



# Airports Update

April 2<sup>nd</sup>, 2026

Anthony Beach

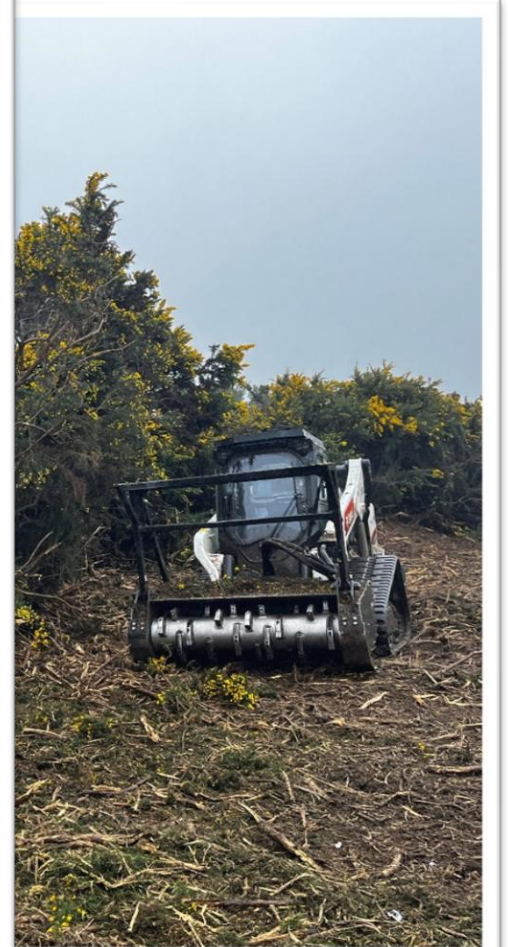
# Obstruction Removal



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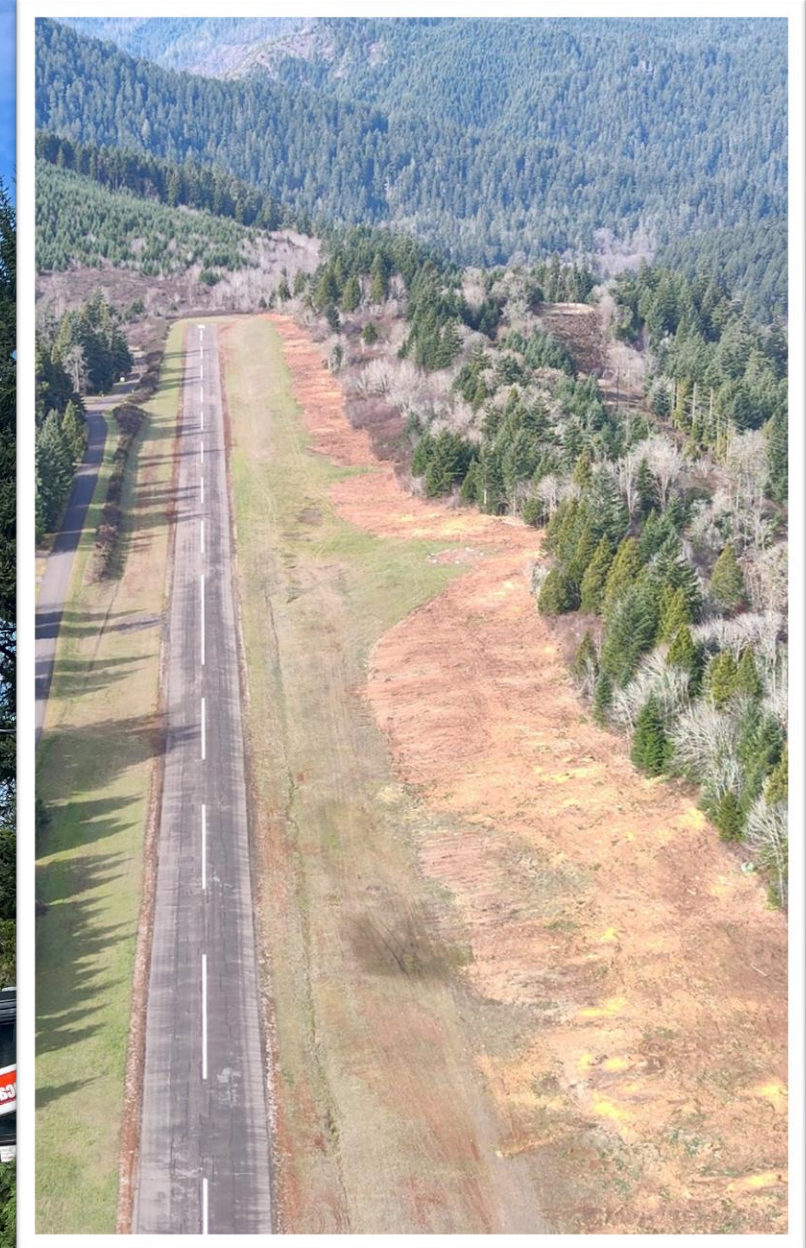
# Obstruction Removal

