

State Aviation Board – TTF Working Session

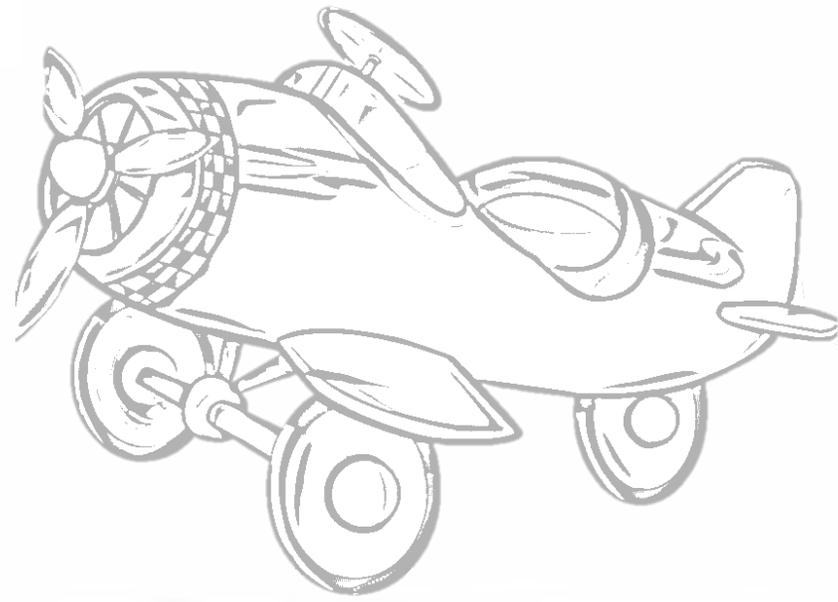


Anthony Beach

March 6, 2025

Through The Fence (TTF) Evaluation

- Overview of TTF at Oregon's State Airports
- Introduction / Process
- Scope
- Objectives
- Benefits
- Issues
- Guidance / Seeking Input
- Next Steps

