation system is able to maintain its function and service level. The gap between airport preservation needs and available funding indicates the importance of targeting funding to preserve the integrity and function of the system. Investment at the core airports is the highest system priority; non-core airport needs will be addressed as a lower priority.

Policy: Preserve Oregon's system of airports and its current level of service.

Actions ...

- Prioritize the preservation and maintenance of the physical condition and operational capacity of system airports
- Preserve airports that fulfill a unique safety function. A number of airports that are rarely used serve a safety function as emergency landing strips
- Discourage duplication of services and facilities
- Provide input regarding system planning priorities to the FAA, when consulted, about Airport Improvement Program projects for core general aviation airports. (Non-part 139 certificated airports)
- Coordinate the selection of state funded projects with the selection of Federal Airport Improvement Program projects for core airports
- Promote self-sufficiency of airport operators

Table 1.1 - Application of the Airport Planning Rule

Airport	Jurisdiction	FAA Notification Required	ODA Notification Required	Height Restrictions	Definitions of Height Restrictions	RPZ Protection	Lights, Water, Glare, Bird Limitations	Noise Mitigation Requirements	Required Eligible Uses											
									Customary & Usual Aviation Use	Emergency Flight Services Use	Law Firefighting Services Use	Flight Instruction Use	A/C Service, Maintenance, Training Use	Crop Dusting and Ag Services Use	Air Passenger and Freight Services Use	A/C Rental Use	A/C Sales and Avia. Equip Sales Use	Aviation Sporting and Rec. Activities Use		
Albany Municipal	Albany																			
	Millersburg																			
	Linn Co.																			
Alkali Lake State	Lake Co.																			
Arlington Municipal	Arlington																			
	Gilliam Co.																			
Ashland Municipal	Ashland																			
	Jackson Co.	✓		✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Astoria Regional	Warrenton																			
	Clatsop Co.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Aurora State	Aurora	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Marion Co.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Baker City Municipal	Baker Co.													✓		✓			✓	
Bandon State	Bandon		✓	✓	✓	✓	✓	✓	✓											
	Coos Co.																			
Beaver Marsh	Klamath Co.																			
Bend Municipal	Bend	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Deschutes Co.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Boardman	Marrow Co.	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Brookings	Brookings	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Curry Co.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Burns Municipal	Harney Co.									✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Cape Blanco State	Curry Co.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Cascade Locks State	Cascade Locks																			
	Hood River Co.	✓		✓	✓	✓	✓	✓	✓											
Chehalem Airpark	Yamhill Co.																			
Chiloquin State	Chiloquin				✓															
	Klamath Co.				✓		✓													
Christmas Valley	Lake Co.																			
Columbia Gorge Regional	The Dalles																			
Condon State	Condon		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Gilliam Co.																			
Corvallis Municipal	Corvallis																			
	Benton Co.	✓		✓	✓	✓	✓	✓	✓											
County Squire Airpark	Clackamas Co.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Cottage Grove Municipal	Cottage Grove	✓	✓	✓	✓	✓	✓	✓	✓											
	Lane Co.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Crescent Lake State	Klamath Co.				✓	✓	✓	✓	✓											
Creswell Hoby Field	Creswell	✓	✓	✓	✓	✓	✓	✓	✓											
	Lane Co.	✓	✓	✓	✓	✓	✓	✓	✓											
Davis	Linn Co.				✓				✓											
	Wallowa Co.	✓	✓	✓	✓	✓	✓	✓	✓											
Enterprise Municipal	Enterprise				✓	✓	✓	✓	✓	✓										
	Wallowa Co.	✓	✓	✓	✓	✓	✓	✓	✓											
Eugene Mahlon Sweet	Eugene	✓	✓	✓	✓	✓	✓	✓	✓	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Lane Co.	✓	✓	✓	✓	✓	✓	✓	✓											
Florence Municipal	Florence	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Lane Co.	✓	✓	✓	✓	✓	✓	✓	✓											
George Felt	Roseburg																			
	Douglas Co.																			
Gold Beach Municipal	Gold Beach																			
	Curry Co.	✓	✓	✓	✓	✓	✓	✓	✓											
Grant County Regional	John Day		✓	✓		✓	✓	✓	✓											
	Grant Co.	✓	✓	✓	✓	✓	✓	✓	✓											
Grants Pass	Josephine Co.				✓	✓	✓	✓	✓											
Hermiston Municipal	Hermiston		✓	✓	✓	✓	✓	✓	✓											
	Umatilla Co.			✓	✓	✓	✓	✓	✓											
Hillsboro	Hillsboro									N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Washington Co.	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Illinois Valley	Josephine Co.																			
Independence State	Independence	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Polk	✓	✓	✓	✓	✓	✓	✓	✓											
Joseph State	Joseph	✓	✓	✓	✓	✓	✓	✓	✓											
	Wallowa Co.	✓	✓	✓	✓	✓	✓	✓	✓											
Ken Jernstedt	Hood River																			
	Hood River Co.			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Klamath Falls	Klamath Falls				✓	✓	✓	✓	✓	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Klamath Co.				✓	✓	✓	✓	✓											
La Grande	Union Co.				✓	✓	✓	✓	✓											
La Pine	La Pine																			
Lake Billy Chinook	Jefferson Co.	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Lake County	Lake Co.																			
Lakeside	Coos Co.				✓	✓	✓	✓	✓											
Lake Woahink	Florence				✓	✓	✓	✓	✓											
Lebanon State	Lebanon	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Linn Co.	✓	✓	✓	✓	✓	✓	✓	✓											
Lenhardt Airpark	Clackamas Co.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Lexington	Lexington																			
	Marrow Co.	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Madras City	Madras	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Jefferson Co.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Malin	Malin																			
	Klamath Co.																			
McDermitt State	Malheur Co.	✓	✓	✓	✓	✓	✓	✓	✓											
McKenzie Bridge	Lane Co.	✓	✓	✓	✓	✓	✓	✓	✓											
McMinnville Municipal	McMinnville	✓	✓	✓	✓	✓	✓	✓	✓											
	Yamhill Co.	✓	✓	✓	✓	✓	✓	✓	✓											

