



State Airport Obstruction Removal Projects



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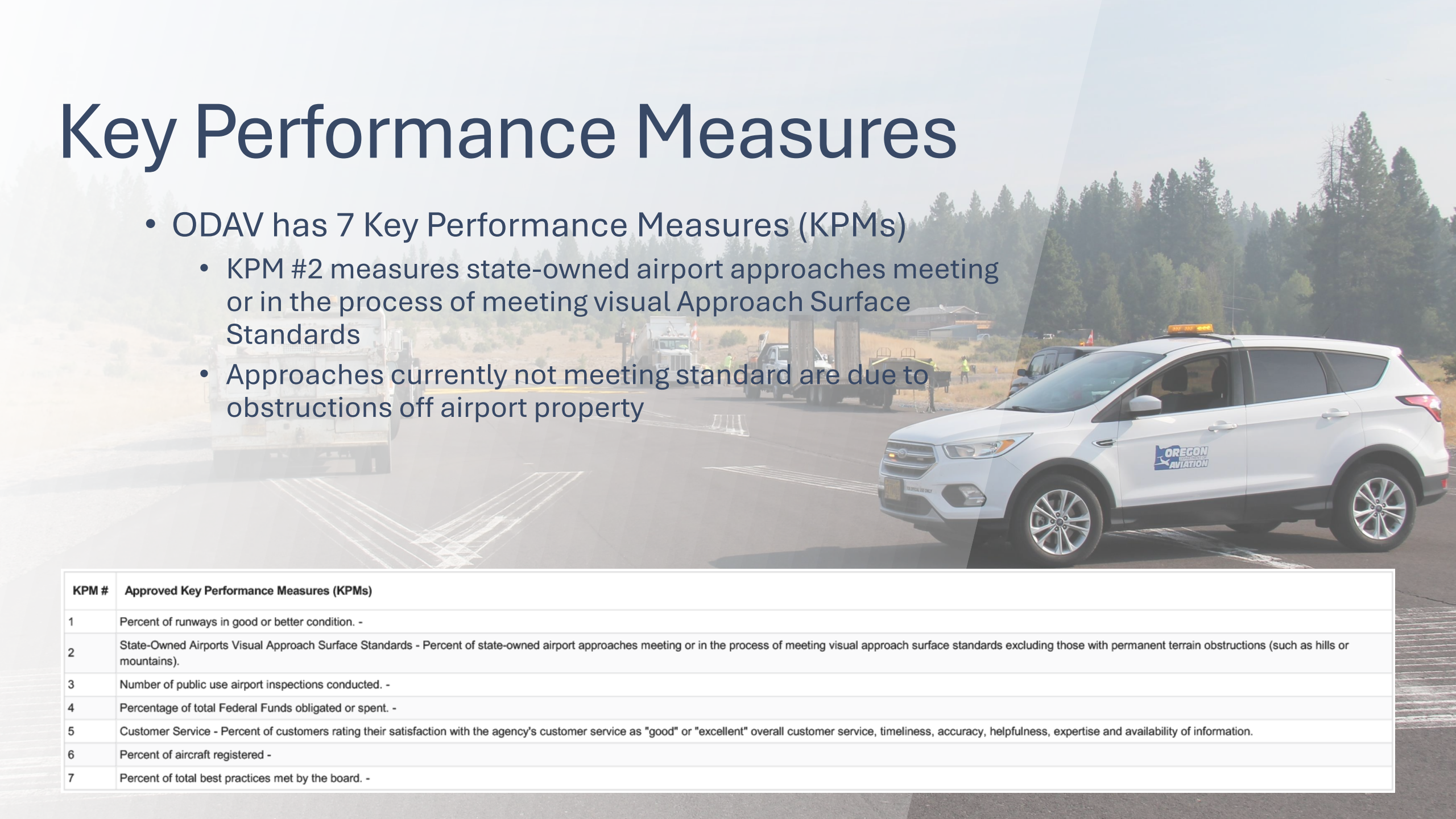
State Airport Obstruction Removal Projects

- Key Performance Measures
- Airport Needs
 - General Obstruction Removal
 - Off Airport Obstruction Removal Projects
- Obstruction Impacts
- Current Status
- ODAV's Request for Authorization



Key Performance Measures

- ODAV has 7 Key Performance Measures (KPMs)
 - KPM #2 measures state-owned airport approaches meeting or in the process of meeting visual Approach Surface Standards
 - Approaches currently not meeting standard are due to obstructions off airport property



