

Pacific City State Airport

Airport Overview



A blue and white Cessna 441 Conquest II twin-engine propeller aircraft is parked on an asphalt ramp. The aircraft is viewed from the side, showing its high-wing configuration and landing gear. The background features a grassy field, trees, and distant hills under a clear sky.

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Pacific City State Airport

- Opened July, 1951
- Only paved runway within 16 miles, or a 30-minute driving distance from Pacific City
- Approximately 5 based aircraft and 2,000 annual operations
- Important modal connection to the National Airspace System
- Serves local residents, used for tourism, commerce, recreation, resiliency, medivac/coast guard



Pacific City State Airport

- Located in Floodplain
- Regularly floods during King Tides

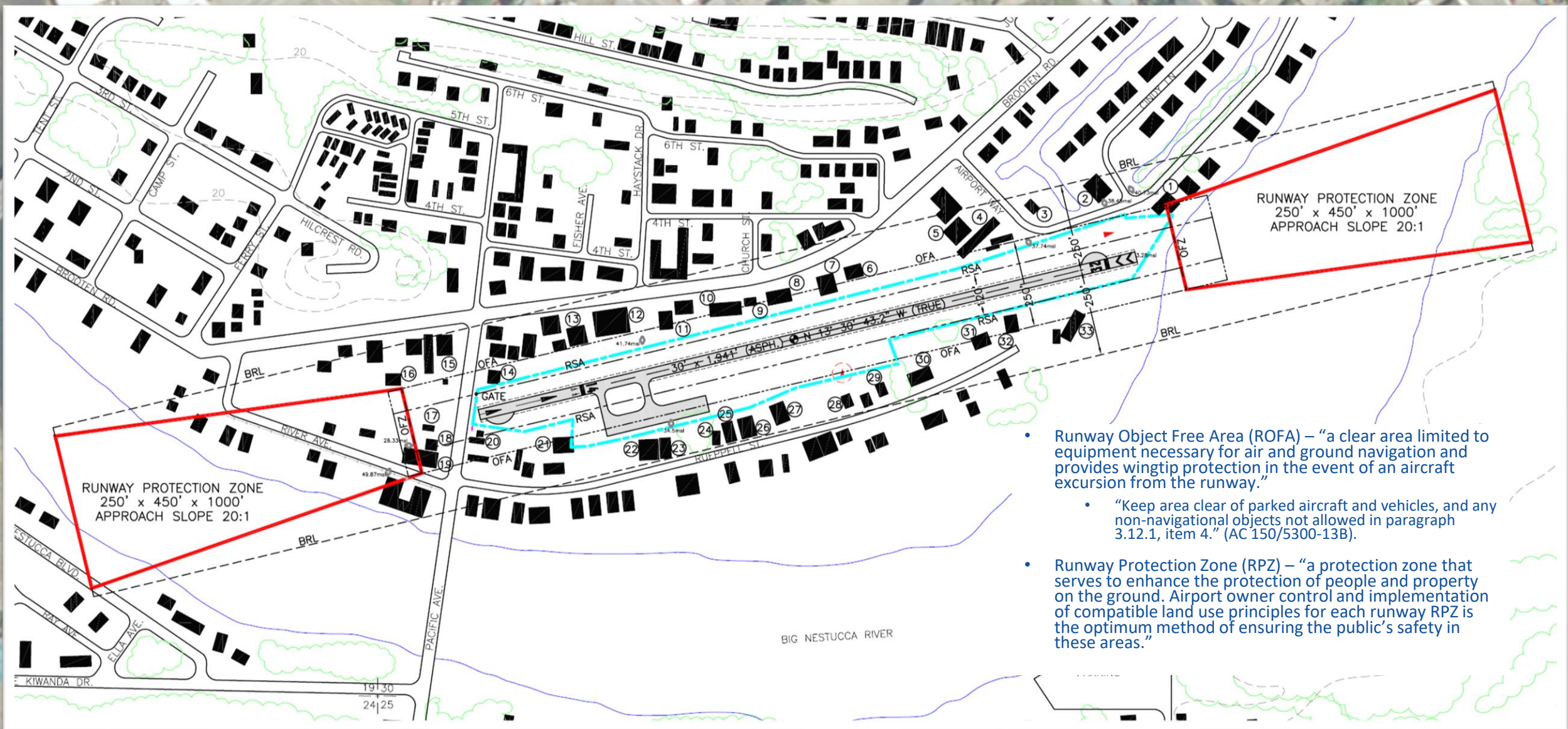


Pacific City State Airport

- 2 unimproved Parcels acquired by Oregon Department of Aviation in 2020
- *Still* no direct public access



