
ODAV Easement Acquisition Projects Overview

- Today's presentation will address:
 - Overall Project Definition
 - Overall Project Purpose
 - Airport-Specific Project Timelines
 - Next Steps



Easement Acquisition: Project Definition

- Oregon Department of Aviation (ODAV) is preparing to acquire **Limited Aviation Easements** over an anticipated 91 parcels **to improve airspace safety** at four airports
 - Aurora State Airport – 21 parcels
 - Chiloquin State Airport – 43 parcels
 - Joseph State Airport – 2 parcels
 - Mulino State Airport – 25 parcels



Easement Acquisition: Project Purpose

- The Airport Master Plan for each of the four airports identifies existing obstructions (penetrations) to Part 77 imaginary surfaces.
- FAA policy guidance promotes safe and efficient use of navigable airspace through protection of approach and departure surfaces. This includes:
 - Removal of obstructions (cutting trees)
 - Lighting of obstructions (red lights on utility poles)



Easement Acquisition: Project Purpose

- Removal of obstructions requires Limited Aviation Easements to allow the following:
 - Right of flight at any altitude above acquired surfaces;
 - Right to prevent erection or growth of all objects above the acquired surface; and
 - Right to enter the property to remove, mark, or light any structures or growth above the acquired surface.
- The purpose of this Project is to determine the cost of easement acquisition for each parcel in question.



Easement Acquisition: Aurora Project Timeline

- Early project stage (2017)
 - AGIS Survey identified obstructions to existing Part 77 surfaces for Runway 17/35.
- Mid project stage (~2017-2024)
 - Survey and Environmental Assessment required by FAA for tree removal (Completed end of 2024)
- Current project stage (2025-2026)
 - Determine cost of Easement Acquisitions for all parcels



Easement Acquisition: Aurora Project

NOTES

1. VASI CLEARANCE SURFACE: 2 LINES EXTENDING OUT 4 NAUTICAL MILES AT AN ANGLE OF 1 DEGREE (2.5-1.0=1.5 DEGREES) BELOW THE AIMING ANGLE OF THE VASI UNIT WHERE THE CLEARANCE PLANE BEGINS, AND EACH LINE DIVERGING FROM CENTERLINE BY 10 DEGREES.
2. 34:1 APPROACH: SURFACE BEGINS 200' AWAY FROM THE THRESHOLD, ON THE APPROACH SIDE, AT THE SAME ELEVATION AS THE RUNWAY END. THE SURFACE IS A TRAPEZOID WITH THE SIDE CLOSEST TO THE THRESHOLD BEING 500 FEET WIDE AND AN OUTER WIDTH OF 3,500 FEET, SEPARATED BY 10,000 FEET. THE SURFACE IS ANGLED AT A 34:1 SLOPE.
3. TERPS DEPARTURE SURFACE: SURFACE BEGINS AT THE THRESHOLD AT THE SAME ELEVATION AS THE RUNWAY END. THE SURFACE IS A TRAPEZOID WITH THE SIDE AT THE THRESHOLD BEING 1,000 FEET WIDE AND AN OUTER WIDTH OF 7,512.36 FEET, SEPARATED BY 12,152.23 FEET. THE SURFACE IS ANGLED AT A 40:1 SLOPE.
4. OBSTRUCTION AREAS MAY CONTAIN MORE OBSTRUCTIONS THAN THE POINTS SHOWN. FURTHER SURVEY WILL BE REQUIRED TO DETERMINE THE EXTENT OF THE REMOVAL IN THESE AREAS.
5. OBSTRUCTIONS DATA WAS EXTRACTED FROM 2016 AGIS SURVEY.