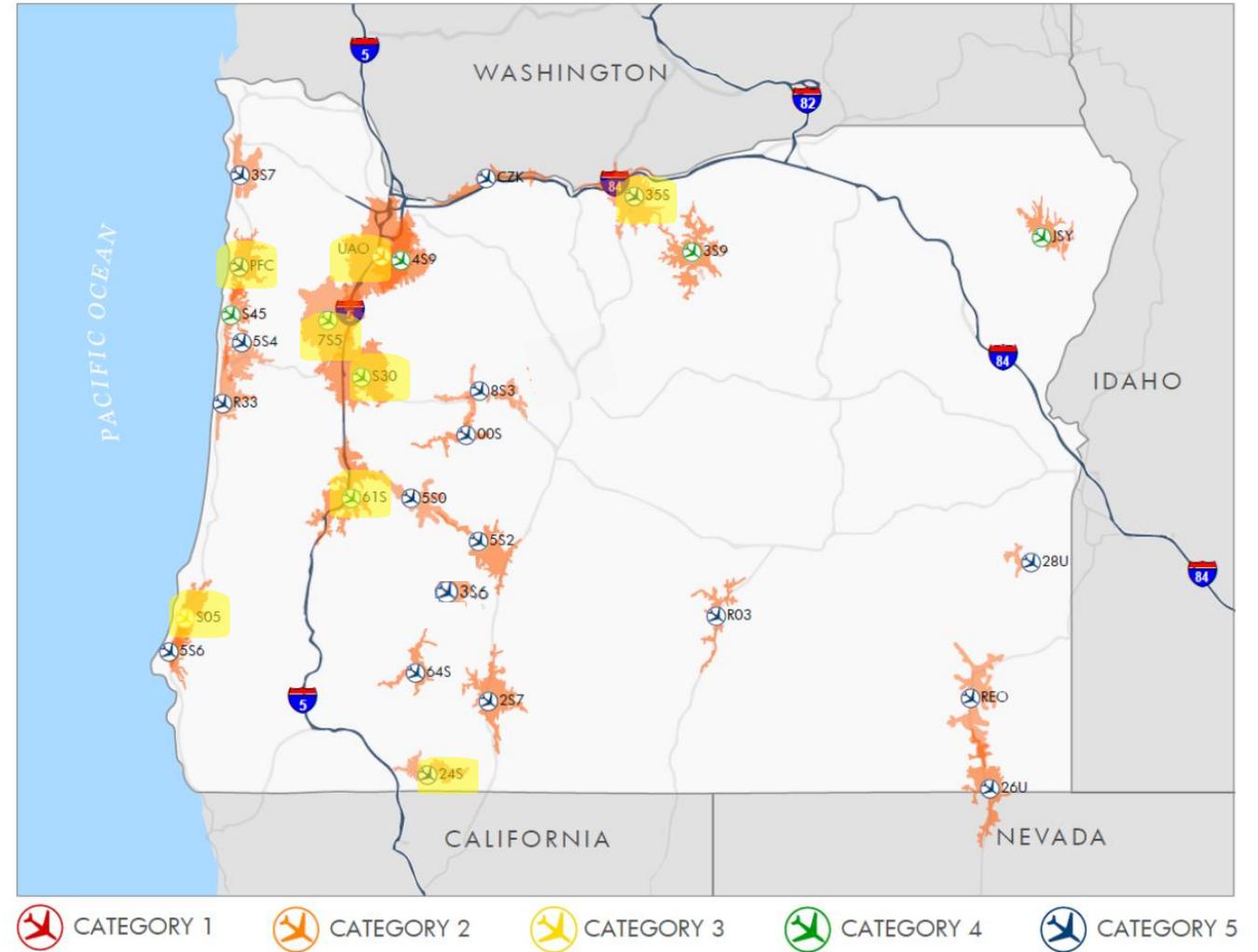


28 State-owned Airports with TTF

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

Underline = Eligible for FAA funds

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



✈ CATEGORY 1
 ✈ CATEGORY 2
 ✈ CATEGORY 3
 ✈ CATEGORY 4
 ✈ CATEGORY 5

Image from Oregon Aviation Plan – V6

<https://www.oregon.gov/aviation/plans-and-programs/Documents/OAP/2019/6OAP-Ch4-Roles.pdf>

Overview – Through The Fence (TTF)

- Access Agreements
 - Grant access between private property and public-use areas of state airport property
 - Access is granted at the identified “Access Point”
 - Use of the Access Point is exclusively for the movement of aircraft and personnel authorized by ODAV
 - TTF Access Fees
 - Minimum Guarantee based on airport category (II – V)
 - Monthly based on number and classification of aircraft

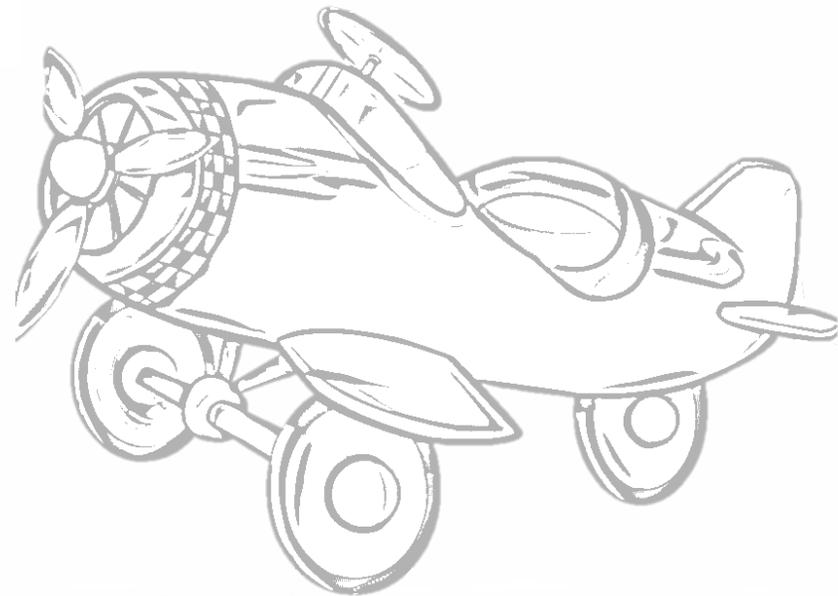
Access Fees			
shall be the greater of:			
(1) Weight Range			
Class 1 Aircraft	\$15.00	Monthly	up to 5000 lbs.
Class 2 Aircraft	\$24.00	Monthly	5001 to 10,000 lbs.
Class 3 Aircraft	\$44.00	Monthly	10,001 to 20,000 lbs.
Class 4 Aircraft	\$66.00	Monthly	20,001 to 30,000 lbs.
Class 5 Aircraft	\$88.00	Monthly	30,001 to 40,000 lbs.
Class 6 Aircraft	\$120.00	Monthly	40,001 lbs. and over
(2) Minimum Guarantee			
Category II	\$275.00	Monthly	
Category III and IV	\$175.00	Monthly	
Category V	\$75.00	Monthly	