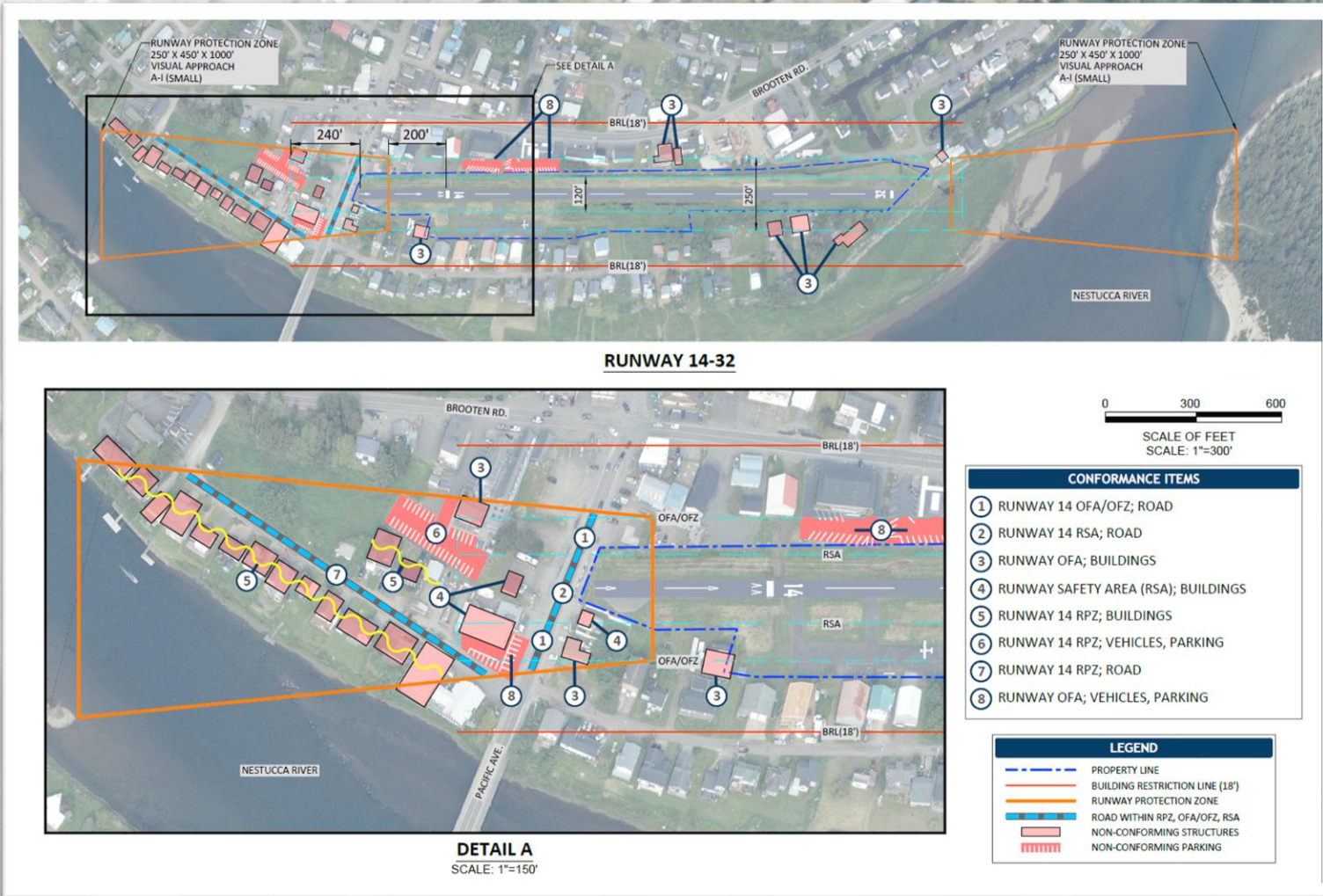




- Runway Object Free Area (ROFA) – “a clear area limited to equipment necessary for air and ground navigation and provides wingtip protection in the event of an aircraft excursion from the runway.”
 - “Keep area clear of parked aircraft and vehicles, and any non-navigational objects not allowed in paragraph 3.12.1, item 4.” (AC 150/5300-13B).
- Runway Protection Zone (RPZ) – “a protection zone that serves to enhance the protection of people and property on the ground. Airport owner control and implementation of compatible land use principles for each runway RPZ is the optimum method of ensuring the public’s safety in these areas.”

Pacific City State Airport

- PFC is severely constrained with non-conforming land uses
 - Runway Protection Zone (RPZ)
 - Runway Object Free Area (ROFA)
- Significant hazards in Approach and Transitional Surfaces



Pacific City State Airport

- Encroachment and failing to prevent incompatible land uses is the #1 airport killer
- Airports are not being replaced
- Communities lose their vital connection to the National Airspace System



Pacific City State Airport

- 2010s: Safety concerns with obstruction hazards and encroachment led ODAV/Aviation Board to pursue selling PFC



Pacific City State Airport
Tillamook County, Oregon

Appraisal Report

Prepared for
Oregon Department of Aviation



Pacific City State Airport

- State Aviation Board Discussions:
 - 6/23/2011 – “The Oregon Aviation Board will take all reasonable steps to try and get the decision allowing the gaming arcade to go in next to Pacific City Airport reversed.”
 - 9/18/2012 – Board Vice-Chair Chris Corich responded to public comment: “the problem with Pacific City wasn’t fiscal in nature but a safety problem since the airport does not meet any objective standards for safety, dimensions or set-backs.”
 - 10/16/2012 – Board member Joe Smith stated: “of all the state owned airports, Pacific City was closest to having one foot in the grave and one foot on the banana peel.” Suggested alternatives to disposing of the airport.