KPM #	Approved Key Performance Measures (KPMs)
1	Percent of runways in good or better condition. -
2	State-Owned Airports Visual Approach Surface Standards - Percent of state-owned airport approaches meeting or in the process of meeting visual approach surface standards excluding those with permanent terrain obstructions (such as hills or mountains).
3	Number of public use airport inspections conducted. -
4	Percentage of total Federal Funds obligated or spent. -
5	Customer Service - Percent of customers rating their satisfaction with the agency's customer service as "good" or "excellent" overall customer service, timeliness, accuracy, helpfulness, expertise and availability of information.
6	Percent of aircraft registered -
7	Percent of total best practices met by the board. -

Airport Needs

- General Obstruction Removal
 - New capability with recently acquired forestry equipment
 - Focused on obstructions on state property, or properties with existing easements/agreements
 - Primarily at rural and non-federally funded airports



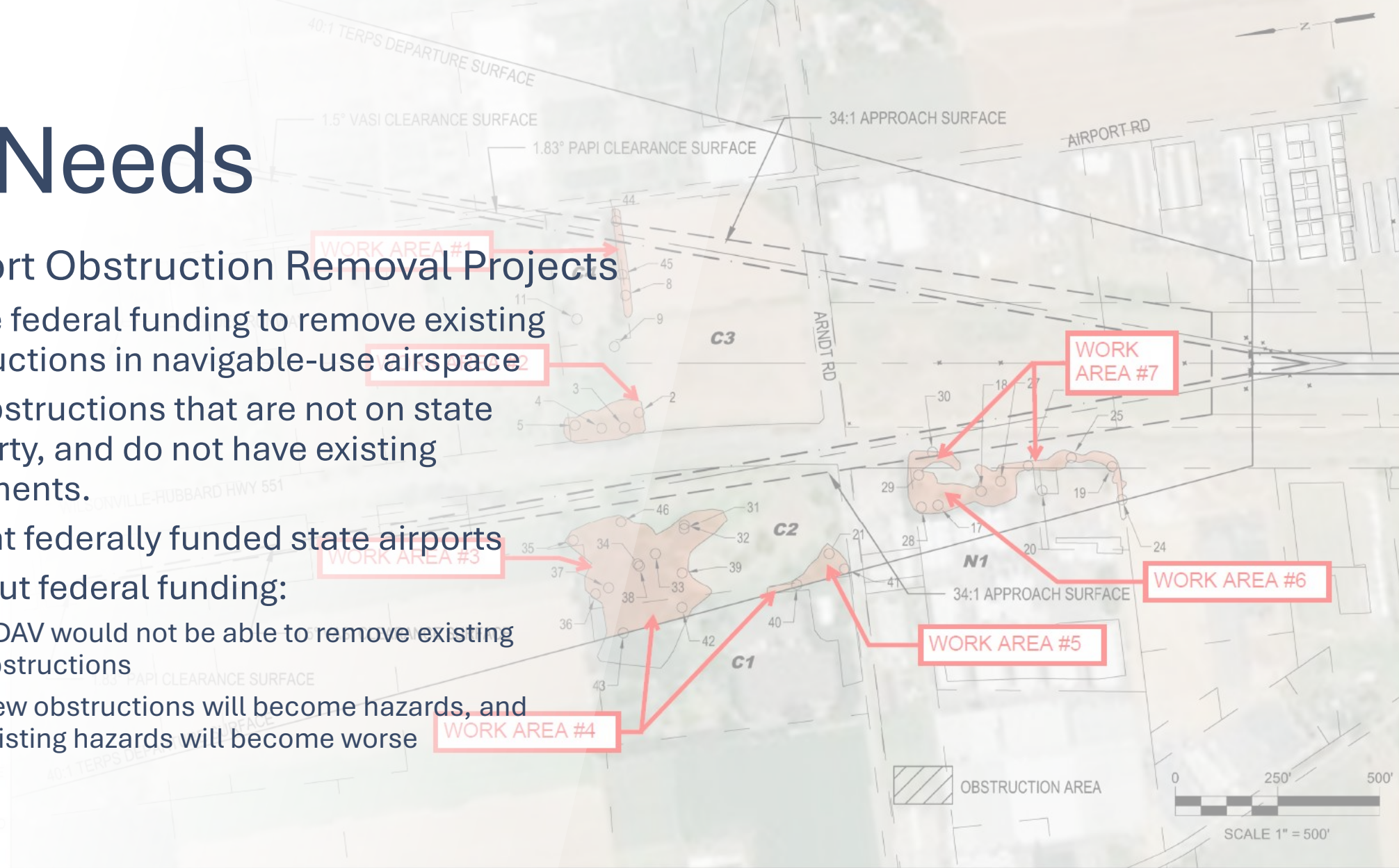
Airport Needs



Airport Needs

- Off Airport Obstruction Removal Projects

- Utilize federal funding to remove existing obstructions in navigable-use airspace
- For obstructions that are not on state property, and do not have existing easements.
- Only at federally funded state airports
- Without federal funding:
 - ODAV would not be able to remove existing obstructions
 - New obstructions will become hazards, and existing hazards will become worse