Overview – Through The Fence (TTF)

- Total Access Agreements - 25
 - Aurora-13 (Commercial/Residential)
 - Bandon – 1 (Commercial)
 - Cottage Grove-1 (Individual Non-Commercial Residential)
 - Independence-2 (Residential – 2 HOAs)
 - Lebanon-1 (Individual Non-Aeronautical)
 - Pacific City-5 (Individual Non-Commercial Residential)
 - Pinehurst – 0*
 - Wasco-2 (Commercial/Ag)

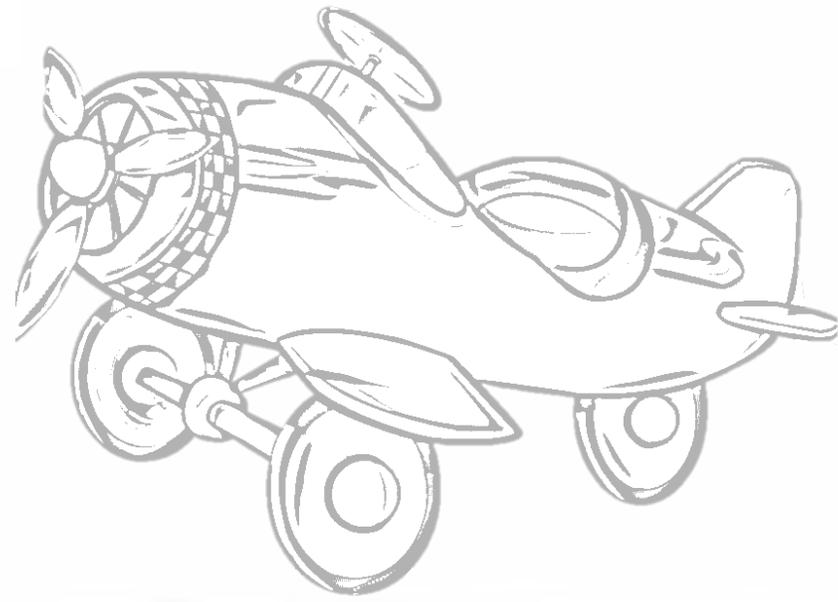
Through The Fence (TTF) Evaluation

- Introduction / Process
 - a. This is the start of a lengthy public outreach and rulemaking process.
 - b. We have TTF applications, but no framework or policy (outside of pilot program) on how/if they should be implemented or not.
 - c. Moratorium on TTF shared in February 2025 Aviation Board meeting pending rulemaking and policy updates.



