



State Airport Obstruction Removal Projects



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State Airport Obstruction Removal Projects

An aerial photograph of an airport runway and surrounding landscape. The runway is in the foreground, with yellow chevron markings. To the right of the runway is a multi-lane highway with several vehicles, including a large green truck. The background shows a mix of agricultural fields, trees, and some buildings under a clear blue sky. A semi-transparent white overlay covers the left side of the image, where the title and list are placed.

- 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



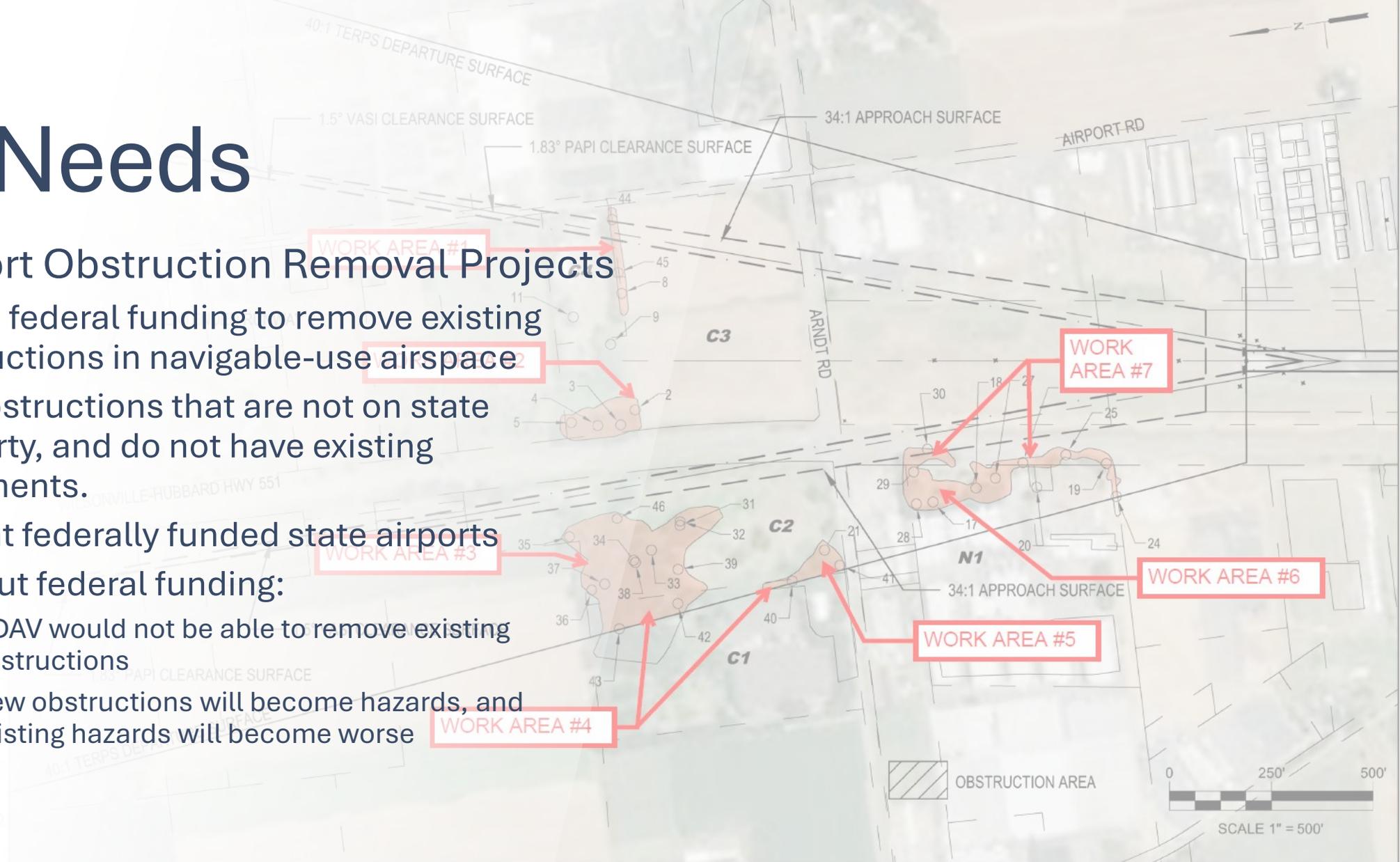
Airport Needs



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