ENVIRONMENTAL ASSESSMENT
FIGURE 1-7A

AURORA STATE AIRPORT
RUNWAY 17 OBSTRUCTION ANALYSIS



OBSTRUCTION AREA

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ENVIRONMENTAL ASSESSMENT
FIGURE 1-7B

AURORA STATE AIRPORT
RUNWAY 35 OBSTRUCTION ANALYSIS



Easement Acquisition: Chiloquin Project Timeline

- Early project stage (1994-2003)
 - Airspace Plan and AMP identified obstructions to existing Part 77 surfaces for Runway 17/35.
- Mid project stage (~2017-2019)
 - Survey and Environmental Assessment required by FAA for tree removal (Completed 2019)
- Current project stage (2025-2026)
 - Determine cost of Easement Acquisitions for all parcels



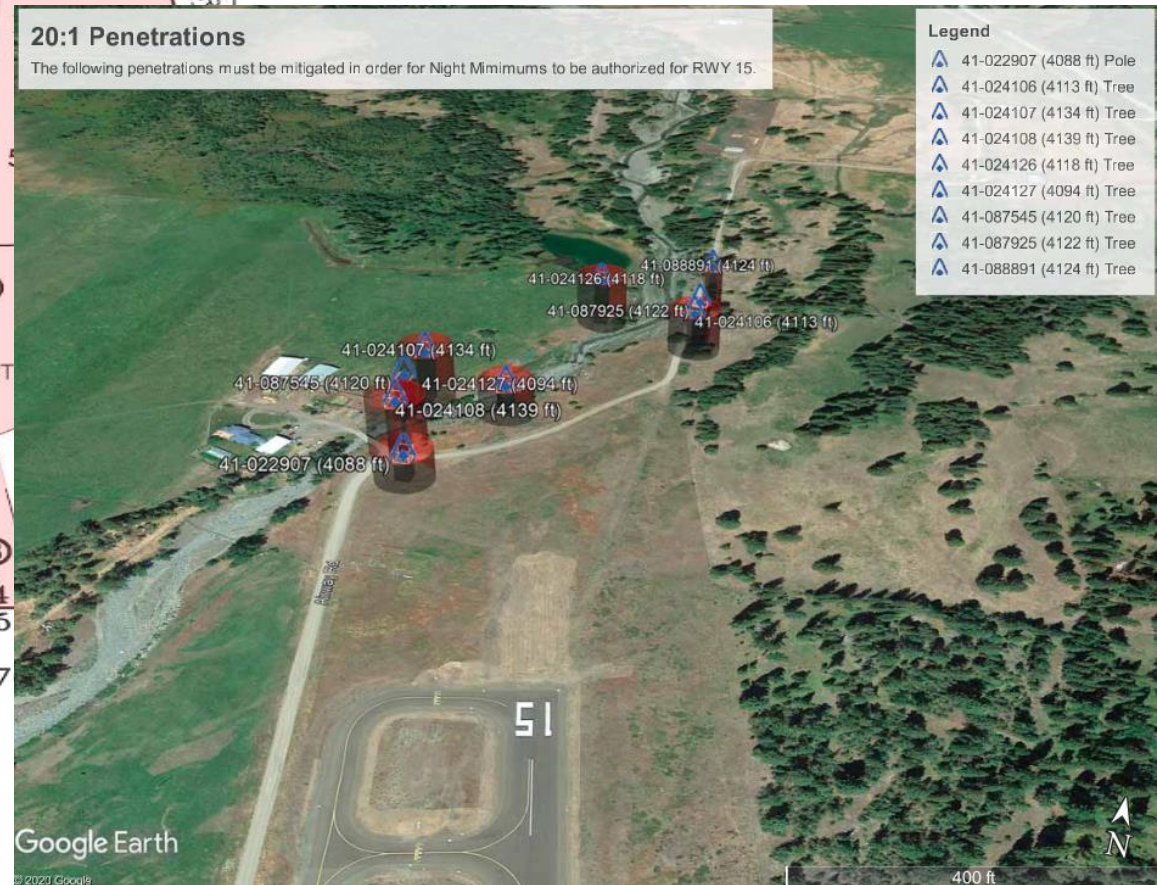
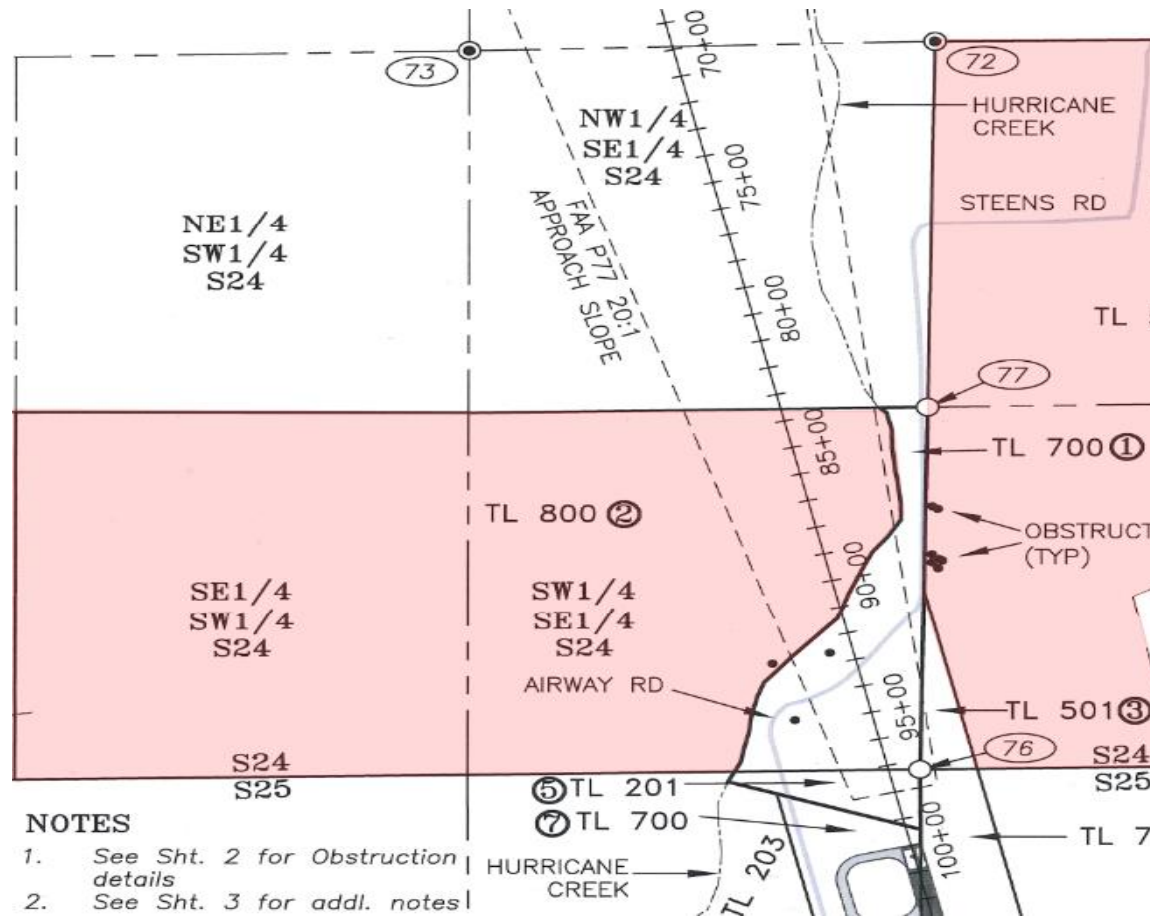


Easement Acquisition: Joseph Project Timeline

- Obstructions identified (1993)
 - 1993 Airport Airspace Drawing
- Obstructions confirmed in AGIS and AMP (2020-2022)
 - FAA Flight Procedures confirmed: Obstruction must be removed for night use of an Instrument Approach Procedure
 - Air ambulance limited by Runway 15 obstructions
- Survey and EA (2022-2024)
 - Property and Obstruction Survey and FAA-Required Environmental Assessment (Completed 2024)
- Easement Acquisition (2025-2026)
 - Determine cost of Easement Acquisitions for all parcels