Bold = Controlling jurisdictions

N/A = Towered airports are exempt for use requirements

1.2.b Protection Policies and Actions

Interest: Protect airports from incompatible land uses.

The continued encroachment of incompatible land uses on airport development and the environs that surround airports is a critical concern to the operational efficiency of the airports within the state, as well as the preservation of the public health, safety, and welfare for those persons located on the ground in proximity to the airports. This problem is being faced by airports nationwide.

Five primary areas of concern associated with incompatible land use include uses that encourage, create, or generate:

- *Concentrations of people*
 - (e.g., multi-family residential, schools, stadiums, large retail stores, etc.)
- *Noise sensitive land uses*
 - (e.g., residences, hospitals, daycare facilities, places of worship, etc.)
- *Tall Structures*
 - (e.g., cellular communication towers, wind turbines, smoke/steam stacks, etc.)
- *Visual obstructions*
 - (e.g., reflective/mirrored glass, smoke/steam, lighting, etc.)
- *Wildlife attractants*
 - (e.g., agricultural uses, open water, manicured grass areas, etc.)

Because of these factors, it is becoming increasingly difficult to expand and/or relocate airports in more densely populated areas. Changes in land use and continuing growth also make airport land more valuable, making it attractive for the airport owner to lease or sell the land for non-aviation purposes and thus limiting opportunities for future growth.

Since the authority to establish zoning ordinances is vested with cities and counties, they become responsible for ensuring compatibility of land uses and establishing appropriate zoning requirements around airports. In many instances, the community with the regulatory authority to establish zoning to protect the local airport is not the owner or operator of the airport and therefore has limited incentive to create zoning which protects the airport or those persons around the airport. Consequently, there is often an incremental, yet cumulative impact of land use decisions that result in incompatible land uses near airports. Allowing development in these areas, which have identified concerns, threatens an airport's future.

Since 1974, Oregon's Land Use Planning Act, embodied in Oregon Revised Statutes (ORS Chapter 197), has required all cities and counties to develop and adopt comprehensive plans. These plans must be updated through a process known as periodic review (ORS 197.682-650) to ensure that the plan continues to meet applicable statutes, administrative rules, and current laws and policies of the state of Oregon.

Oregon's Transportation Planning Rule (TPR) contains strong language requiring local jurisdictions to develop land use regulations and adopt measures to protect public-use airports by controlling land uses within airport noise corridors, by limiting physical hazards to air navigation, and by controlling land uses in approach corridors to airports. The Airport Planning Rule (APR) contains language requiring local jurisdictions to develop land use regulations and adopt measures to protect public-use airports, however, the implementation of these requirements has been met with limited success so far.

Specifically, the APR establishes a series of local government requirements and rules pertaining to aviation facility planning. These rules are intended to promote a convenient and economic system of airports in the state and for land use planning to reduce risks to aircraft operations and nearby land uses. The APR serves as the state regulatory basis for ensuring that local government airport planning conforms to the hierarchy of state plans and statutory requirements (i.e., Goal 12, ORS 836.600 et seq., *Oregon Transportation Plan, 2000 Oregon Aviation Plan*). These rules outline the parameters for local governments to follow as a framework for airport planning.

Oregon's airports serve a vital link in the state's transportation system providing emergency service, business, and recreation access. With encroachment and development pressures forcing the closure of two airports per week nationally, proactive land use protections are essential to the continued use and growth of Oregon's airports. To assist with their protection, in 1997 the Oregon Legislature passed ORS 836.600-836.630 (Local Government Airport Regulations). The ODA created corresponding rules in OAR 660-013 (Airport Planning). The statute and rules set standards for local jurisdictions regarding appropriate zoning for a predetermined list of Oregon's airports.

The statute requires that local jurisdictions amend their comprehensive plan and land use regulations upon first periodic review after the creation of applicable rules. Since inception of these rules, many jurisdictions have been exempted from periodic review, thus removing any requirement for jurisdictions to adopt the APR, ODA recently conducted a study to ascertain which jurisdictions have applied the appropriate zoning. **Table 1.1** identifies where each airport's planning jurisdiction has applied key standards of the APR.

Policy: Protect airports from incompatible land uses.

Actions ...