PROPERTY OWNERS

4 State-owned Airports with ongoing Obstruction Removal Projects

- 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

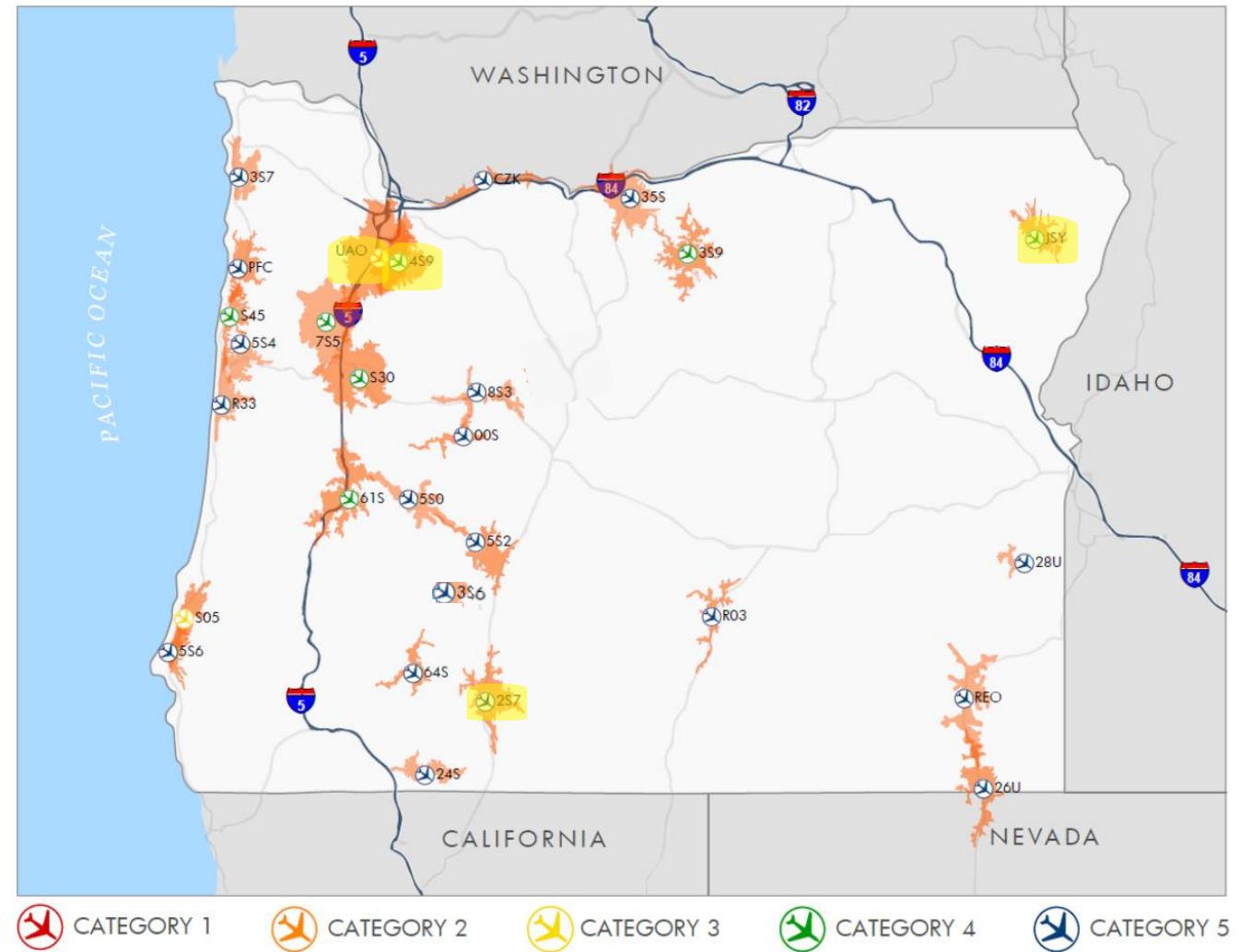


Image from Oregon Aviation Plan – V6

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

Obstruction Impacts - Aurora

- Aurora State Airport Obstructions
 - Approach Surface – Both Ends
 - VASI Obstacle Clearance Surface – Both Ends
 - TERPS Departure Surface – Both Ends
 - Potential Impacts to Takeoff and Instrument Approach Procedure Minimums



Obstruction Impacts - Chiloquin

- Chiloquin State Airport Obstructions
 - Approach Surface – Both Ends
 - Significant close-in obstructions



Obstruction Impacts - Joseph

- Joseph State Airport Obstructions
 - Approach Surface – South End
 - Unable to publish night minimums for circling Instrument Approach Procedures (IAP)
 - IAP was one of the primary objectives identified in the recent master plan
 - First project in the CIP
 - LifeFlight cannot access this rural community in inclement weather without IAP



