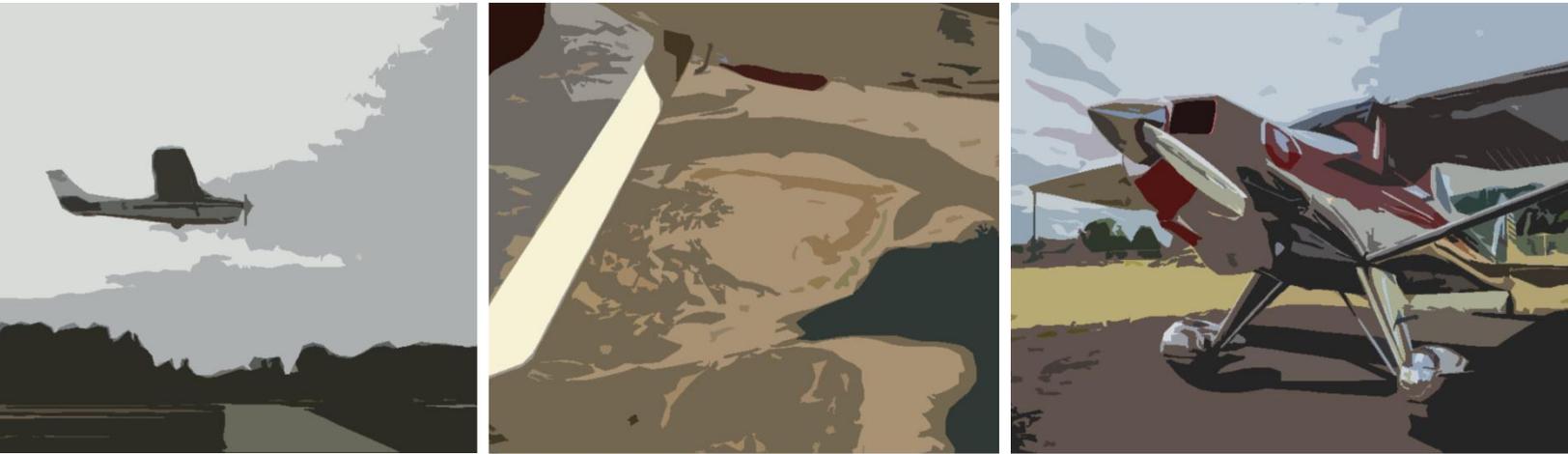




# OREGON DEPARTMENT OF AVIATION ANNUAL REPORT

JULY 1, 2013 THROUGH JUNE 30, 2014



**Mitch Swecker, Director**

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## DIRECTOR'S MESSAGE

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The 2013-2014 fiscal year was another good year for the Oregon Department of Aviation. There were areas where the agency is familiar with the territory and areas that are completely new. In the familiar arena, the Agency continued a trend of doing more with less, a phrase that always means you don't have sufficient funding to meet requirements. ...And in the completely new area, ODA became involved in the Unmanned Aerial Systems (aka drones) community through the state legislature and passage of House Bill 2710 in 2014. The mix of old and new kept ODA busy over the past year.

One of the "familiar" benefits is we now have a pretty talented group of 12 staff members working at ODA, most of whom have been with the agency for several years and are very good at their jobs. I am truly fortunate and blessed with the team here and their achievements matter to me and more importantly to the aviation businesses, pilots and local communities around airports in Oregon. The benefits of an experienced and skilled staff have also paid dividends to the aviation system in the state. While I can't recognize all of them, I do want to recognize one specific achievement that brought recognition of the contribution ODA has made to the airport sponsors around the state. Heather Peck was named the Oregon Airport Management Association's (OAMA) Airport Manager of the Year for 2014. She earned this honor by the flawless execution of the Pavement Maintenance Program while simultaneously managing over six major projects including a runway renovation, multiple obstruction removal projects around the state and oversight of the SCIP program. She even found time to be the subject matter expert on several Airport master plan committees including Troutdale, Scappoose and Hood River as well as directing ODA's master plan update at Bandon State Airport.