Pacific City State Airport

- State Aviation Board Discussions (continued):
 - 11/08/2012– Director Mitch Swecker to meet with airport stakeholders and related officials on 11/19/2012 and 12/19/2012
 - 1/08/2013 – The Aviation Board discussed options regarding Pacific City State Airport. Safety issues, risk, liability waivers, and transferring ownership were discussed.
 - 5/09/2013 – Challenges regarding pump station encroachment and ODAV efforts to mitigate hazards discussed
 - 7/18/2013 – Development near the airport continues – New proposed residence in Runway Protection Zone (RPZ).
 - 5/12/2015 – Complaints have been received from home owners surrounding the airport that several aircraft have been flying low over their homes.

Pacific City State Airport

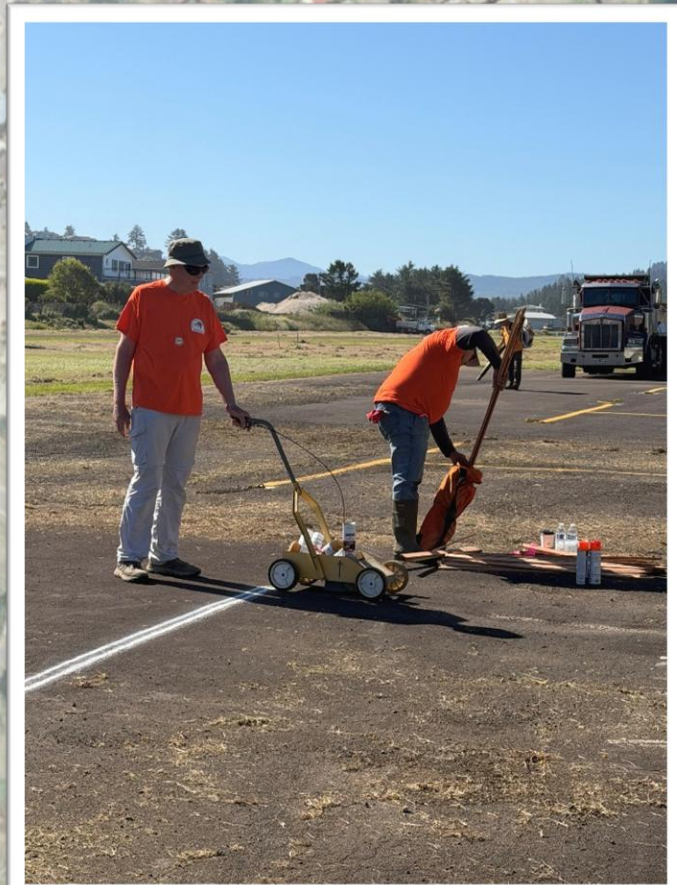
- State Aviation Board Discussions (continued):
 - 9/15/2015 – Recent discussions on a potential LLC taking over the airport. Reversionary clauses require the airport remain in public-use or revert to original owners.
 - 10/19/2017 – Vote authorizing Airport Real Estate Transaction – Pacific City State Airport Transfer – Passed Unanimously (Included superseding clause to revert back to ODAV to avoid full reversion).
 - 1/18/2018 – Considerable discussion on airport transfer and ODAV not intending to close airports. Private ownership/improvements discussed. Timeline set for transfer, June 2018.
 - 5/17/2018 – Several public comments received on PFC.

Pacific City State Airport

- State Aviation Board Discussions (continued):
 - 7/19/2018 – Motion approved suspending all disposition activities and move forward with a Request for Information (RFI) seeking guidance on the future of the airport and how to mitigate risk.
 - 9/20/2018 – RFI (Friends 2018 response and 1 public comment received)
 - 10/18/2018 – Vote – Pacific City Transfer Rescinded.
 - 4/4/2019 – Overview of MOU with Friends of PFC.
 - 6/6/2019 – Discussion of MOU with Friends of PFC.

Pacific City State Airport

- Friends of PFC formed
- MOU signed 2021



Pacific City State Airport

- Friends of PFC MOU – Signed 2021

Memorandum of Understanding between Oregon Department of Aviation and Friends of Pacific City State Airport

This Memorandum of Understanding (MOU) between the Oregon Department of Aviation (ODA) and the Friends of the Pacific City State Airport (Friends) recognizes the importance of establishing a relationship that fosters mutual understanding, shared responsibilities, and a commitment to work together for the advancement of the Pacific City State Airport.

