

From: [Bill McGlynn](#)
To: [Oregon Department of Aviation](#); [BROOKS Kelly S * GOV](#); [Kevin Johnson](#); [SUGAHARA Kenji](#); [BEACH Anthony](#); [Erin White](#); [Kodi Myhre Hilborn](#)
Subject: Support for Pacific City Airport
Date: Sunday, August 30, 2026 8:06:19 PM

You don't often get email from bmcglynn@theraf.org. [Learn why this is important](#)

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Dear Oregon Aviation Board Members and Oregon Department of Aviation Leadership,

I am writing on behalf of the Recreational Aviation Foundation (RAF) to express our strong support for the continued operation and improvement of Pacific City State Airport, and specifically for the investment necessary to ensure that this important public-use airport continues serving Oregon pilots, visitors, and the Pacific City community.

The RAF is a national nonprofit organization dedicated to preserving, improving, and creating public recreational aviation facilities. Oregon has long been an important part of that mission. RAF volunteers have contributed hundreds of hours of labor, as well as equipment, materials, expertise, and financial resources, to help maintain and improve Oregon's public-use airports and airstrips. Pacific City is among the airports that have benefited from that partnership.

We recognize that Pacific City presents some operational considerations that pilots must understand and respect. That is not unusual in general aviation, particularly at airports located in constrained environments. Pilots routinely evaluate runway dimensions, terrain, obstructions, weather, aircraft performance, and their own capabilities before deciding whether an airport is appropriate for a particular flight. Identifying and mitigating risks is an essential part of responsible aviation; the existence of those considerations does not, by itself, make an airport unsuitable for public use.

Pacific City also provides something that is increasingly difficult to replace: direct public aviation access to one of Oregon's coastal communities. Once airports like this disappear, they are extraordinarily difficult—often impossible—to recreate. Their value should therefore be considered not simply in terms of today's operations, but as part of Oregon's long-term transportation and recreational aviation infrastructure.

The RAF believes the appropriate response to identified concerns at Pacific City is to work collaboratively to mitigate them wherever practical while preserving the airport and the public access it provides.

For that reason, we encourage the Board and ODAV to provide final approval for the use of SOAR funds for the needed improvements at Pacific City State Airport. Investment in appropriate improvements is a far better outcome for Oregon than allowing manageable operational concerns to lead to the loss of an irreplaceable public aviation asset.

The RAF stands ready to continue being a partner. Our volunteers bring considerable experience with recreational and backcountry airports across the country, and we would welcome the opportunity to work with ODAV, the Board, the local community, and other stakeholders on practical solutions that enhance Pacific City's safety and ensure its continued public use.

Pacific City State Airport has served generations of Oregon pilots and visitors. We hope that, working together, we can ensure it continues to serve generations to come.

Sincerely,

Bill

Bill McGlynn - President
Recreational Aviation Foundation
(208) 631-0636
bmcglynn@theraf.org | theRAF.org



The Recreational Aviation Foundation preserves, improves, and creates airstrips for recreational access.