- Guide local jurisdictions in implementing the land use and zoning requirements regarding airports contained in ORS 836.600 to 836.630 and in Oregon Administrative Rules Chapter 660 Division 13
- Revise, adopt, and implement the state-level *Oregon Airport Land Use Compatibility Guidelines, November 1994*, to help local jurisdictions establish zoning and land use regulations that preserve airports and avoid future land use conflicts (The January 2003 update of the *Airport Land Use Compatibility Guidebook* contains information regarding the deficiencies associated with each airport)
- Guide local jurisdictions to develop appropriate zoning as required by Department of Land Conservation and Development (DLCD) rules to keep runway protection zones free of all structures
- Coordinate with local jurisdictions to notify them of the requirement that proposed construction plans for areas surrounding airports are required to be submitted to airport owners in accordance with OAR Chapter 738 Division 100, and also to the Federal Aviation Administration in accordance with Federal Aviation Regulation, Part 77 and Oregon Department of Aviation OAR 738-70
- Utilize the regular inspections carried out by the FAA and ODA staff at general aviation airports to identify potential safety hazards
- Promote the use of federal and state standards to minimize the liability risk for state and local governments and the airport sponsors
- Promote compatible uses of surrounding areas by working with airport operators, affected communities and aviation users
- Identify the extent of residential encroachment, monitor change and notify local government of hazards

1.2.c Safety Policies and Actions

Interest: Maintain Oregon's public-use airports so they are safe, and ensure that the airport system can fulfill its role in the state's emergency response system.

Maintaining a safe aviation system and ensuring that the system can accommodate emergency response needs is a daunting task, especially when the system has the diverse topography and

land area that Oregon has. The responsibility for maintaining this safety is shared by several entities, including the FAA, ODA, and local sponsors.

The FAA plays a large role in providing the air traffic control system, regulating air carrier and general aviation operations, and providing safety-related design standards for airports. Through these roles, the FAA ensures that the state's interest in safe air travel is addressed.

From the statewide system plan perspective, there are facility safety issues which include: ensuring that there are emergency landing strips, addressing incompatible land use, providing access for emergency services to remote areas of the state, and ensuring the safety of those living and working in proximity to airports. ODA and local communities play a significant role in the identification and maintenance of these facilities.

Airports also play a vital role in emergency management. In the case of natural disasters or other emergencies, airports provide access to all areas of the state, serving as staging areas for rescue functions, and providing for quick response to medical emergencies. Emergency management requirements reinforce the state's interest in preserving an adequate statewide system of aviation facilities and services.

Consequently, two separate policies are related to this broader topic that include: maintenance of public-use airports in a safe operating condition and supporting airport access for emergency response and medevac services.

Policy: Maintain Oregon's public-use airports in a safe operating condition.

Actions ...

- Assist airports in prioritizing safety-related airport improvements
- Conduct site approvals for new airports, license public airports, and respond to requests for technical assistance at general aviation airports. (All new airports require FAA site approval in accordance with Federal Aviation Regulation, Part 157.)
- Conduct FAA Airport Master Record inspections at general aviation airports under contract with the National Association of State Aviation Officials
- Use current FAA Advisory Circulars as the basis for design standards used in permitting airports
- Encourage the use of standards to minimize the liability risk for state and local government
- Follow current state and federal environmental guidelines and regulations

Policy: Support airport access for emergency response and medevac services.

Actions ...

- Support a system of airports that provides access for hospitals to the air transportation system
- Determine the current levels of access to medevac services throughout the state and identify areas that are under-served

1.2.d Economic Development Policies and Actions

Interest: Support economic development by providing access to regional, state, national, and international markets.

Air transportation plays a significant role in Oregon's economy and in supporting economic development both within the state as well as within the national and global economy. Aviation provides the ability to move goods and people to locations around the world in a short period of time, giving Oregon's business community fast access to global markets. Tourist activities also contribute a significant amount of revenue to the economy, often utilizing commercial air service opportunities.

General aviation airports also support economic development in the state by providing facilities that accommodate business/corporate use, agricultural spraying, air-cargo, and just-in-time shipping. A key issue for preserving general aviation airports, as well as enhancing commercial services airports, is the importance of increasing community understanding about the economic importance to the state and local economies. Increased understanding will help address incompatible land use decisions, competing priorities for local funding, and the impact of environmental mitigation policies.

Policy: Provide information to increase understanding of the economic importance of Oregon's air transportation system.

Actions ...

- Increase public awareness of the economic benefits of air transportation
- Update information on the economic impact of Oregon's system of airports (An economic impact assessment of Oregon's airports is included in Chapter 8 of this plan.)
- Coordinate with other agencies and groups involved in economic development

- Share economic impact information with local officials to increase their understanding of the role of airports in economic development
- Facilitate economic growth by supporting the improvement efforts of airports that are important for local and/or regional economic development

1.2.e Intermodal Accessibility Policies and Actions

Interest: Provide access to the air transportation system and its connections with other modes for people and freight throughout the state.

An increasing need to develop connectivity between transportation modes is reflected in federal, state, and local planning. It is an important component for local jurisdictions when decisions are made to increase capacity at an airport, whether the increase is to expand an existing airport or to develop new facilities. With passenger enplanements forecast to increase over the next 20 years, placing demands on the aviation infrastructure, as well as surface transportation facilities, there is a need to address the increased needs for access to airports.

For example, roads accessing Portland International Airport, Eugene-Mahlon Sweet Field, and Rogue Valley International - Medford Airport are designated intermodal connectors on the National Highway System. The other commercial airports have access roads on the state and local systems. Other modes such as bus, taxis, shuttles, limousines, or light rail take people to work or provide passengers access to airports. Since many surface transportation connections accessing airports cross local jurisdictional boundaries, it is essential to foster and maintain good intergovernmental communication and coordination. Many of the smaller general aviation airports would benefit from enhanced signage to support accessibility.