Background

The Pacific City State Airport (Airport), located in Pacific City, Oregon, is one of 28 airports owned and operated by the ODA. The Airport is physically constrained by residential development on two sides, a river on the south end, and a main arterial road on the north end. The runway length, strength and width constrain the type of aircraft that can use the Airport, and limits further development of the Airport. But even with these deficiencies, the Airport remains a popular fly-in destination for Pacific Northwest pilots, and has strong support within the aviation community, local government leaders, businesses, residents and visitors to keep the Airport open and under state ownership.

In the fall of 2018, after lengthy discussions about the ownership of the airport and improvements the community desired to see at the airport, the Friends of the Pacific City State Airport was formed. Friends is a local 501(c)3 non-profit organization focusing on preserving and improving the Pacific City State Airport. Through a clear mission statement and its actions, Friends of Pacific City State Airport is committed to ensuring the wise management and use of Pacific City's State-owned airport.

Purpose and Term

The intent of this Memorandum of Understanding is to clarify the roles and responsibilities of ODA and the Friends with respect to the Airport. This MOU shall be reviewed annually by both parties to determine its continuation or need for modification. This MOU may be amended from time to time by mutually written agreements of the parties. The parties shall each be solely responsible for any and all costs associated with their responsibilities under this MOU.

Responsibilities

A) Mutual responsibilities

1. To work cooperatively and ensure appropriate, effective communication in support of the objectives of this MOU.
2. To regularly meet and share information about the activities at the Airport, improvements needed, successes and barriers to success.
3. To engage in candid but civil discussions about what is best for the Airport, local community and users of the Airport, keeping in mind our shared goals of preserving and improving the Airport.

B) ODA responsibilities

1. Consistent with legislative direction, seek to minimize encroachment in the aerial approaches to the Airport runway to the best of its ability.
2. Convene meetings within Pacific City or virtually with the Friends. These meetings consist of two parts: one open to all interested parties where these parties voice their airport issues, followed by a second with the Friend's board liaisons to the ODA. The second part will address Airport issues raised by the Friends and the ODA as well as those raised in the first part. These meetings will convene at least once a year. The meetings will include (but not be limited to) ODA's budgetary plans for the Airport.
3. Take steps to solicit community members and user groups to provide appropriate representation of them and encourage their participation in meetings related to the Airport.
4. Identify appropriate development strategies and an implementation strategy for improvements at the Airport. The Request for Information document submitted in October 2018 by Friends to ODA State Board will be used as a basis for a living document summarizing these strategies.
5. Maintain a list of routine maintenance tasks and a list of Friends allowed to perform these tasks. Inform Friends of the pertinent information required for this list. Require updates of this list of Friends as necessary. Accept updated information to this list as it is submitted by Friends.

C) Friends responsibilities

1. Work with ODA to enhance Airport safety through informational materials and devices, educational activities and events.
2. Invite other individuals and organizations to learn about and support the Airport via actions, contributions, and grants.
3. Identify 2 appropriate Friends board members, as primary and backup liaisons, to work with ODA on opportunities to improve the Airport, and notify ODA when such members change.
4. Consult with ODA on a regular basis when issues or opportunities related to the Airport arise.
5. Consult with ODA in identifying potential funding sources for Airport improvements.
6. Work in partnership with ODA on volunteer based activities at the Airport, and obtain ODA approval prior to any planned work activities at the Airport.
7. Hold board meetings at least every two months. Two members of the ODA are invited to attend and more may come upon advanced notice to the Friends. Friends will notify the State Airports Manager of these dates.
8. Supply ODA with a list of volunteers by name and phone number that are allowed to perform routine maintenance tasks listed by the ODA. Friends will supply to the ODA pertinent information about these volunteers.