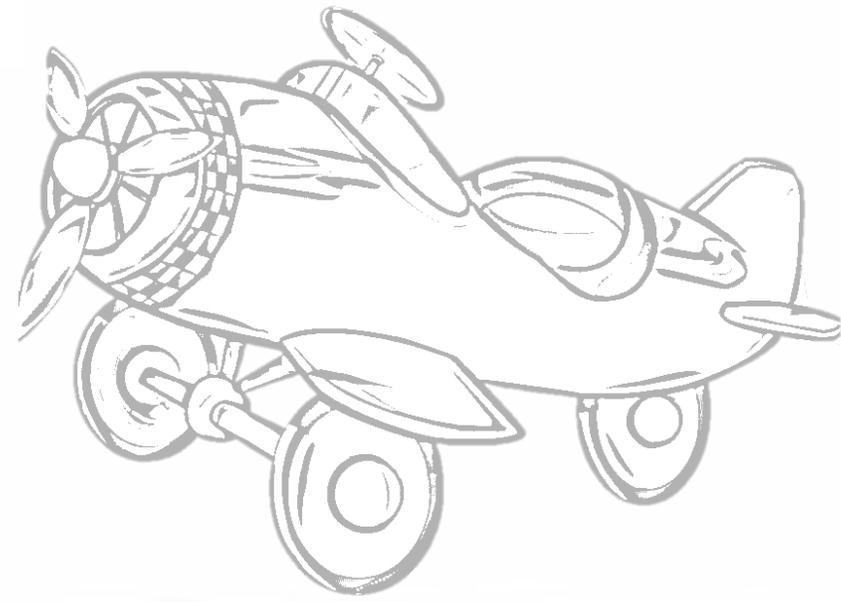
Through The Fence (TTF) Evaluation

- Scope
 - Looking at state-operated airports (outside of pilot program) only. This process is not intended to create rules for non-state-operated airports.
- Objectives
 - Answers to questions in staff report not expected today
 - Looking for Board input to focus public discussion and rulemaking process.



Through The Fence (TTF) Evaluation

- Benefits
 - Well explained in ACRP Guidebook for TTF (Attachment B)
 - Well known for private property owners
 - Support for continuing TTF is expected
- Issues
 - Well explained in FAA Order 5190.6b (Attachment A) and ACRP Guidebook on TTF (Attachment B)
 - In practice examples (photos in next slides)



Issues – In practice



- No actual fence
 - Distinction of public vs private land is not always apparent
 - Access/Wildlife control is challenging

Issues – In practice

An aerial photograph of an industrial or airport facility. The image shows several large, rectangular buildings with light-colored roofs, some of which are surrounded by parking lots containing numerous vehicles. A prominent feature is a large, dark, circular structure, possibly a fuel tank or a large storage container, located in the upper right quadrant. The facility is bordered by a road on the right side, and there are patches of green grass and trees interspersed throughout the site. The overall scene depicts a complex of structures and infrastructure, likely related to aviation or heavy industry.

- No actual fence
 - Distinction of public vs private land is not always apparent
 - Access/Wildlife control is challenging