Policy: Provide Oregon with an airport system that is integrated with surface transportation modes, and allows for a choice of modes for the movement of people and goods.

Actions ...

- Work with airport owners and the FAA to identify airport ground access issues
- Develop a comprehensive approach to airport ground access as part of local and regional transportation system plans, of corridor planning, and of modal planning
- Provide information to airport owners on highway and other surface mode planning and programming efforts affecting airports
- Encourage and support the integration of airports into local and regional corridor planning

1.2.f Environmental Policies and Actions

Interest: Comply with state and federal environmental protection requirements.

As demands for property to develop continue to grow, there is an increased need to regulate the environmental impacts of development. Airports are no different in that they are required to meet federal, state, and local regulatory requirements related to environmental topics. This includes the state's environmental policy act, which addresses issues such as water quality, air quality, socioeconomic impacts, natural resources, biological resources, land use, and hazardous waste, among many other areas. Airports must also comply with the federal National Environmental Policy Act (NEPA) and various other federal environmental laws.

Environmental considerations include not only air quality concerns and natural resources but also noise-related impacts, as well as biological resources and land use. Many of these individual areas of concern have specific environmental review procedures and permitting requirements that must be considered prior to development. The *OAP 2007* acknowledges the importance of environmental protection. Recommended airport improvement projects are expected to comply with these laws.

Policy: Support airport compliance with federal and state statutory requirements and guidelines.

Actions ...

- Ensure that state-owned airports are in compliance with state and federal environmental laws
- Assist airport owners and local planning jurisdictions in the application of environmental rules for their airports
- Coordinate with local jurisdictions to ensure that compatible land use is implemented within appropriate distances from airports

1.2.g Modernization and Capacity Policies and Actions

Interest: Support efforts to ensure sufficient system capacity and airport modernization.

With the growing demand for aviation services to meet both the economic and operational demands of users, there is a need to maintain a modern system. In most areas of the state, modernization involves addressing deficiencies such as inadequate runway length or obsolete lighting systems. Improving airport facilities will improve safety, and often efficiency, using new technology and new services. Providing modern freight facilities, and navigational aids such as weather reporting and various types of instrument approaches will greatly benefit the system.

Additionally, enhancing the capacity of the air transportation system to meet future demand is important to the overall level of service provided by the system.

Most airports in Oregon have sufficient capacity throughout the planning horizon. However, population and employment in Oregon are projected to continue to increase in the future. This means that demand for access to air transportation facilities and services will continue to grow in some areas of the state such the Willamette River Valley and the central portion of the state near Bend and Redmond. These capacity issues should be addressed by individual master plans as the airports within these specific regions anticipate growth and the resulting facility needs.

These two issues result in two specific policies and associated action items as noted:

Policy: Support airports that are in the system in meeting identified modernization needs for their facilities and instrumentation.

Actions ...

- Help system airports determine whether their facilities and/or instrumentation need updating
- Support federal funding requests for modernization projects at core general aviation airports
- Coordinate the implementation of new technology and other improvements, such as Global Positioning Systems technology to enhance the Oregon airspace system

Policy: Support the efforts of Oregon system airports to meet future demands.

Actions ...

- Promote and encourage improvements to commercial air service and general aviation in Oregon
- Encourage the preservation and development of a system of reliever and regional general aviation airports in Oregon

1.2.h Funding Policies and Actions

Interest: Seek adequate and stable statewide funding to preserve system airports.

Funding issues for airports within the state of Oregon mirror other states throughout the nation. There is limited funding for general aviation airport development. Even with the implementation of non-primary entitlement funds, which provide airports within the National Plan of Integrated

Airport System with annual funding opportunities, there is still a significant shortfall in funding levels. Additionally, as commercial airports continue to grow, there is often less accessibility for general aviation, reducing the access to these better-funded facilities. Many airports serving general aviation face aging infrastructure. Local, state, and federal assistance do not meet their basic preservation needs, resulting in limitations on the ability of the local sponsor to maintain the airport infrastructure.

Working with the FAA will be important in ensuring that federal funding decisions are made in concert with the priorities of the *OAP 2007*. Supporting activities such as the *ConnectOregon* and *ConnectOregon II* legislation is also an important element in the effort to establish additional funding opportunities. Being able to create and maintain an annual state-level funding mechanism for projects, which are identified as supporting economic development and intermodal connectivity, would be an essential element in the overall development of the aviation system.

This area of concern targets two specific policies and related action items including:

Policy: Establish a state funding program for system public-use airports.

Actions ...

- Seed state funding to meet plan priorities for system preservation
- Use state funds to provide a portion of matching funds for local operators to leverage federal funds for system airports
- Expand funding mechanisms for non-NPIAS general aviation airports, which are not eligible for federal or state funding

Policy: Work with the FAA to solicit federal funding for the priorities in the Oregon Aviation Plan.

Actions ...

- Establish aviation plan funding objectives and implementation priorities
- Grant state funds as a portion of the local match to those projects that best address airport system priorities
- Work with the FAA and Oregon's elected representatives to accomplish plan objectives

1.2.i Advocacy and Technical Assistance Policies and Actions

Interest: Provide advocacy and technical assistance for airports and their users.

The state plays a critical role in increasing the understanding and awareness of the importance of air transportation to Oregon's economic development and quality of life. The ODA should work as an advocate for the airport system and provide technical assistance to local general aviation airport operators, including assistance with land use concerns, review of proposals affecting airspace in the state and general guidance on operational issues. This role is important in preserving the system because local airports have very limited resources, which hinder their ability to assess the impacts of their activities, as well as the greater state aviation system.