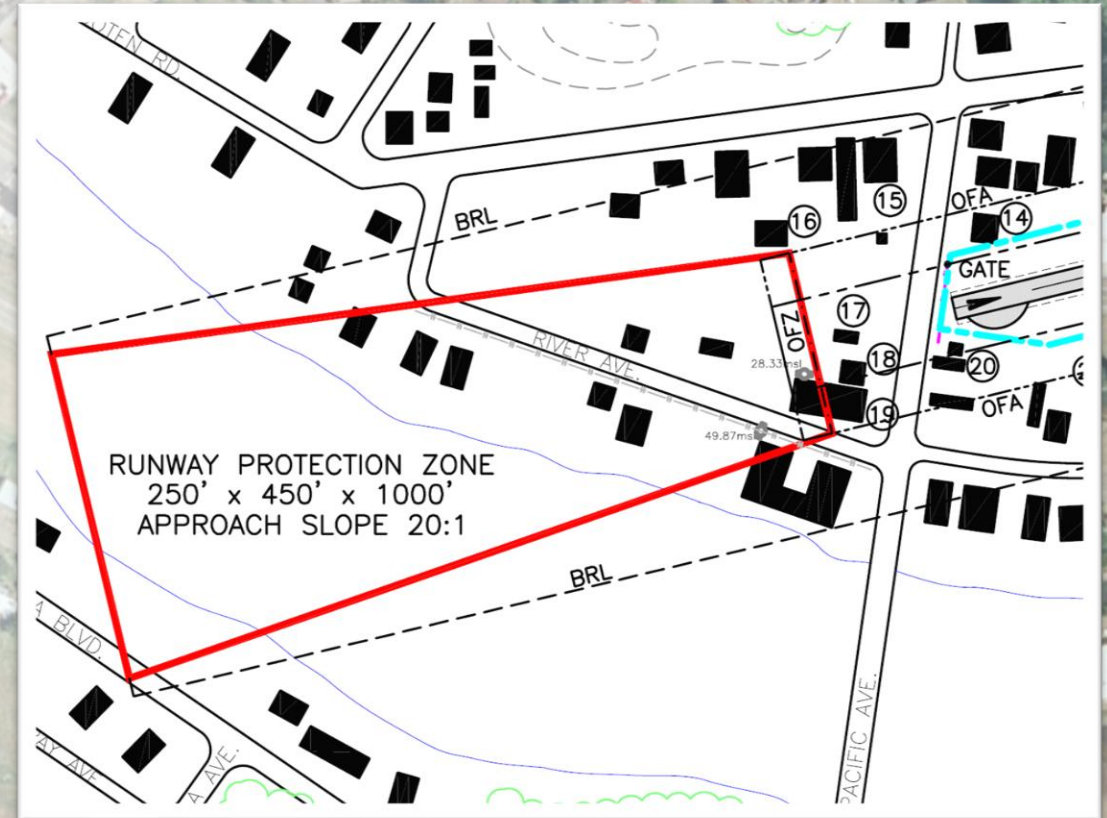
Pacific City State Airport

- New obstruction hazards and incompatible land uses continue to be permitted



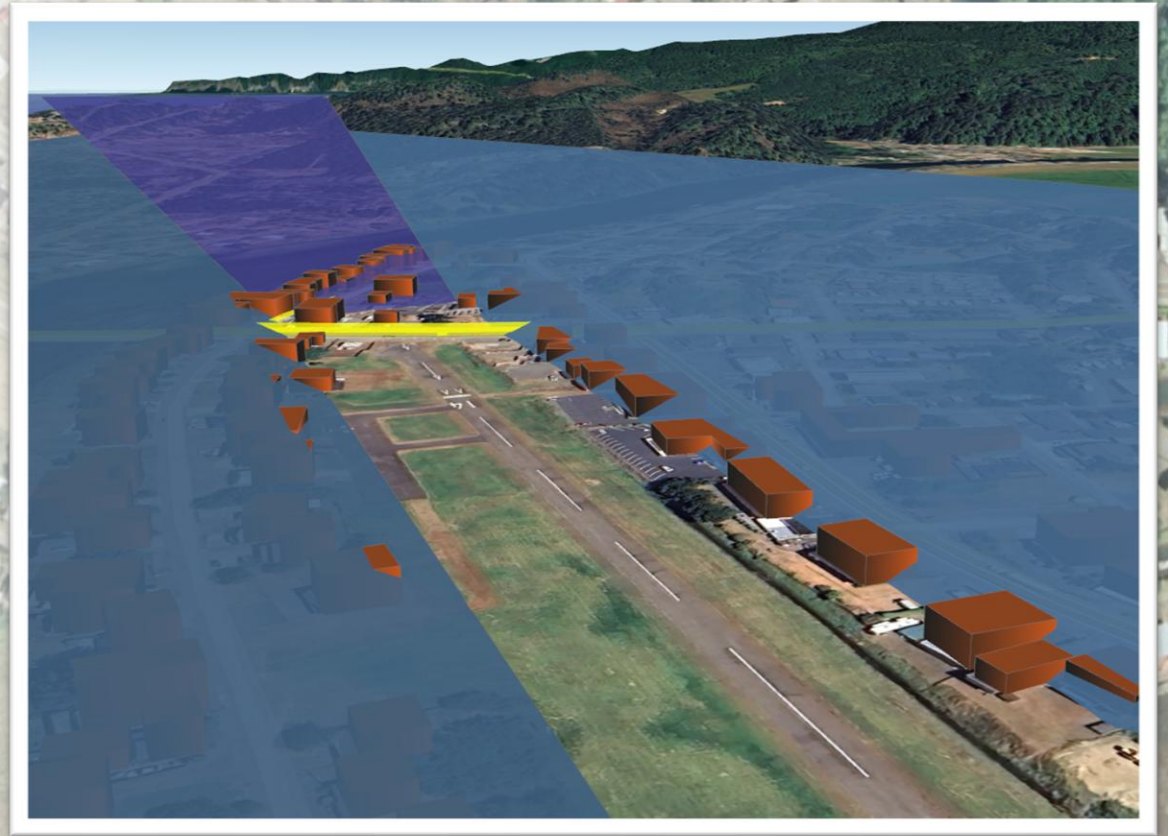
Pacific City State Airport

- New obstruction hazards and incompatible land uses continue to be proposed/permitted
 - Ladd's Corner
 - Dollar General
 - Sign for Vacation Rental
 - Taco Shop
 - Residences and rental properties
- **ODAV is last line of defense for PFC**