Issues – In practice



Issues – In practice



Issues – In practice



Issues – In practice

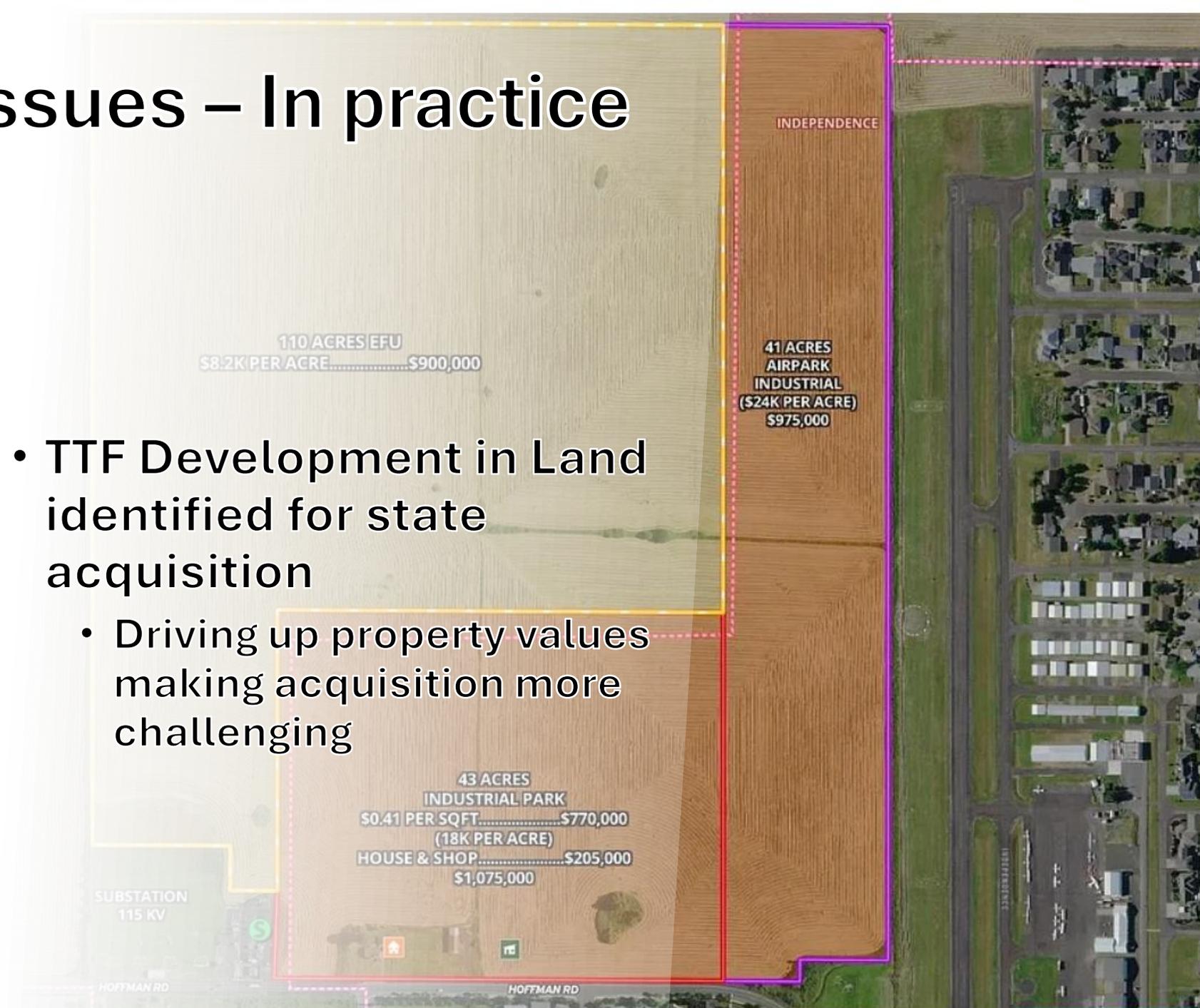
- Direct Access to Runway
- FOD
- Maintenance Responsibilities of private-use facilities on state-property

Issues – In practice



Issues – In practice

- TTF Development in Land identified for state acquisition
 - Driving up property values making acquisition more challenging



\$2,435,000

3 bd 3 ba 1,464 sqft

8575 Hoffman Rd

Independence, OR 97351

Issues – In practice

- Compatible Land Uses
 - Stoking development, limiting airport's ability to meet demand for future growth