Since there are a number of different governmental jurisdictions involved in the provision of air transportation, inter-jurisdictional coordination is important for safe, efficient airport operations and development. The state, through ODA, can provide technical assistance and facilitation to ensure that airport issues are addressed in a timely manner with the appropriate level of expertise and system plan perspective.

Airport planning is heavily facility-based, which is why all commercial service airports and many high activity general aviation airports prepare master plans. These plans address future needs by illustrating proposed facilities in a graphic manner that is used to convey development plans to local jurisdictions and interested parties. Many privately owned or private-use facilities do not need this level of planning, but require planning support to assess their facility needs, as they often do not have the technical resources for this work and ODA may assist with providing these services. As most planning is at the individual airport level, the state plays a key role in providing a system planning perspective. The findings of the system planning effort of the *OAP 2007* should provide guidance to the individual airports as they make capital improvement decisions.

This topic, like previous topics, has several policy and related action items to address the area of interest, including advocacy and technical assistance, intergovernmental coordination and cooperation, and providing a planning framework to support an integrated aviation system.

Policy: Provide advocacy and technical assistance.

Actions ...

- Act as an advocate for air transportation and airports
- Identify upcoming or current issues affecting aviation
- Provide technical assistance to airports
- Provide information to federal, state, and local governments on aviation issues

- Compile and provide data and information on the role of the airport system to assist local governments in conducting public outreach on aviation facilities and policy
- Help the public involvement and other staff at ODOT headquarters and in the regions to understand air transportation
- Provide community outreach and education

Policy: Facilitate intergovernmental coordination and cooperation.

Actions ...

- Provide coordination between federal agencies, state agencies, local agencies, and airport operators
- Promote the efficient preservation, planning, and development of airports according to their function in the system
- Work with airport operators and the FAA to develop Airport Improvement Plans that support the Oregon Aviation Plan
- Try to balance the interests of the aviation industry and its customers with those of airport neighbors and with environmental protection goals
- Facilitate, where requested, communication among different aviation interests
- Support aerospace education

Policy: Provide the planning framework for an integrated airport system in Oregon.

Actions ...

- Build a planning framework to determine the services and level of service provided by the existing system
- Identify and apply criteria/measures that can document the current role of the airport system, the function it fulfills, and the level of service it provides
- Develop and maintain a database of all airports in the system using the criteria/measures identified in the development of the plan

- Determine the funding that will be needed to maintain the system and its airports at current service levels
- Develop service level priorities with existing funds that reflect the relative importance of different airport projects in meeting system goals
- Prioritize projects according to system needs

1.2.j State-owned Airport Management Policies and Actions

Interest: Manage state-owned airports efficiently and effectively.

At the present time, the state is responsible for managing 28 public-use airports. ODA has responsibility for maintaining these airports for a variety of reasons, including access to remote areas, maintaining accessibility in urban areas, and continued operation when closure is imminent. Since there is limited funding available for operation and maintenance, many of the airports have a backlog of capital improvement needs. A vast number of these airports are in remote areas of the state and have no based aircraft, yet serve a critical role in the transportation infrastructure and emergency medical and fire suppression activities of the state. Whenever possible, the policy to transfer these airports to willing and qualified local sponsors is recommended, while maintaining the use of the facility for general aviation users.

Policy: Own and operate those airports that fulfill an important role in the system but that ODA cannot transfer to local ownership.

Actions ...

- Minimize, through transfer, the number of airports maintained and operated by ODA
- Assist interested local governments to take over state-owned airports

1.3 OAP 2007 Study Components

Three unique studies were originally undertaken which resulted in the development of the *OAP 2007*. This included a traditional state aviation system plan update, which was developed to meet FAA requirements. An economic impact study was also completed which assessed the economic value of the aviation system at the state and local levels. A state aviation master plan was also conducted which focused on the evaluation of airports not included within the traditional state system plan criteria, as well as evaluating additional areas of interest or special consideration topics. The aforementioned goals were originally distributed over these three separate studies as outlined above, however, since there were numerous commonalities between the studies; they were combined into a single report for greater ease of use. Additional detail on each of these

three studies is listed below. The information contained in the *OAP 2007* is the compilation of information, findings, and recommendations for all three studies.

1.3.a State Aviation System Plan

The *OAP 2007* addresses many different issues related to each individual airport and regional and state aviation system components. It is important to have a comprehensive understanding of the existing facilities, the need for future facilities, and the feasibility of reaching future goals. A state aviation system plan update is based upon sound evaluation of existing facilities, coupled with a clear understanding of the state and national aviation interests, as well as the needs of the general public. The methodology used to evaluate the state system is consistent with that advocated for use by the FAA in Advisory Circular (AC) 150/5070-7 — *The Airport System Planning Process*, issued November 10, 2004. All 97 public-use airports are listed in **Table 1.2 – Public-Use Airports in Oregon**. Their associated city, FAA classification, and type of ownership are noted within the table.

The *OAP 2007* includes 66 public-use airports, which are part of the National Plan of Integrated Airport Systems (NPIAS). The study group of airports was based upon extensive coordination with ODA and the FAA. The study group includes 57 airports currently listed on the NPIAS, eight state owned airports, which either serve a recreational /tourism base or have more than two based aircraft, and one privately-owned airport which serves a significant number of based aircraft.