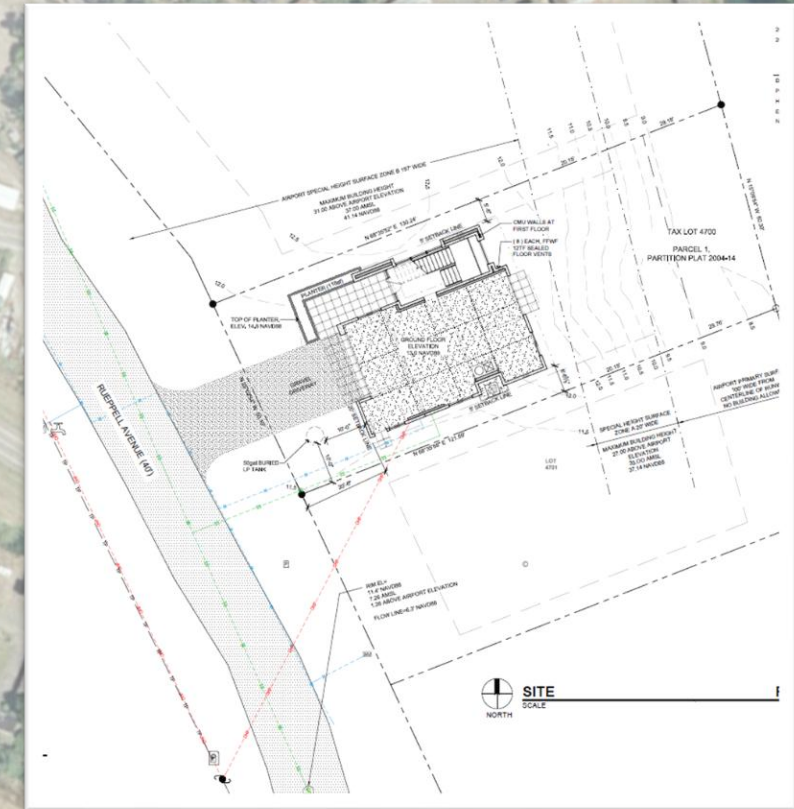
Pacific City State Airport

- Three recent public meetings regarding obstruction hazards/safety concerns:
 - 6/20/2024 Community meeting with Tillamook County
 - 4/13/2025 Tillamook Commission Meeting
 - 7/29/2026 Tillamook Commission Meeting



Pacific City State Airport

- New obstructions continue to be permitted
 - Residential, commercial buildings, poles, and signs



Pacific City State Airport

- Airport needs considerable maintenance and improvements
 - Drainage, access controls, pavement maintenance, parking