- Obstruction Removal 25-26
  - Cascade Locks
  - Mulino
  - Lebanon
  - Oakridge
  - Prospect
  - Bandon
  - Siletz Bay
  - Pinehurst
  - McKenzie Bridge



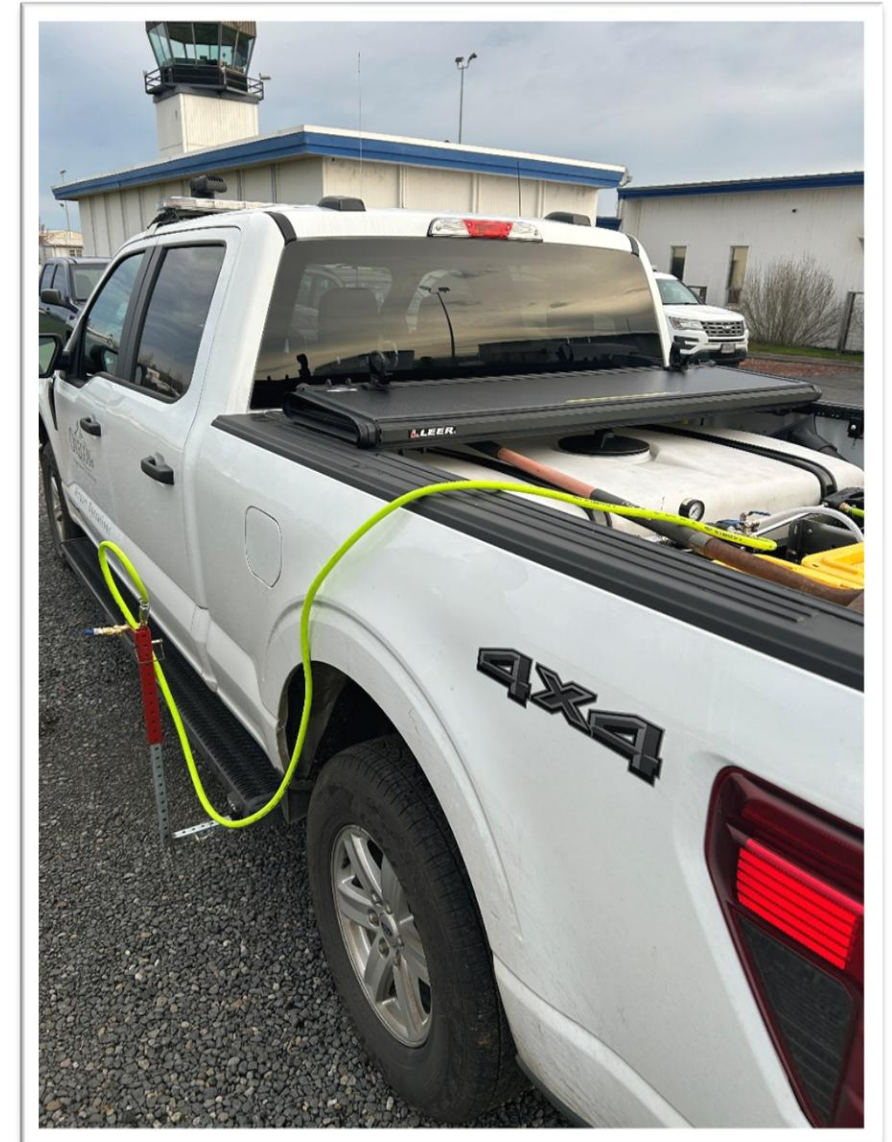
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# Airport Maintenance