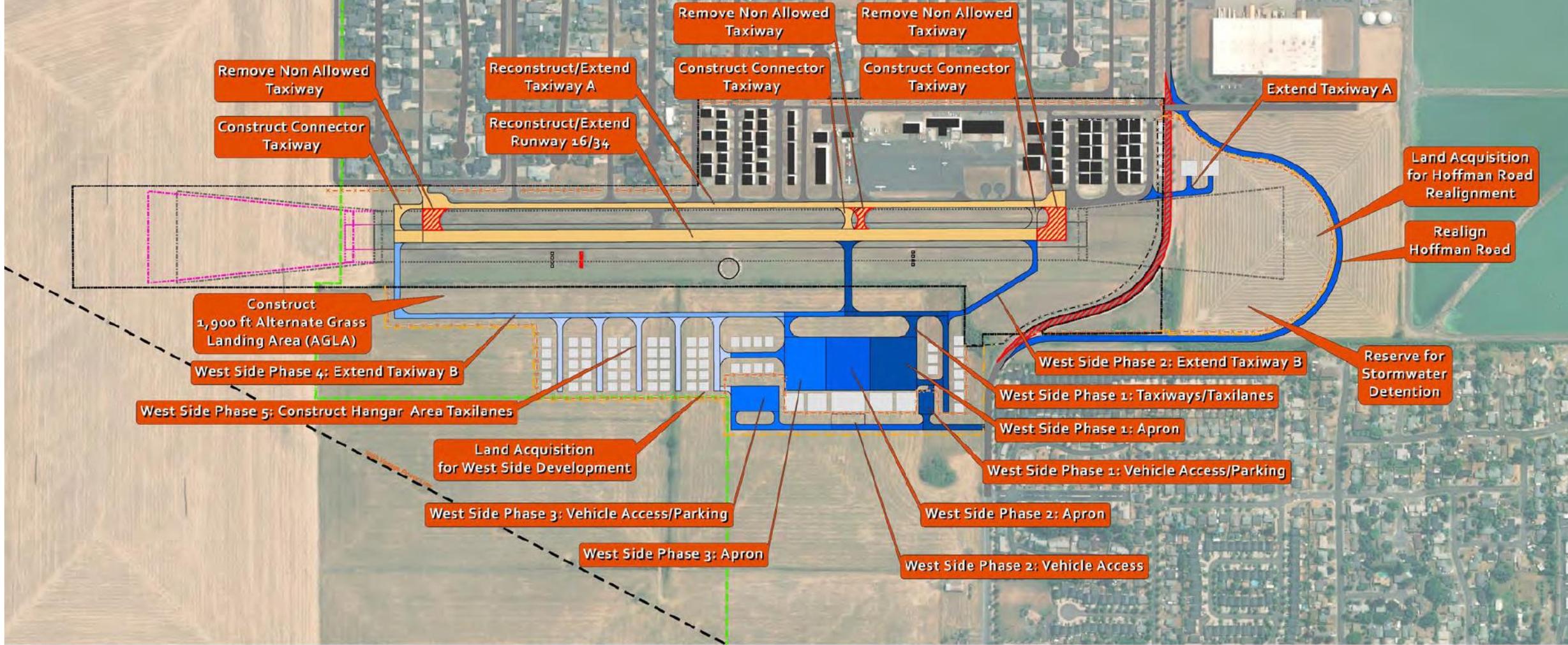
CONCEPTUAL
DESIGN

Issues – In practice



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Issues – In practice



- Existing Airport Boundary
- New Airport Boundary
- Existing Fence
- New Fence
- Power Line

- Existing RPZ
- Proposed RPZ
- Future RSA
- Existing RSA
- Existing ROFA
- Future ROFA

- New Structure
- Existing Structure
- Taxiway Extension Project
- Runway/Taxiway Project
- Hoffman Road Project