This is a team sport and all the staff at ODA worked hard to make sure the agency made a difference to the field of aviation in Oregon. There were many infrastructure improvement projects completed between July 2013 and June 2014. That includes a successful season of the Pavement Maintenance Program (PMP) in the last half of 2013 for the eastern part of the state. It also includes timely completion of the runway renovation at Chiloquin State Airport. Both done with a talented construction project manager in Heather Peck and a plethora of expert consultants and construction companies that worked with ODA. Both PMP and Chiloquin were completed on time and on budget. There were several other obstruction removal projects at different airports and a ramp repaving job at Siletz Bay completed during the year as well. Grant management for 12 federally funded airports is a challenging and ODA is fortunate to have a Financial Analyst, Kristen Forest, who has become quite expert at it. Handling as many as 20 open FAA grants at any given time, her grant management work was inspected by ODOT's Audit team and came away with no significant discrepancies during the year just passed.

In a program started in the last biennium, ODA has strengthened the Statewide Capital Improvement Program (SCIP) during this year. The SCIP partnership between the FAA and the noncommercial NPIAS airports in the state a model for the tristate region of Washington, Idaho and Oregon. Jeff Caines is our SCIP coordinator and his knowledge of statewide Capital Improvement Plans and Nonprimary Entitlement grants has helped with making sure FAA projects in the rural parts of the state have the opportunity to use transferred Airport Improvement Program (AIP) entitlement dollars to airports that need them.

Operationally, Matt Maass, the State Airport Manager has improved the bottom line for airport leases and access agreements over previous years making more airports self-sustaining. Collecting revenue from firefighting at several airports helped offset the cost of maintenance and provided valuable real estate for firefighting helicopters for the past two busy fire seasons. Given the revenue resources available to him, Matt skillfully manages 28 airports around the state. His Operations and Maintenance staff of John Wilson, Don Hankwitz and Dueford Adams are the reasons such a small staff can cover such a wide area as Oregon. The true force multiplier for the agency is the cadre of volunteers.

All too familiar to ODA, Operations Division expenditures were held down to stay under our Legislative Budget Limitation. As a result, the agency provided only bare minimum maintenance to keep non-NPIAS airports safe. This turned out to be a losing battle at Crescent Lake where the freeze and thaw cycle broke pavement like melting icebergs and made the airport unsafe for fixed wing aircraft. The airport remains closed due to the pavement damage and will remain so for the foreseeable future. The remaining 27 airports in the state's management inventory remain functional although Crescent Lake may be the proverbial canary in the coal mine. There are several other non-NPIAS airports with failing pavement and significant obstructions and no means of remedy in the near future.

In the "completely new" category, ODA reorganized the small staff to become more efficient. In the process, the agency established a seasonal maintenance worker position and hired a Business Manager, Joy Howard. Joy came to ODA from the Governor's office bringing with her a wealth of state government knowledge and experience.

Also "completely new", ODA became involved in an up and coming aviation industry. UAS businesses are the newest and most dynamic industry to operate in Oregon. U.S. Congress' FAA Reauthorization Act of 2012 directed the FAA to establish 6 UAS test sites around the country. A consortium from Oregon (SOAR) partnered with Alaska and Hawaii and was selected as one of the test sites. The Oregon sites in Pendleton, Warm Springs and Tillamook provide Oregon with the opportunity to become one of the premier UAS destinations for organizations to test, evaluate and operate in Oregon's variety of coastal, mountainous and high desert terrain. Since 1921, Oregon has been a pioneer and leader in aviation. This new frontier puts the state at the forefront of the next generation of aviation technology and establishes its leadership in the UAS industry.

ODA also supported the Oregon Aviation Industry Cluster (ORAVI) in their third annual conference in Hood River. The Hood River conference had significant aviation business and legislative representation with well over 120 attendees. Even the up and coming UAS industry was well represented and counts many Oregon companies as members of the aviation industry cluster. AUVSI NW counts almost 200 companies in Oregon that operate in the UAS industry.

Oregon Department of Aviation also welcomed two new board members to the fold. Vince Granato, the Chief Operating Officer at Port of Portland and Mary Rosenblum, the President of the Oregon Pilots Association. Both bring welcome new perspectives to the Department and carry on a tradition of volunteer service dating back to 1921. All in all, both the Board and the members of ODA are looking forward to 2015. There are still resources challenges for ODA but the agency has become a stable and positive contributor to the aviation system in Oregon. There is a shared sense of responsibility to keep aviation healthy and thriving in Oregon over the next decade and beyond.