- Mowing season begins!
- Check NOTAMs for Work in Progress (WIP)



# Spring Reminder – Noise Abatement

Agency ▾ Airports ▾ New Tech ▾ Doing Business with ODAV ▾ Education ▾ State Aviation Board ▾ Report an Issue ▾

User & Visitor Safety Training ▸

## Airport Information

### Noise Abatement

#### AURORA STATE AIRPORT NOISE ABATEMENT PROCEDURES

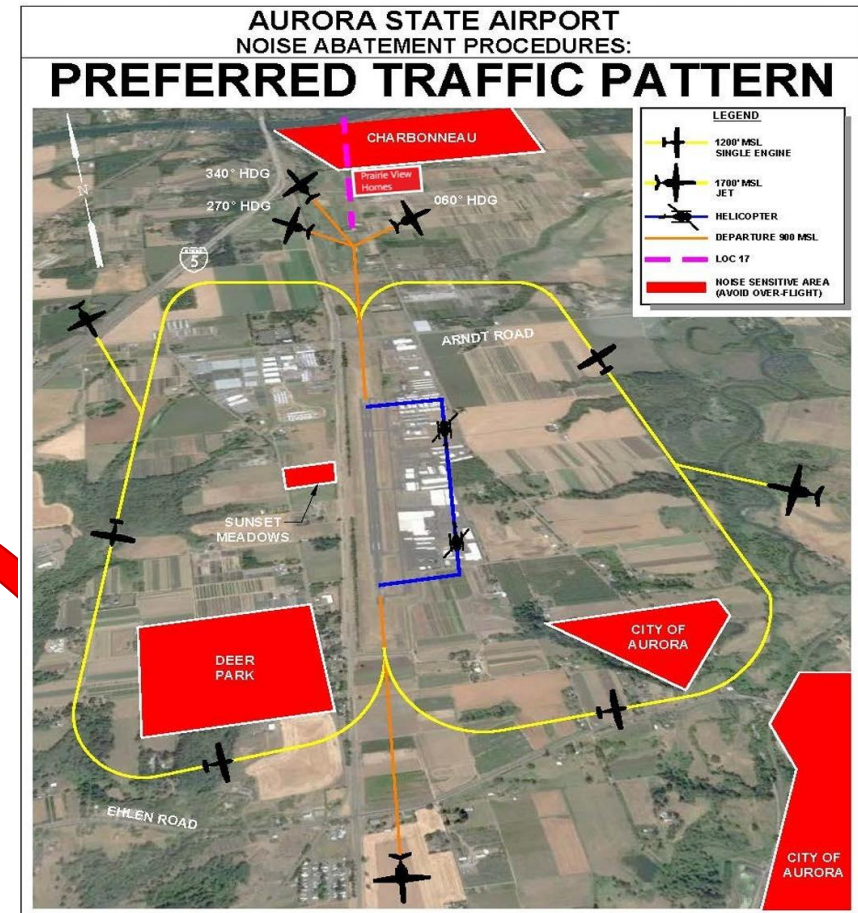
Noise abatement procedures are designed to minimize exposure of residential areas to aircraft noise, while ensuring safety of flight operations. There are communities surrounding UAO airport which are noise sensitive. We want to minimize the noise impacts on these communities. The procedures described herein are intended for noise abatement procedures and are subject to air traffic control and pilot discretion for reasons of safety.