1.3.b State Aviation Master Plan

The state aviation master plan element of the *OAP 2007* was included to ensure a comprehensive evaluation of all public-use airports within Oregon and was funded independently by ODA. An additional 31 public-use airports in Oregon were not included in the federally funded state aviation system plan component (NPIAS). These airports were evaluated using the same methodology of the state aviation system plan to provide ODA a complete inventory of the state's aviation system resources. In addition to the evaluation of individual airports, the state aviation master plan was designed to evaluate broader, conceptual issues related to the entire state aviation system. The evaluation of these issues will help ODA better manage and improve the state system of airports.

1.3.c State Aviation Economic Impact Study

With the movement towards a global economy, it is now recognized that airports are no longer just another mode of transportation. Airports are vital components of the economic engine that drives the state, regional, and local economic climates and it is essential that state system airports support these economies by providing adequate facilities and services. This study provides the ODA, individual communities, airports, governmental agencies, and politicians the opportunity to assess the economic value of the aviation system as a whole, as well as each individual airport. All 97 public-use airports, as shown in **Table 1.2**, are included in the analysis.

Table 1.2 Public-Use Airports in Oregon

<i>Associated City</i>	<i>Airport Name</i>	<i>NPIAS Status</i>	<i>Ownership</i>
Albany	Albany Municipal Airport	Yes	Publicly Owned
Alkali Lake	Alkali Lake State Airport	No	Publicly Owned
Arlington	Arlington Municipal Airport	No	Publicly Owned
Ashland	Ashland Municipal Airport - Sumner Parker Field	Yes	Publicly Owned
Astoria	Astoria Regional Airport	Yes	Publicly Owned
Aurora	Aurora State Airport	Yes	Publicly Owned
Baker City	Baker City Municipal Airport	Yes	Publicly Owned
Bandon	Bandon State Airport	Yes	Publicly Owned
Beaver Marsh	Beaver Marsh Airport	No	Privately Owned
Bend	Bend Municipal Airport	Yes	Publicly Owned
Boardman	Boardman Airport	Yes	Publicly Owned
Brookings	Brookings Airport	Yes	Publicly Owned
Burns	Burns Municipal Airport	Yes	Publicly Owned
Cascade Locks	Cascade Locks State Airport	No	Publicly Owned
Cave Junction	Illinois Valley Airport	Yes	Publicly Owned
Chiloquin	Chiloquin State Airport	Yes	Publicly Owned
Christmas Valley	Christmas Valley Airport	Yes	Publicly Owned
Clearwater	Toketee State Airport	No	Publicly Owned
Condon	Condon State Airport – Pauling Field	Yes	Publicly Owned
Cornelius	Skyport Airport	No	Privately Owned
Corvallis	Corvallis Municipal Airport	Yes	Publicly Owned
Cottage Grove	Cottage Grove State Airport	Yes	Publicly Owned
Crescent Lake	Crescent Lake State Airport	No	Publicly Owned
Creswell	Creswell Airport - Hobby Field	Yes	Publicly Owned
Culver	Lake Billy Chinook Airport	No	Privately Owned
Denmark	Cape Blanco State Airport	No	Publicly Owned
Enterprise	Enterprise Municipal Airport	No	Publicly Owned
Estacada	Valley View Airport	No	Privately Owned
Eugene	Eugene Mahlon Sweet Field	Yes	Publicly Owned
Florence	Florence Municipal Airport	Yes	Publicly Owned
Florence	Lake Woahink Seaplane Base (Closed)	No	Privately Owned
Gates	Davis Field	No	Privately Owned
Gleneden Beach	Siletz Bay State Airport	Yes	Publicly Owned

Table 1.2 Public-Use Airports in Oregon (Continued)

<i>Associated City</i>	<i>Airport Name</i>	<i>NPIAS Status</i>	<i>Ownership</i>
Gold Beach	Gold Beach Municipal Airport	Yes	Publicly Owned
Grants Pass	Grants Pass Airport	Yes	Publicly Owned
Hermiston	Hermiston Municipal Airport	Yes	Publicly Owned
Hillsboro	Stark's Twin Oaks Airport	No	Privately Owned
Hood River	Ken Jernstedt Airfield	Yes	Publicly Owned
Hubbard	Lenhardt Airpark	No	Privately Owned
Imnaha	Memaloose Airport (USFS)	No	Publicly Owned
Independence	Independence State Airport	Yes	Publicly Owned
John Day	Grant County Regional Airport – Ogilvie Field	Yes	Publicly Owned
Joseph	Joseph State Airport	Yes	Publicly Owned
Klamath Falls	Klamath Falls Airport	Yes	Publicly Owned
La Grande	La Grande / Union County Airport	Yes	Publicly Owned
Lakeside	Lakeside Municipal Airport	No	Publicly Owned
Lakeview	Lake County Airport	Yes	Publicly Owned
Lebanon	Lebanon State Airport	Yes	Publicly Owned
Lexington	Lexington Airport	Yes	Publicly Owned
Madras	Madras City - County Airport	Yes	Publicly Owned
Malin	Malin Airport	No	Publicly Owned
Manzanita	Nehalem Bay State Airport	No	Publicly Owned
McDermitt	McDermitt State Airport	Yes	Publicly Owned
McKenzie Bridge	McKenzie Bridge State Airport	No	Publicly Owned
McMinnville	McMinnville Municipal Airport	Yes	Publicly Owned
Medford	Rogue Valley International – Medford Airport	Yes	Publicly Owned
Monument	Monument Municipal Airport	No	Publicly Owned
Myrtle Creek	Myrtle Creek Municipal Airport	Yes	Publicly Owned
Newberg	Chehalem Airpark	No	Privately Owned
Newberg	Sportsman Airpark	Yes	Privately Owned
Newport	Newport Municipal Airport	Yes	Publicly Owned
North Bend	Southwest Oregon Regional Airport	Yes	Publicly Owned
Oakridge	Oakridge State Airport	No	Publicly Owned
Ontario	Ontario Municipal Airport	Yes	Publicly Owned
Owyhee	Owyhee Reservoir State Airport	No	Publicly Owned
Pacific City	Pacific City State Airport	No	Publicly Owned