# OREGON AVIATION BOARD

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The State Aviation Board was created by the 1999 Oregon Legislative Assembly through the Senate Bill 108. Seven members of the public serve on the Board by appointment of the Governor and are responsible for providing policy guidance and oversight to the Department of Aviation.



**Mark Gardiner, Board Chair**

**Board Chair Mark Gardiner** of Portland contributes 30 years of experience as an entrepreneur, financial and business advisor, public official and manager in a broad range of industries, including aviation. He is currently serving on the board of Quiet Flight LLC, which is commercializing a new FAA-certified noise cancellation system for aircraft, as well as serving on the board of AvroTec, Inc., a company involved with developing new aviation cockpit technologies. Term expires 6/30/2016



**Larry Dalrymple, Board Member**

**Larry Dalrymple** currently works for the City of Pendleton as the Airport Manager and Economic Development Director. In his role, he has concentrated on industrial development and as the Eastern Oregon Regional Airport Manager his goal is to maintain commercial air service, provide excellent opportunities for local and itinerant general aviation, and to work on industrial development near and around the airport in conjunction with the City's recent expansion of their urban growth boundary and industrial land base. Term expires 6/30/15



**Nan Garnick, Board Member**

**Nan Garnick** is a lifetime resident of Central Oregon. Her aviation career began shortly before graduation from Redmond High School as a bookkeeper's assistant at Butler Aircraft. Soon to be a licensed pilot and combined with 30-plus years of experience, she is a very strong and knowledgeable aviation advocate. Nan's balanced approach, common sense, and listening skills provide a strong platform for contributing to the ongoing growth of aviation in the Oregon. Board member since Feb 2008. Term expires 6/30/2015



**Paul Hudgens, Board Member**

**Paul Hudgens** Born in Southern California and raised in the Great Northwest (Washington and Oregon), graduated from Washington State University, was commissioned an officer in the US Navy. Trained in both helicopters and fixed-wing aircraft, he flew for over three years throughout southwest Asia while based in Japan. Now based in Portland, Oregon with substantial experience in the commercial and military aviation arena, anything dealing with business and aviation makes his sky limitless. Term Expires 6/30/2015



**Mary Rosenblum, Board Member**

**Mary Rosenblum** graduated from Reed College in 1975 and went into bio-medical research. Later, she started writing and went on to support herself and her two sons as a New York author in Science Fiction and Mystery; later starting her own business as an editor, writing teacher and publishing coach. She started flying later in life and bought her first plane while still a student pilot. She is very active in the aviation community. Term expires 6/30/2018



**Vince Granato, Board Member**

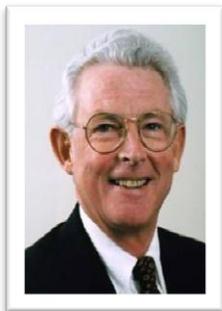
**Vince Granato** was named the Port of Portland's Chief Operating Officer in February of 2012. In this role he is responsible for all operating functions for the Port, including Portland International Airport (PDX), a two-airport General Aviation reliever system, and all of the Port's marine terminals. Vince is a native of Portland, Oregon and attended Oregon State University and graduated from Portland State University with a Bachelor's Degree in Finance. Term expires 6/30/2018

**Former Board members:**

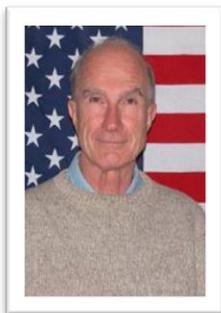
These three board members have a combined contribution of over 28 years of service to the Oregon Aviation Board. Their selfless dedication to Oregon aviation has been immeasurable. Each of these board members emeritus followed a long tradition of aviation system pioneers in Oregon dating back to 1921. It was that time that Oregon formed the first Aviation regulatory organization in the United States for licensing pilots, certifying aircraft and building airport infrastructure. The very system of airports in the state was developed by the Oregon Aviation Board. The Aviation Board members have all been men and women of vision who built Oregon into a leader in the aviation field. This tradition is exemplified by the current board and the three aviation experts who have “termed out” this past year in their contribution to Oregon aviation. They continue to leave their imprint and stay involved in Oregon aviation. We, the Oregon aviation community, are fortunate to have had the benefit of their knowledge and experience. We wish them fair winds and following seas.