 [See attached brochure for noise sensitive areas](#)

#### Approaches

**Standard NBAA/Aircraft Operating Manual noise abatement procedures should be used**

Inbound flight path should not require more than a 25 degree bank angle to follow noise abatement track. Observe all airspeed limitations and ATC instructions. Initial inbound altitude for noise abatement areas will be a descending path from 2,500 feet AGL or higher. Maintain minimum maneuvering airspeed with gear retracted and minimum approach flap setting. During IMC, extend landing gear at the final approach fix (FAF), or during VMC no more than 4 miles from runway threshold. Final landing flap configuration should be delayed at the pilot's discretion; however, the pilot must achieve a stabilized approach not lower than 500 feet during VMC or 1,000 feet during IMC. The aircraft should in full landing configuration and at final approach speed by 500 feet AGL to ensure a stable approach. During landing, use minimum reverse thrust consistent with safety for runway conditions and available length.



# Spring Reminder – Noise Abatement

As the weather improves, Oregonians will be ditching their umbrellas and raincoats for all the wonderful outdoor activities and scenery the state has to offer. For many of us, this means your first boat, ATV, motorcycle ride, road trip, or flight of the season is near. Maybe all of the above!

The Oregon Department of Aviation encourages all pilots to fly safe and neighborly. When able, avoiding flight over noise sensitive communities around the airport is a great way to reduce your noise impact. Avoiding low and repeated flights over the same area are especially helpful. ***Please fly neighborly and reduce your noise impact :)***



More information on our noise abatement program, airspace authority, and noise complaints is available on our website here: <https://www.oregon.gov/aviation/airports/Pages/Noise-Complaint.aspx>

Thank you for your efforts to reduce aircraft noise for our neighbors. Each operation helps make a difference!

# Wakonda Beach State Airport – Temporarily Closed



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**Update** - Due to very wet conditions, the runway and apron at the Wakonda Beach State Airport will remain closed until repairs are made and the surface dries enough to support aircraft without further damage. It is possible we will not be able to reopen the runway until early summer 2026.

Helicopters may use the runway for emergencies with prior permission by calling the number in the NOTAM.

**Reminder** - The Wakonda Beach State Airport is temporarily closed due to an accident and resulting turf damage that occurred on February 11th.

The Oregon Department of Aviation will make repairs and reopen the airport as quickly as possible. In the meantime, we appreciate everyone's patience and understanding during this temporary closure.

(!) For the most current updates on field conditions and surface closures, please check the latest [NOTAMs](#). Please remain outside of, and avoid low flight over closed airport surfaces.



# Seasonal Airports Closed Nov. 1 – May 1.

- Crescent Lake
- McKenzie Bridge
- Santiam Junction
- Toketee



# Reminder - Upcoming Projects 2026

- Mulino Hangar Construction and Waterline Improvements
- Oakridge Runway Reconstruction
- Obstruction Removal
  - Working on appraisals and easement acquisition for:
    - Aurora
    - Chiloquin
    - Joseph
    - Mulino
- Surface Seal and Markings
  - Chiloquin
  - Condon
  - Joseph
  - Lebanon
  - Mulino
- Condon Master Plan
- Joseph AWOS
- Independence PAPIs




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ODAV is hard at work preparing for yet another busy construction season in 2026. This year we are looking forward to the following projects:

- Runway Reconstruction - Oakridge State Airport
- Waterline Improvements and Hangar Construction - Mulino State Airport
- Pavement Maintenance (Surface Seal) and Markings
  - Chiloquin State Airport
  - Condon State Airport
  - Joseph State Airport
  - Lebanon State Airport
  - Mulino State Airport
- Master Plan - Condon State Airport
- AWOS Replacement - Joseph State Airport
- PAPI Replacement - Independence State Airport
- Obstruction Removal - Appraisals and Easement Acquisition
  - Aurora State Airport
  - Chiloquin State Airport
  - Joseph State Airport
  - Mulino State Airport
- Final Runway Markings Application (1-day closure) - Aurora State Airport

# Receive Project Updates




OREGON  
Department of Aviation

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The Independence State Airport Taxiway, Taxilane, and Apron Surface Seal Project will **begin September 2nd, 2025.**

This project will include crack seal, asphalt patch repair, surface seal, and new pavement markings on the taxiway, taxilanes, and apron.



**Starting September 2nd, The taxiway, taxilanes, and apron will be closed in 5 different work areas over 17 days. The runway will remain open throughout most of the project, but may be closed for 2 days.** All surfaces will reopen as soon as work in those respective areas is completed. Additional outreach will be sent as updates become available.