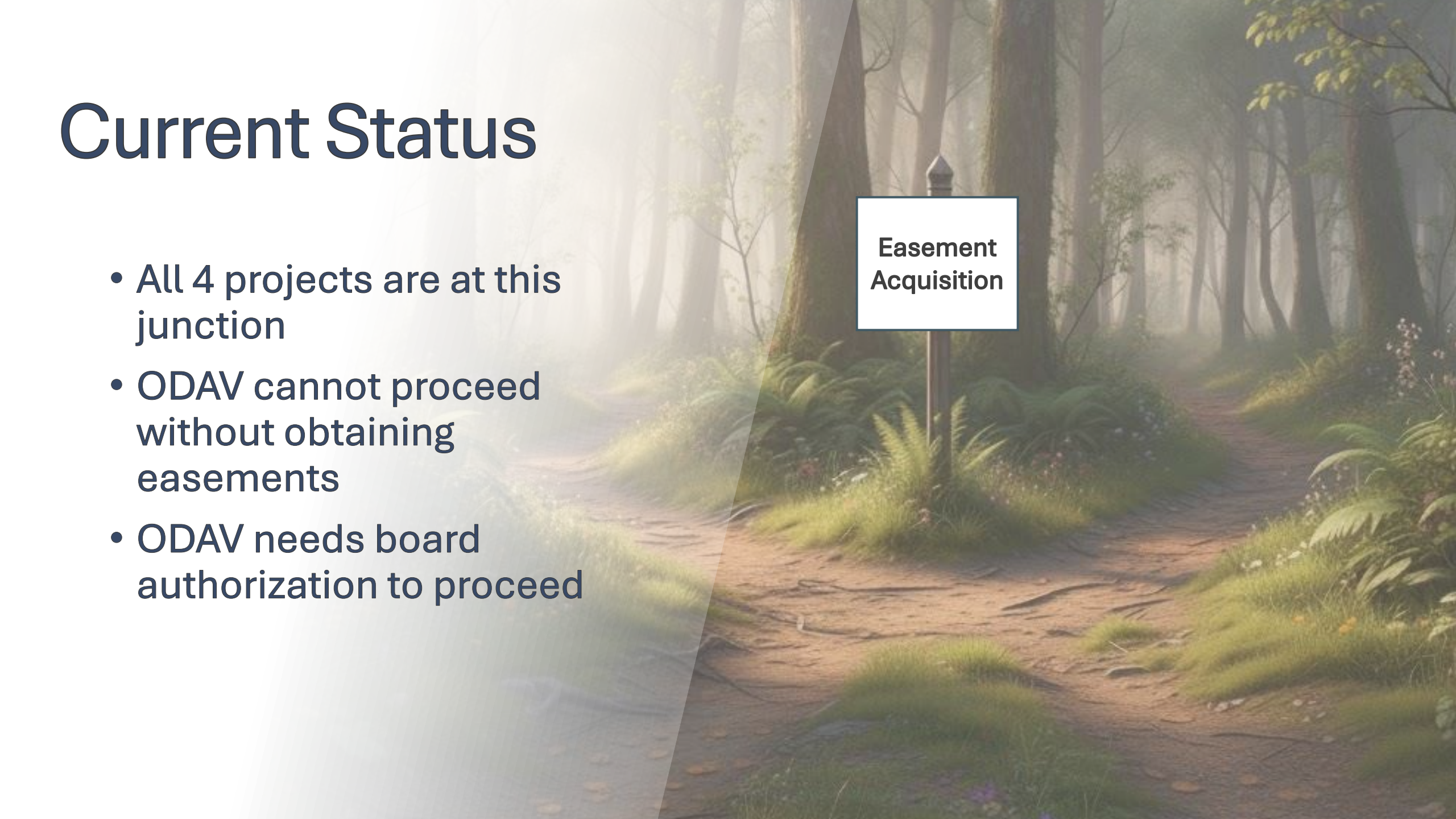
Obstruction Impacts - Mulino

- Mulino State Airport Obstructions
 - Approach Surface – South End
 - PAPI turned off in 2018 due to obstructions directly in the approach path



Current Status

- All 4 projects are at this junction
- ODAV cannot proceed without obtaining easements
- ODAV needs board authorization to proceed

A misty forest path with a signpost. The path is dirt and leads into a dense forest of tall, thin trees. The ground is covered with ferns and other forest plants. A signpost with a white sign is visible on the right side of the path. The sign reads "Easement Acquisition".

Easement
Acquisition

ODAV's Request

- ODAV requests that the Board issue a resolution authorizing ODAV to exercise its authority of eminent domain to acquire aviation easements to protect the Aurora, Chiloquin, Joseph, and Mulino State Airports