***Vice Chair Chris Corich*** has over 22 years of aviation experience. He was employed by the Port of Portland as their General Manager of Long Range Airport Planning. At the Port, he has previously worked as the General Manager of Operations and Maintenance where he was responsible for the day-to-day operations of PDX including the Airport Fire Department, Airfield Operations, Maintenance, Parking, and the Noise Office and has also served as the Manager for the General Aviation Airports – Hillsboro, Troutdale, and Mulino. Term expires 6/30/2014

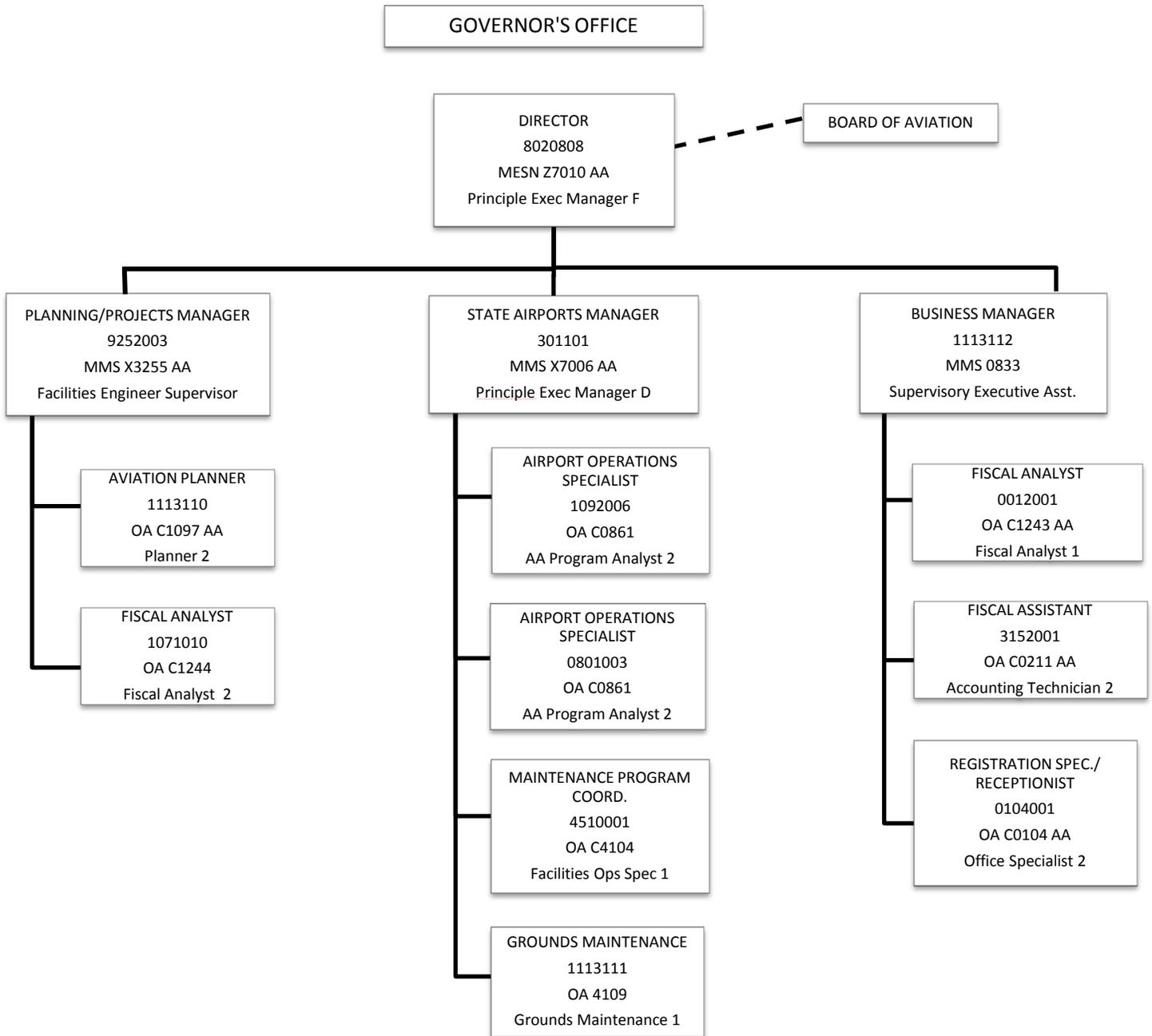


***Jack Locker*** of Portland is retired from his own law practice and has served on the State Aviation Board since February 2002. He is a general aviation pilot who formerly served in the U.S. Air Force and Oregon Air National Guard. Locker is committed to ensuring that Oregon’s general aviation airports thrive as they serve the broader communities in which they are located. Term expires 6/30/2013 (on extension)