!!) When the runway is closed, fixed wing aircraft will not be able to arrive or depart at Independence until the runway reopens. When the runway is open during construction, back-taxi may be required depending on taxiway closures. Limited portions of the apron and taxilanes may be available for parking or access to hangars.

!!!) Please check [NOTAMs](#) for closure times and the most current airport surface closures. Helicopters may arrive or depart directly to/from open areas of the airport. As always, please remain outside of, and avoid low flight over closed work areas.

Thank you for your patience while we maintain the Independence State Airport.

**Reminder - The Aurora State Airport (UAO) runway rehabilitation project will begin August 18th.**

**Update - The closure time, which will be the morning of the 18th, will be in the NOTAM and shared the week prior. Please do not wait until the final hour to relocate your aircraft as there could be a rush and this project will begin on time.**

**The Project:**

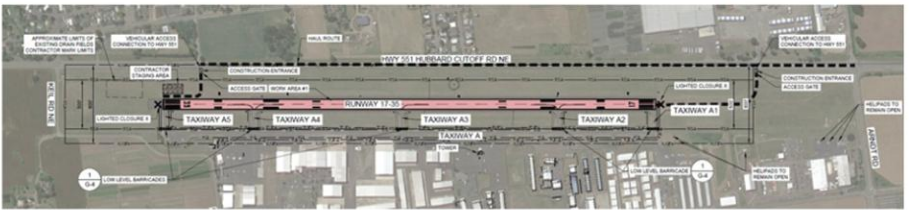
This project will fully repave the runway to repair extensive cracking and surface delamination, as well as correct non-standard grading of the crown.

**The Schedule:**

**Starting August 18th, the runway will close for approximately 30 days for paving.** During the runway closure, any fixed wing aircraft on the ground at UAO will not be able to depart until the runway reopens.

After the initial runway closure for paving, the runway will reopen for 30 days to cure, followed by a secondary runway closure of 7 days for grooving and final markings application.

**The runway will be closed for a total of 37 days between August 18th and October 31st.** As always, paving and paint work is weather dependent, reopening and closure dates for final marking application are subject to change.



**Starting August 25th, the runway will be closed when this work is completed.**

!!) When the runway is closed

!!!) Please check [NOTAMs](#) for closure times and the most current airport surface closures. Helicopters may arrive or depart directly to/from open areas of the airport. As always, please remain outside of, and avoid low flight over closed work areas.

Thank you for your patience while we maintain the Independence State Airport.

**Important Operating Information:**

(!) For the most current information on field conditions and surface closures, please check the latest [NOTAMs](#).

(!!) Helicopters may arrive or depart directly to/from open areas of the airport. As always, please remain outside of, and avoid low flight over closed work areas.

(!!!) Throughout this project, the Air Traffic Control Tower will remain open and controlled Class D airspace will be in effect during normal operating hours.

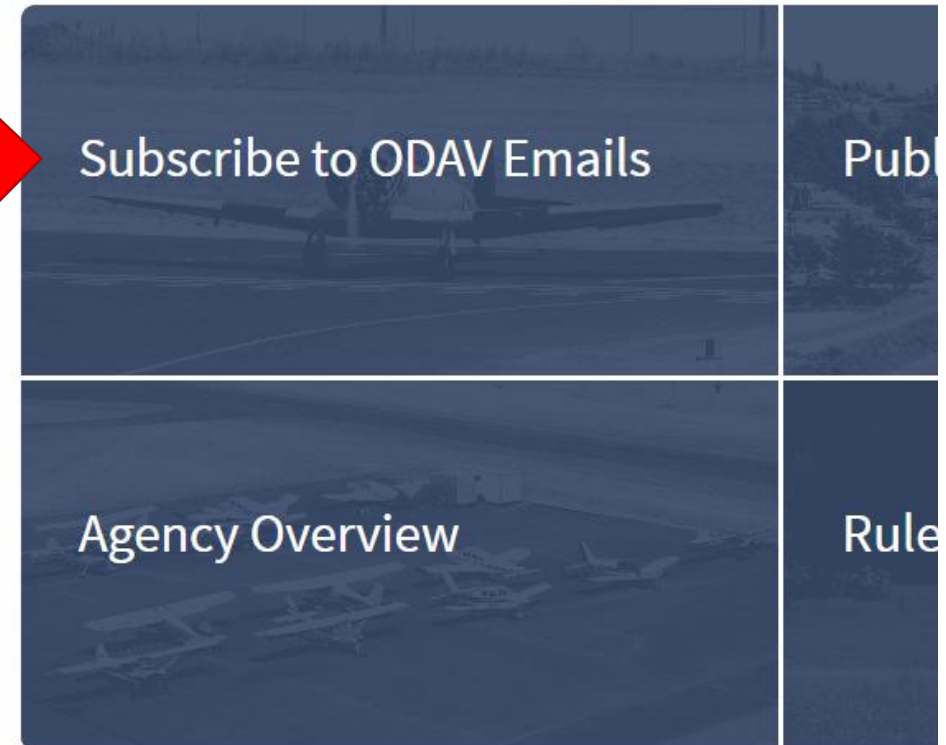
(!!!!) Parallel Taxiway Alpha will remain open for aircraft ground movements under Air Traffic Control as usual. Please remain off the taxiway and outside of the controlled Movement Area except for authorized uses with ATC clearance.