Table 1.2 Public-Use Airports in Oregon (Continued)

<i>Associated City</i>	<i>Airport Name</i>	<i>NPIAS Status</i>	<i>Ownership</i>
Paisley	Paisley Airport	No	Publicly Owned
Pendleton	Eastern Oregon Regional Airport at Pendleton	Yes	Publicly Owned
Pinehurst	Pinehurst State Airport	No	Publicly Owned
Portland	Portland Downtown Heliport	Yes	Publicly Owned
Portland	Portland International Airport	Yes	Publicly Owned
Portland	Portland Hillsboro Airport	Yes	Publicly Owned
Portland	Portland Mulino Airport	Yes	Publicly Owned
Portland	Portland Troutdale Airport	Yes	Publicly Owned
Powers	Powers Hayes Field	No	Publicly Owned
Prineville	Prineville Airport	Yes	Publicly Owned
Prospect	Prospect State Airport	No	Publicly Owned
Redmond	Redmond Municipal Airport - Roberts Field	Yes	Publicly Owned
Rome	Rome State Airport	No	Publicly Owned
Roseburg	Roseburg Regional Airport	Yes	Publicly Owned
Roseburg	George Felt Airport	No	Privately Owned
Salem	McNary Field	Yes	Publicly Owned
Sandy	Country Squire Airpark	No	Privately Owned
Sandy	Sandy River Airport	No	Privately Owned
Santiam Junction	Santiam Junction State Airport	No	Publicly Owned
Scappoose	Scappoose Industrial Airpark	Yes	Publicly Owned
Seaside	Seaside Municipal Airport	Yes	Publicly Owned
Silver Lake	Silver Lake Strip (USFS)	No	Publicly Owned
Sisters	Sisters Eagle Air Airport	No	Privately Owned
Sunriver	Sunriver Airport	Yes	Privately Owned
The Dalles	Columbia Gorge Regional Airport – The Dalles Municipal Airport	Yes	Publicly Owned
Tillamook	Tillamook Airport	Yes	Publicly Owned
Toledo	Toledo State Airport	No	Publicly Owned
Vale	Miller Memorial Airpark	No	Publicly Owned
Vernonia	Vernonia Airfield	No	Publicly Owned
Waldport	Wakonda Beach State Airport	No	Publicly Owned
Wasco	Wasco State Airport	Yes	Publicly Owned

1.4 Coordination

The development of such an important and complex plan was accomplished with the participation and knowledge of a vast number of individuals and special interest groups. The *OAP 2007* coordinated regularly with the State Aviation Board, three advisory committees created specially for the development of the *OAP 2007*, state aviation interest groups, various state agencies, and county and local governments. The Project Team is the primary group that facilitated the development of this study. The Team includes members of Mead & Hunt and the Economic Development Research Group (EDR Group), as well as a number of the ODA staff members. The following paragraphs describe in detail the coordination process with each of these groups.

1.4.a State Aviation Board Coordination

Coordination with the State Aviation Board was vital in the development of the *OAP 2007*. The extensive knowledge of individual airports, state issues, FAA policies and procedures, and their commitment to serving the people of Oregon was invaluable to the process. The State Aviation Board members who participated in the project during the majority of the study include:

- Michael Burrill Sr., Chairman
- Chris Corich, Vice-Chairman
- Steve Beckham
- Jack Loacker
- Carrie Novick
- Joe Smith

New State Aviation Board member who participated at the conclusion of the study include:

- Larry Dalrymple

1.4.b Advisory Committee Coordination

Three independent advisory committees were assembled by ODA to provide input and guidance throughout the study. Committee members volunteered and provided a broad base of local knowledge that helped identify the key factors affecting aviation in Oregon. In addition to attending several meetings and providing valuable insight, the committee members were responsible for evaluating the progress and findings of the study and reviewing draft documentation. The individual committees and respective members are listed below.

State Aviation System Plan Update Advisory Committee Members

Tim Bizaa	Jackson County Planning, Assistant Planning manager
Chris Corich	State Aviation Board, Vice-Chairman
Ray Costello	Former ODA Planner
Gail Curtis	ODOT, Transportation Planner
Larry Dalrymple	Eastern Oregon Regional Airport, Manager
Mike Daly	Deschutes County Commissioner
Dwayne Decker	Port of Portland, Senior Aviation Planner
Michael Ferguson	Airplane Owners and Pilots Association
Bob Hall	Oregon Pilots Association – Troutdale Chapter
Richard Jennings	Harney County Planning, Planning Director
Don Larson	FAA, Seattle Airports Districts Office
Ron Larson	Astoria Regional Airport, Manager
Ted Millar	Positive Aurora Airport Management Group
Dennis Reno	Newport Municipal Airport, Manager
Julie Rodwell	ODOT, Freight Mobility Section Manager
Gary Sparks	Experiment Aircraft Association – Mount Hood Chapter
Gary Viehdorfer	Oregon Economic and Community Development Department
Chris Warner	Governor's Office, Labor and Transportation Policy Advisor
Scott West	Oregon Tourism Department, Chief Strategy Officer