***Joe Smith's*** connection to aviation began in 1963 when, as A.A. to an Oregon congressman, he joined the Congressional Flying Club and got his ticket flying out of Friendship Airport (now BWI). He then went to work for a law firm specializing in aviation law and by the time he returned to Oregon had developed a keen interest in maintaining a healthy American aviation system. Term expires 6/30/2014

# ORGANIZATIONAL CHART 2013-2014



## AGENCY OVERVIEW

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Founded in 1921 as the first government aviation agency in the United States, the Oregon Department of Aviation (ODA) is chartered to promote, develop, and improve Oregon's aviation system. ODA's mission is to preserve and enhance aviation for Oregon's communities and serves the state of Oregon through its three-fold focus of advocating for the economic growth, infrastructure improvement, and safe operation of aviation in Oregon.

In addition, ODA is committed to the development and realization of its strategic plan by addressing statewide aviation issues, participating in multi-model coordination, carefully coordinating and managing aviation-related legislation, and providing assistance to aviation constituents, airport owners/sponsors and aviation system users throughout Oregon.

A seven-member Aviation Board provides policy direction to the Director and the Department in administering the laws of the state related to the development, management, education and promotion of Oregon's aviation system. The Director and seven-member Aviation Board are appointed by the Governor and subject to the approval by the Oregon State Senate. ODA is supported entirely by Other and Federal Funds. The revenue is made up of approximately 43% fuels tax, 27% federal funds, and 30% from other revenue sources such as registration fees, leases and pilot registration fees.

In coordination with Business Oregon, ODA and the Board support efforts to harness the economic potential of over 400 aviation related businesses throughout the state. Through a grant funded by the FAA, the Department of Aviation commissioned a study of the economic impact of Oregon's airports on the state's economy. The study by the consulting firm, Mead and Hunt, found that airports and their aviation businesses in Oregon provides over 73,000 jobs and has a \$24.2 billion impact on the state's economy. This represents a 7% decline since 2007 when the impact was over \$26 billion. Even with the effects of the recession still underway, aviation plays a big role in Oregon's economy.



*Quarterly graduation from Portland Community College sponsored youth Aviation class.*

# MISSION & STATUTORY AUTHORITY

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The Oregon Department of Aviation's mission is to support Oregon communities by preserving and enhancing aviation. This includes promoting economy and jobs in the aviation industry and promoting safety at Oregon's 97 public use airports including the 28 airports owned or operated by Department of Aviation.

The Oregon Department of Aviation's activities and authorities are covered by:

- [ORS Chapter 197 – Land Use Planning](#)
- [ORS Chapter 319 – Aviation Fuels tax](#)
- [ORS Chapter 835 – Aviation Administration](#)
- [ORS Chapter 836 – Airports and Landing Fields](#)
- [ORS Chapter 837 – Aircraft Operation](#)
- [ORS Chapter 838 – Airport Districts](#)

## **Work required by Statute:**

- Plan for the development of airports, state airways, airplane industries and aviation (ORS 835.015)
- Cooperate with other governmental agencies in the development of aeronautical activities (ORS 835.015; ORS 197)
- Help communities obtain federal and other funds for airport or facility construction, improvement or maintenance (ORS 836.020)
- Plan, establish, construct, enlarge, improve, maintain, equip, operate, regulate, protect and police airports and air navigation facilities (ORS 836.025)
- Promote Aviation Business and Jobs (ORS 836.055)
- Fund and manage a program to maintain and preserve the pavements used for runways, taxiways and aircraft parking areas at public use airports in this state. (ORS 836.072; ORS 319)
- Conduct airport site approval (ORS 836.085)
- Grant annual airport licenses (ORS 836.105)
- Make determinations regarding issuance of a permit to set aside a particular area of the shore for a landing field for aircraft and issue permits for approved requests (ORS 836.515 and 836.520).
- Develop rules and standards that define physical hazards to air navigation. Determine necessity of marking and/or lighting for hazards to air navigation. (ORS 836.530)
- Encourage and support then continued operation and vitality of Oregon's airports through compatible airport zoning standards. Develop list of airports described in ORS 836.608 and ORS 836.610(1) [ORS 836.610(2)] designated as vital to Oregon's aviation system.
- Promote economic development at Oregon airports through the design and utilization of a commercial/industrial through-the- fence program. (ORS 836.640)
- Register pilots and aircraft (ORS 837.020 and 837.040)
- Issue aircraft dealer licenses (ORS 837.075)
- Improve and maintain state-owned airports (ORS 835.025)