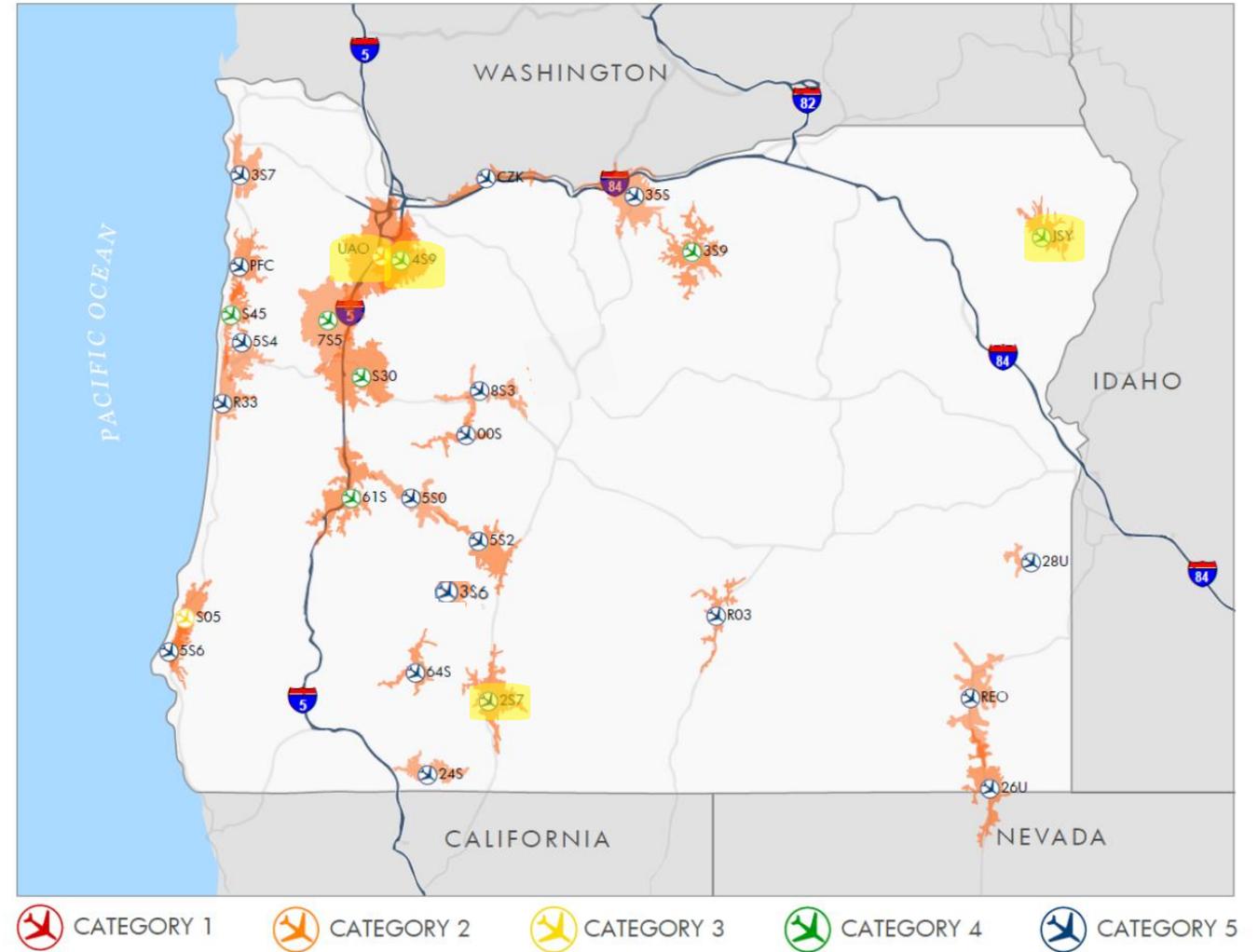


Image from Oregon Aviation Plan – V6

<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

An aerial photograph of the Joseph State Airport and its surroundings. The airport runway is visible in the lower-left quadrant, with the number '51' painted on it. The landscape is a mix of green fields, dense evergreen forests, and scattered buildings. In the background, rolling hills are visible under a blue sky with scattered white clouds. A semi-transparent blue triangle is overlaid on the right side of the image.

- 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

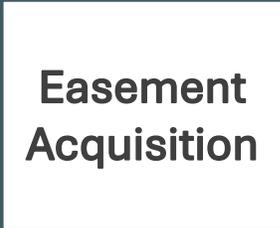
Obstruction Impacts - Mulino

- 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



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