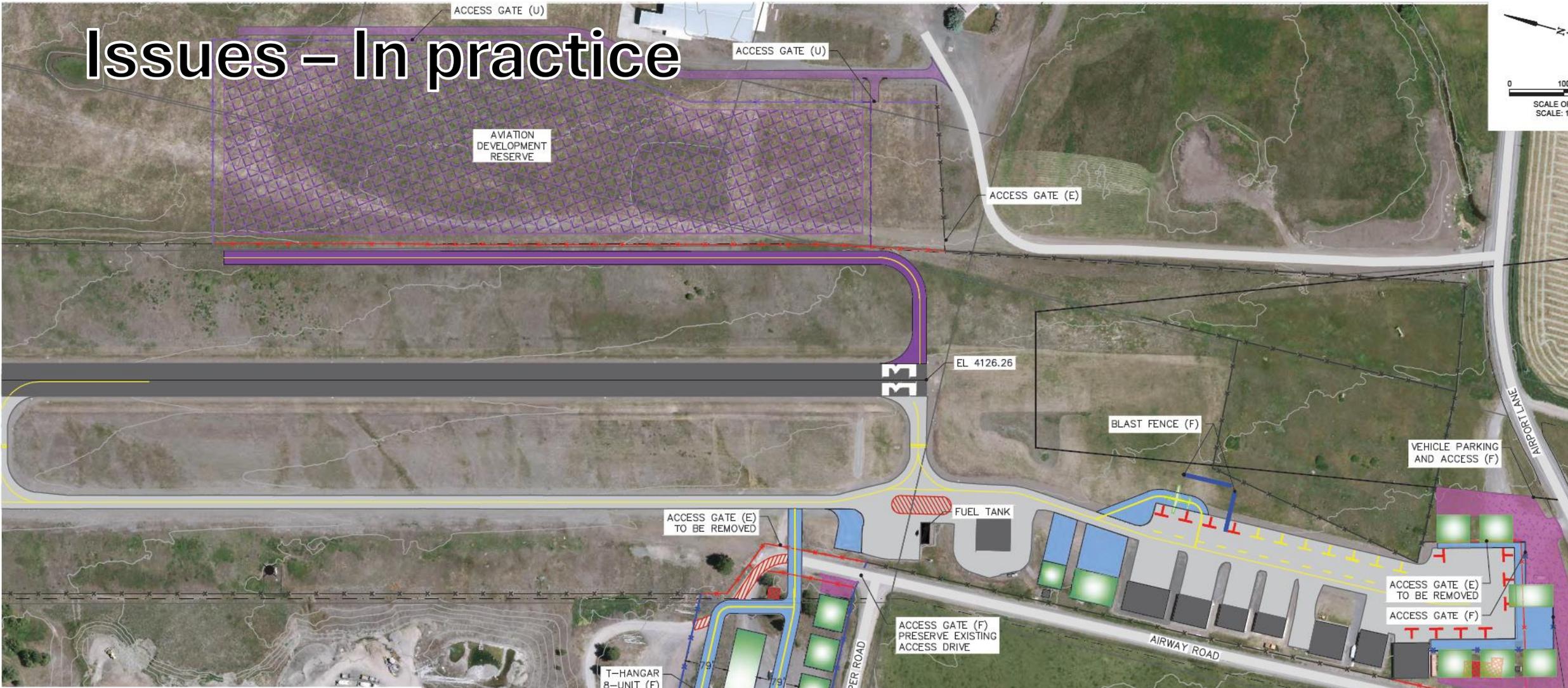
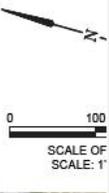
- West Side Phase 1
- West Side Phase 2
- West Side Phase 3
- West Side Phase 4
- West Side Phase 5

- Urban Growth Boundary



0 250 500 1,000 Feet

Issues – In practice



LEGEND

	EXISTING HANGAR		VEHICLE PARKING/ACCESS
	PROPOSED HANGAR		PROPOSED AIRSIDE PAVEMENT
	REMOVE BUILDING		PROPOSED PAVEMENT REMOVAL
	ROAD RESERVE		AIRSIDE PAVEMENT RESERVE
	PROPOSED ROAD		AVIATION DEVELOPMENT RESERVE
	EXISTING PROPERTY BOUNDARY		REMOVE FENCE DEVELOPMENT RESERVE

Issues – In practice

An aerial photograph showing a residential neighborhood with several houses and green lawns. A road runs diagonally across the middle of the image, and a river flows along the right edge. The image is semi-transparent, allowing the text to be overlaid.

- Inconsistent granting/denial of TTF Access Agreements
 - Directly adjacent?
 - Through other private property?
 - Min. Setbacks?
 - Directly to runway, RSA, ROFA?
 - Consistent with master plans?

Through The Fence (TTF) Evaluation

- Guidance / Seeking Input
 - Should ODAV pursue granting new TTF Access Agreements?
 - Should some state airports be exempt from new TTF Access Agreements?
 - Should ODAV consider only granting certain types of TTF Access Agreements? (ACRP page 9)
 - What objective basis or minimum standards should ODAV consider in granting or denying Access Agreements?
 - How can ODAV grant TTF access and protect the airport's long-term needs?
- Next Steps
 - Create Rulemaking Advisory Committee (RAC) and begin public outreach process
 - Will up to 12 months for robust feedback and drafting rules for the Board's consideration