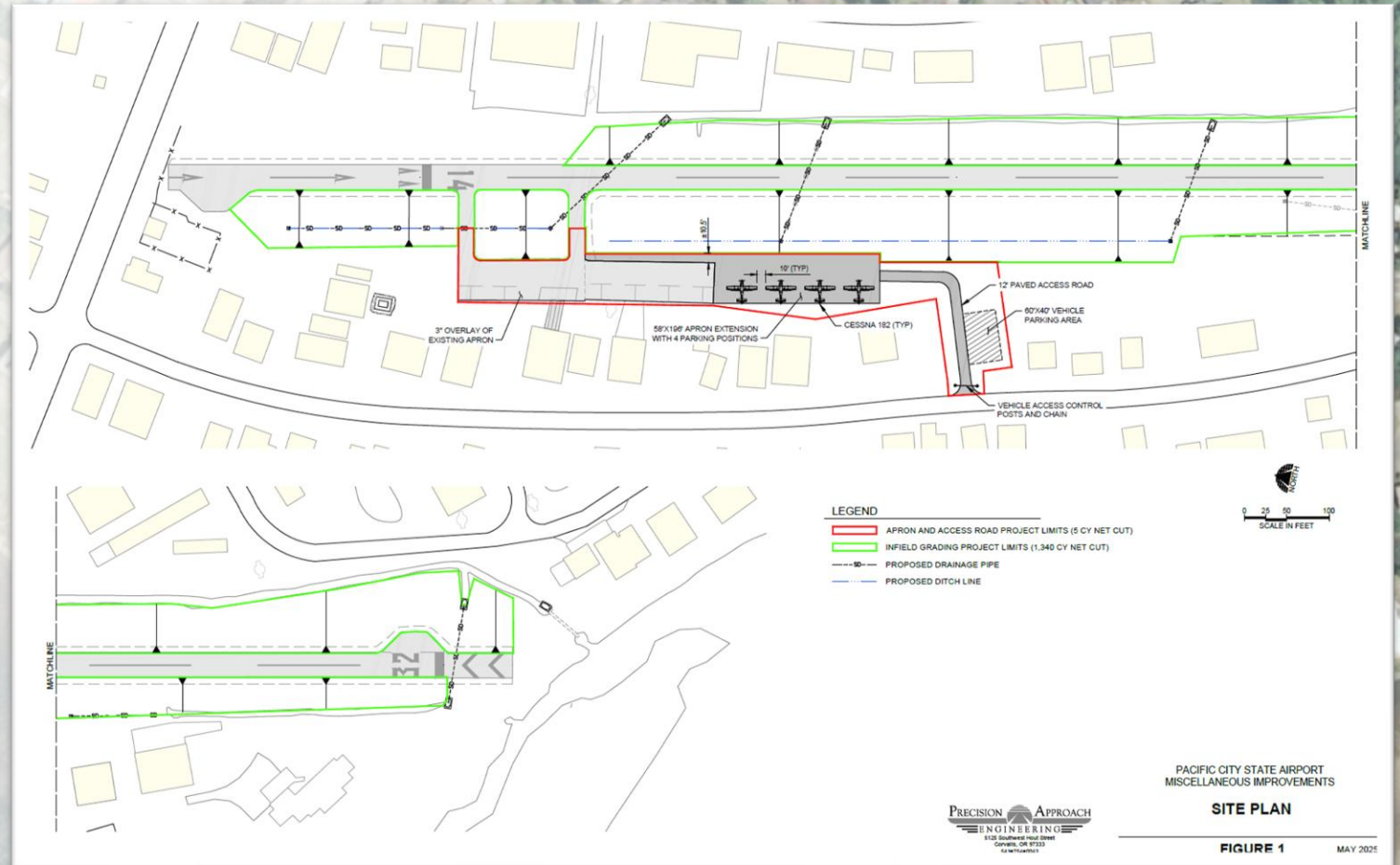


Pacific City State Airport

- Recent SOAR projects:
 - Cycle 2 (2018) - \$103,778.10
 - Tree removal, Ditch cleanout, Flood Gate Repair, Bathroom Remodel
 - Cycle 3 (2020) - \$430,000 approved
 - \$176,609.69 – Property Acquisition for access road
 - \$37,684.25 – Drainage Study and property appraisal
 - \$215,706.06 Remaining
 - Cycle 6 (2026) - \$1,159,296.94 approved
 - \$1,375,000 total remaining (cycles 3 and 6)

Pacific City State Airport

- 2027 Access Road, Apron, and Drainage Improvement Project
 - Provide new public access to the apron
 - Expand and rehabilitate the apron
 - Improve drainage on the airfield



Pacific City State Airport

- Access Road, Apron, and Drainage Improvement Cost Opinion

Pacific City State Airport 2026 Planning Level Cost Opinion

February 2026

Drainage Improvements

Bid Item	Description	Unit	Quantity	Unit Cost	Total
1	Construction Survey and Staking	LS	1	\$ 10,000.00	\$ 10,000.00
2	Temporary Erosion Control	LS	1	\$ 15,000.00	\$ 15,000.00
3	Mobilization	LS	1	\$ 38,700.00	\$ 38,700.00
4	Demolition	LS	1	\$ 25,000.00	\$ 25,000.00
5	Ditch Clearing - Offsite Disposal	CY	1,000	\$ 35.00	\$ 35,000.00
6	Unclassified Excavation	CY	2,000	\$ 35.00	\$ 70,000.00
7	Aggregate Base Course	CY	39	\$ 100.00	\$ 3,888.89
8	Level 3 ACP, 1/2-inch PG 64-22	TON	20	\$ 250.00	\$ 4,921.88
9	12-Inch HDPE Pipe	LF	1,030	\$ 85.00	\$ 87,550.00
10	6-Inch Perforated HDPE Pipe	LF	200	\$ 45.00	\$ 9,000.00
11	Catch Basin	EA	5	\$ 4,000.00	\$ 20,000.00
12	Concrete Pipe Sloped End	EA	7	\$ 2,000.00	\$ 14,000.00
13	Cleanout	EA	1	\$ 1,000.00	\$ 1,000.00
14	Concrete Flow Control Structure	EA	1	\$ 30,000.00	\$ 30,000.00
15	Underdrain Connection to Structure	EA	1	\$ 1,000.00	\$ 1,000.00
16	Hydroseeding	AC	5	\$ 5,000.00	\$ 25,000.00
17	Replace Existing 36" Outfall Pipe to Bay	EA	1	\$ 35,000.00	\$ 35,000.00
				Contingency 15%	\$ 66,309.48
				Total (rounded)	\$ 510,000