(!!!!!!) No surfaces will be available for fixed wing arrivals or departures at UAO during the runway closure. Once the runway closes, fixed wing aircraft will not be able to fly in or out of UAO until the runway reopens.

ODAV remains committed to maintaining a safe operating environment. We understand any runway closure affects airport users and surrounding communities. Thank you for your patience while we maintain UAO to ensure it will continue to serve as a vital transportation facility.

# Outreach and Communication

- State Airport outreach and communication provided with GovDelivery
- Subscribe to State Airport Contact groups and more using the link on our homepage: [Oregon.gov/aviation](https://Oregon.gov/aviation)



Stay Connected with Oregon Department of Aviation:



# Outreach and Communication

- Another option is to click “Manage Subscriptions” if a GovDelivery notice is forwarded to you

- [UAO Final Att B Plans.pdf](#)
- [Revised Work Area 4.pdf](#)

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# We want to hear from you!

- Now you can “check-in” via text!
  - Send us a cool photo
  - Tell us about your visit
  - Let us know if there’s something we should be aware of
  - Help us understand how our airports are being utilized



# Surface Incident Mitigation - Update



- 0 Vehicle/Pedestrian Deviations (V/PDs) and 0 Runway Incursions since (10/17/2025)
- Issue of V/PDs discussed in-depth in September 2024 Work Session
- Received letter from FAA in October identifying:
  - Increasing trend in recent years at UAO
  - V/PDs pose a serious safety hazard
  - UAO is #1 in the region for V/PDs
  - Need for Corrective Action Plan, ultimately stop V/PDs

# Surface Incident Mitigation

- [Aurora Airport User and Visitor Safety Training posted online](#)
- ODAV's Corrective Action Plan
  - Implement Movement-Area Driver's Training
  - Complete rulemaking on violations and civil penalties for V/PDs
  - Access control and way-finding improvements
  - Complete design standards and safety projects identified in new master plan, once adopted

## Aurora State Airport (UAO)

### Surface Incident and Runway Incursion Mitigation

**DO NOT CROSS THE LINE**

Attention all Aurora State Airport users:

The Oregon Department of Aviation needs *YOUR* help to keep the Aurora State Airport *SAFE* and prevent unauthorized access onto taxiways and the runway.

A **Surface Incident** is an **unauthorized or unapproved movement within the designated Movement Area** (excluding Runway Incursions) or an occurrence in that same area associated with the operation of an aircraft that affects or could affect the safety of flight.

A **Runway Incursion** is any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for landing and takeoff of aircraft.



The **Movement Area** is delineated by a pair of solid and dashed yellow lines (shown left)

The **Runway** is protected by a pair of two solid and two dashed yellow lines (shown below)

The solid lines represent a barrier that must not be crossed without authorization and clearance from ATC.



Each person is responsible for their safe operation at UAO, and preventing Surface Incidents and Runway Incursions. Thank you for your help!



Questions?