State Aviation Master Plan Update Advisory Committee Members

Jim Azumano	State of Oregon Office of Rural Policy, Director
Teddy Baker	Oregon DOT, Freight Mobility Coordinator
Michael Burrill Sr.	State Aviation Board, Chairman
Bern Case	Rogue Valley International - Medford Airport, Manager
Ann Crook	Klamath Falls Airport, Director
Larry Dalrymple	Eastern Oregon Regional Airport, Manager
Diane Johnson	Oregon Pilots Association - Mulino Chapter
Sondra Lino	Greater Eastern Oregon Economic Development
Jack Loacker	State Aviation Board, Member
Ted Millar	Positive Aurora Airport Management Group
Gary Oxley	Oxley & Associates, Inc., President
Willie Tiffany	League of Oregon Cities
Gary Viehdorfer	Oregon Economic and Community Development Department
Chris Warner	Governor's Office, Labor and Transportation Policy Advisor
Scott West	Oregon Tourism Department, Chief Strategy Officer

Economic Impact Study Advisory Committee Members

Bob Barnett	Port of Portland, Economic Developer
Michael Burrill Sr.	State Aviation Board, Chairman
Ray Costello	Former ODA Planner
Dave Kavanaugh	ODOT, State Transportation Economist
Don Larson	FAA, Seattle Airports Districts Office
Sondra Lino	Greater Eastern Oregon Economic Development
Dennis Meyer	Oregon Pilots Association - Troutdale Chapter
Ted Millar	Positive Aurora Airport Management Group
Carrie Novick	State Aviation Board, Member
Greg Phillips	Bend Municipal Airport and OAMA, Manager
Gordon Safley	South Oregon Economic Development, Executive Director
Mike Schmidt	Bend Chamber of Commerce, President and CEO
Kathleen Sellman	Clatsop County Economic Development and Planning, Director
Joe Smith	State Aviation Board, Member
Gary Viehdorfer	Oregon Economic and Community Development Department
Chris Warner	Governor's Office, Labor and Transportation Policy Advisor

1.4.c State Agency Coordination

There are hundreds of state agencies that utilize aviation either directly or indirectly to promote the state of Oregon for economic development, tourism, resource protection, or are interested in other activities focused on the improvement of the quality of life for the residents of the state, which may impact or influence airport development. Since there is such a diverse group of state agencies, ODA defined the specific agencies to be interviewed as part of this process. The Project Team coordinated with these agencies to identify their current and future initiatives to ensure the creation of a comprehensive development plan for the aviation system. The state agencies who participated in the study include:

- Archives Division
- Bureau of Labor and Industries
- Department of Corrections
- Department of Human Resources
- Department of Land Conservation and Development
- Department of Parks and Recreation
- Department of Transportation
- Economic and Community Development Department
- Governor's Office of Rural Policy
- Military Department
- Office of Homeland Security – Oregon
- Resource and Technology Development Fund
- Tourism Commission
- Travel Information Council

1.4.d Local Agency Coordination

Local agency coordination is an integral part of any planning process. A unique approach, which fostered local agency participation throughout the project, was utilized to create a forum for local agencies to express their views regarding airport development and the economic benefits. It also facilitated discussion, assisted with decision-making, and encouraged a cooperative approach to the development of the plan. The following paragraphs provide a summary of the local agency coordination process.

Airport site visits were conducted for each study airport and included interviews with each airport manager who had the opportunity to invite a representative from the host community, the local chamber of commerce, or any other group who they felt could provide insight as it pertained to the three individual planning studies. The interview provided valuable information about the existing airport facilities, airport users, and plans for future development. Additionally, the interview provided an understanding of local issues facing the airport and other ongoing development plans in the community that may affect the future use of the airport.

Continued local involvement was established through the *Regional Informational Workshops* held in conjunction with the survey effort. The purpose of the workshops was to develop interest and enthusiasm in the studies, promote a working relationship between the consultants, ODA and the local agencies, and to collect and distribute information. Six workshops were held throughout the state to ensure an opportunity for anyone interested to attend. The workshop dates and locations are listed below.

Regional Informational Workshop Dates and Locations

- January 17, 2006 Roseburg – Roseburg City Hall
- February 7, 2006 Pendleton – Eastern Oregon Regional Airport
- February 8, 2006 Redmond – Roberts Field
- February 9, 2006 Ontario – Ontario City Hall
- February 10, 2006 Klamath Falls – Klamath Falls Airport
- February 21, 2006 Salem – Best Western Mill Creek Inn

1.5 Report Organization

The *OAP 2007* contains a diverse amount of information, which is contained in the following chapters:

Chapter 1 – Introduction

Chapter 2 – Inventory

Chapter 3 – Aviation Forecast

Chapter 4 – Airport Functional Roles

Chapter 5 – System Analysis and Recommendations

Chapter 6 – Special Circumstances

Chapter 7 – Airport and Aviation Funding Programs

Chapter 8 – Economic Impact Study

Chapter 9 – Oregon Transportation Plan Compliance Statement

Appendices

This Page Intentionally Left Blank