New Airport Vehicle Road Access

Bid Item	Description	Unit	Quantity	Unit Cost	Total
1	Construction Survey and Staking	LS	1	\$ 5,000.00	\$ 5,000.00
2	Contractor Quality Control Program (CQCP)	LS	1	\$ 10,000.00	\$ 10,000.00
3	Temporary Erosion Control	LS	1	\$ 10,000.00	\$ 10,000.00
4	Mobilization	LS	1	\$ 11,600.00	\$ 11,600.00
5	Demolition	LS	1	\$ 10,000.00	\$ 10,000.00
6	Separation Geotextile Fabric	SY	833	\$ 4.00	\$ 3,333.33
7	Unclassified Excavation	CY	500	\$ 40.00	\$ 20,000.00
8	Muck Excavation	CY	75	\$ 40.00	\$ 3,000.00
9	Ballast Rock for Muck Excavation Backfill	CY	75	\$ 50.00	\$ 3,750.00
10	Aggregate Base Course	CY	208	\$ 100.00	\$ 20,833.33
11	Level 3 ACP, 1/2-inch PG 64-22	TON	98	\$ 250.00	\$ 24,375.00
12	Hydroseeding	AC	1	\$ 5,000.00	\$ 5,000.00
				Contingency 15%	\$ 19,795.10
				Total (rounded)	\$ 152,000

Apron Rehabilitation (3" Overlay)

Bid Item	Description	Unit	Quantity	Unit Cost	Total
1	Construction Survey and Staking	LS	1	\$ 5,000.00	\$ 5,000.00
2	Contractor Quality Control Program (CQCP)	LS	1	\$ 5,000.00	\$ 5,000.00
3	Mobilization	LS	1	\$ 12,000.00	\$ 12,000.00
4	Demolition	LS	1	\$ 25,000.00	\$ 25,000.00
5	Asphalt Pavement Removal, Full Depth	SY	150	\$ 20.00	\$ 3,000.00
6	Level 3 ACP, 1/2-inch PG 64-22	TON	338	\$ 225.00	\$ 75,937.50
7	Pavement Marking, Yellow/White, Two Coat	SF	120	\$ 50.00	\$ 6,000.00
				Contingency 15%	\$ 20,582.25
				Total (rounded)	\$ 158,000.00

Apron Expansion

Bid Item	Description	Unit	Quantity	Unit Cost	Total
1	Construction Survey and Staking	LS	1	\$ 5,000.00	\$ 5,000.00
2	Contractor Quality Control Program (CQCP)	LS	1	\$ 5,000.00	\$ 5,000.00
3	Mobilization	LS	1	\$ 13,300.00	\$ 13,300.00
4	Demolition	LS	1	\$ 10,000.00	\$ 10,000.00
5	Separation Geotextile Fabric	SY	1163	\$ 4.00	\$ 4,651.21
6	Unclassified Excavation	CY	310	\$ 20.00	\$ 6,200.00
7	Muck Excavation	CY	50	\$ 40.00	\$ 2,000.00
8	Ballast Rock for Muck Excavation Backfill	CY	50	\$ 50.00	\$ 2,500.00
9	Aggregate Base Course	CY	361	\$ 100.00	\$ 36,111.11
10	Level 3 ACP, 1/2-inch PG 64-22	TON	253	\$ 225.00	\$ 56,953.13
11	Pavement Marking, Yellow/White, Two Coat	SF	100	\$ 20.00	\$ 2,000.00
12	Hydroseeding	AC	0.5	\$ 5,000.00	\$ 2,500.00
				Contingency 15%	\$ 22,809.61
				Total (rounded)	\$ 175,000

Construction Total (rounded) \$ 995,000

Admin	\$ 5,000
Topographic Design Survey/Geotechnical Investigation	\$ 25,000
Environmental/Permitting	\$ 100,000
Design/Bidding	\$ 125,000
SDC	\$ 125,000

Total Project Cost Opinion \$ 1,375,000

Pacific City State Airport

- Cost Opinion does not include County permit requirements to:
 - Replace outfall storm pipe with HDPE
 - Create detention to accommodate a 25-year 24-hour storm event within existing ditch line.



Questions?

ENGINE RUN-UPS
BE COURTEOUS AND HELP
AVOID DAMAGE TO VEHICLES
AND PRIVATE PROPERTY.
CONDUCT PRE-TAKEOFF ENGINE
RUN-UPS AT PARKING RAMP
ONLY.

ENGINE START-UPS
BE COURTEOUS AND HELP AVOID
DAMAGE TO PRIVATE PROPERTY.
PLEASE PULL YOUR AIRCRAFT OUT
BY HAND AND ORIENT AIRCRAFT IN
A NORTH OR SOUTH DIRECTION
BEFORE STARTING ENGINE.

**PACIFIC CITY
STATE AIRPORT (PFC)**
ELEVATION 9 FT. MSL
LENGTH 1020 FT.
WIDTH 102.00