Easement Acquisition: Joseph Project

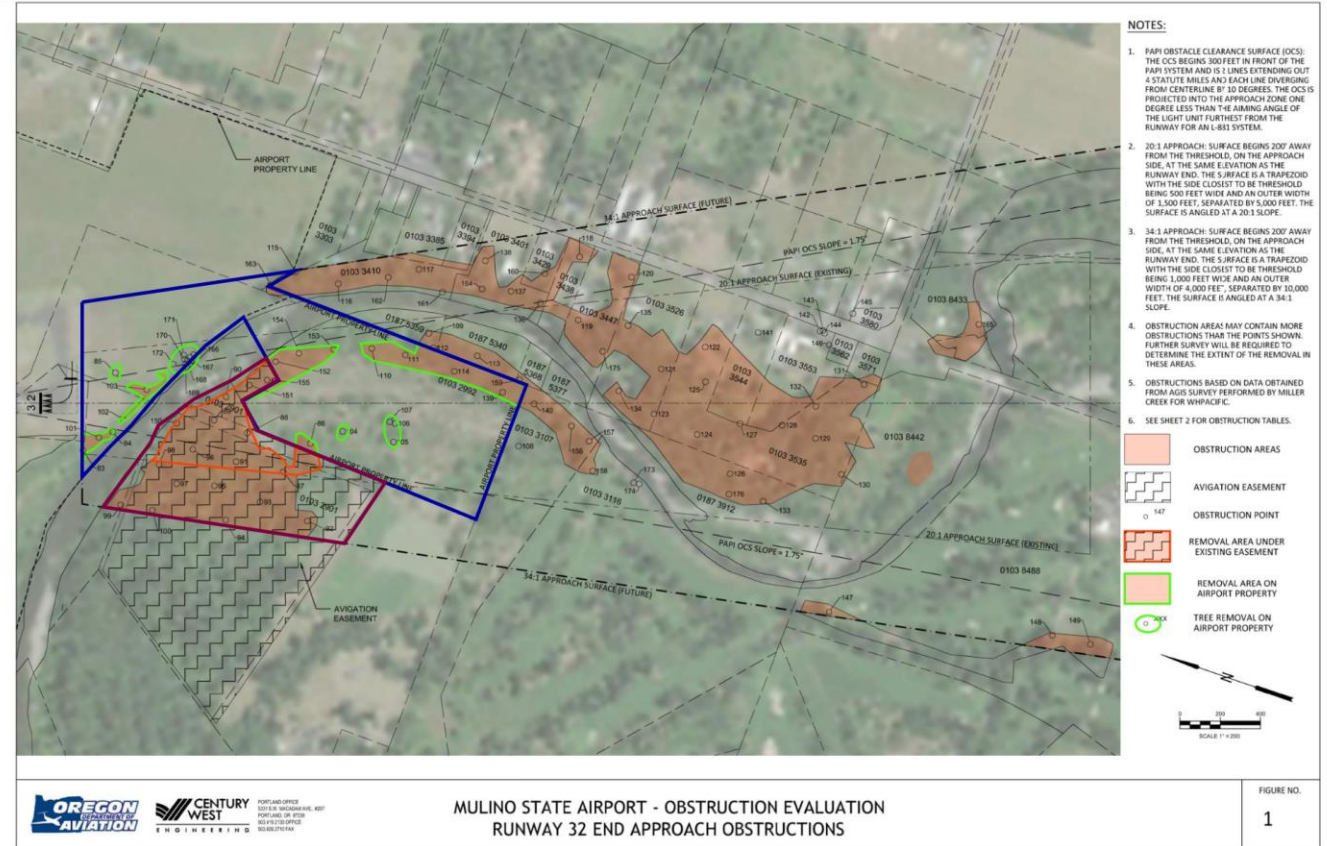
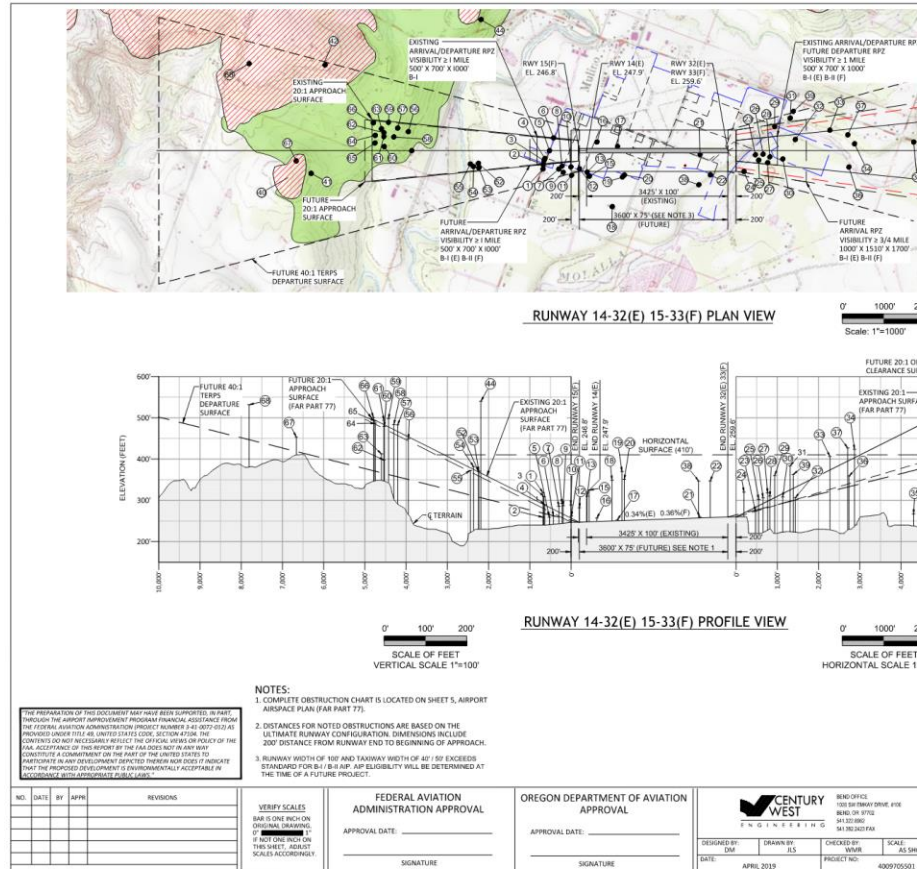


Easement Acquisition: Mulino Project Timeline

- Obstructions identified (2008)
 - 2008 Airport Airspace Plan
- Obstructions confirmed in AMP (2019)
 - Obstructions identified for Runway 32
- Survey and EA (2018-2019)
 - Property and Obstruction Survey and Environmental Assessment (Completed 2019)
- Easement Acquisition (2025-2026)
 - Determine cost of Easement Acquisitions for all parcels



Easement Acquisition: Mulino Project



Easement Acquisition: Overall Project Timeline

- All four airport projects have converged to this point
- Consistency is key: each parcel treated identically
- Future project stages (2026-2027)
 - Acquire Limited Avigation Easements
 - Remove obstructions (trees)
 - Light obstructions (utility poles)



Easement Acquisition: Next Steps

- ODAV's Determination of Necessity Advances the Easement Acquisition Projects
 - Allows first contact with property owners specifically addressing easement negotiation.
 - Enables Easement Acquisition Specialist to state in the introductory letter to each parcel owner that the easement is needed for the safe and efficient use of the Airport.
 - Ensures consistency with FAA funding requirements.



Thank You