# SUMMARY OF PROGRAMS

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**Operations Division** - Funded with 55% fuel tax, leases, access agreements, and other fees

- **Statewide Services:** Direction and operations of agency (director, financial and administrative)
- **State Airports Division:**
  - Operate 28 public use airports (12 federally funded) with 300 leases/access agreements
  - License and inspect 97 Public Use airports, of which 55 are federally funded and 12 are state owned
  - Register 360 + private airports
- **Airport Maintenance:**
  - Maintain 28 state-owned airports to applicable federal and state safety standards
- **Planning Division:**
  - Aviation System Planning (90% FAA funded)
  - Coordinate with counties regarding airport land use (OAR 660 LCDC)
  - Tall structure evaluation for safety of airports
  - Projects and capital improvements for 12 state owned FAA funded airports
  - Statewide Capital Improvement Program (SCIP) for 55 federally funded airports (NPIAS)

**Pavement Maintenance Program (PMP)**: Funded with fuel tax (45%) All 55 federally funded airports plus an additional 11 public use airports in Oregon (66 total paved)

**General Aviation Entitlement**: Non-Capital (<\$1million) projects at 12 state owned federal funded airports, 90% FAA funded/10% Other Funds from aircraft registration)

**Capital Projects**: (>\$1million) 90% FAA funded/10% Other funds from aircraft registration

**Aircraft Registration**: 4,000+ aircraft - (funds capital and entitlement projects plus partial staff position)

**Pilot Registration/Search and Rescue**: 4,400+ pilots (funds partial staff position for program administration)

- 52% of registration fees go to Oregon Emergency Management for Air Search and Rescue

# AGENCY HISTORY

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**1920s:** The Oregon Department Aviation (ODA) was originally founded in 1921 as the Oregon State Board of Aeronautics -- the first government aviation agency in the history of the United States.

**1930s:** Oregon was a haven for homebuilt airplane designers and builders. There were high-wing planes, low-wing planes, even one with no wings at all. The State Aeronautics Board issued licenses to airplanes built by experimenters and amateurs, some of which achieved national recognition.

**1940s:** After World War II, and in anticipation of the passage of the Federal Airport Act, the Board made plans to establish an engineering department to develop a state airport plan to be correlated with the national airport plan. The engineering department aided municipalities and private owners in the location and development of sites for future airports.

**1950s:** By 1954 the functions of the board were divided into four sections relating to administration, engineering, safety and inspection, and information. During this decade, there were 155 airports in Oregon – a number of which had been constructed by Aeronautics. Aircraft registrations numbered 1,500, while total pilot registrations were 2,800.

**1960s:** The 1960s brought the Aeronautics Board the ability to award hundreds of thousands of dollars in grants to Oregon’s community airports to provide lighting systems and radios. The inventory of state-owned airports tallied 26 during this decade, and Aeronautics constructed the first-ever hospital heliport in the Pacific Northwest.

**1970s:** The Oregon Department of Transportation (ODOT) was established in the 1970s, resulting in the dissolution of the Aeronautics Board and creation of an Aeronautics Division within the new agency. ODOT worked to unify multimodal transportation systems across the state. The Aeronautics Division owned 36 airports and had licensed 110 Oregon public use airports.

**1980s:** By the 1980s, Aeronautics was active in the Oregon Airport Management Association, a professional association whose creation was encouraged by the Division. Aeronautics staff also oversaw preparation of the nationally-acclaimed “Airport Compatibility Planning Guide.”

**1990s:** In 1991, the Aeronautics Division of ODOT participated in the planning and organization of the first Oregon Air Fair, which continues as an annual aviation event to the present day. Between 1994 and 1998, Aeronautics successfully transferred Air SAR responsibilities to the Oregon State Police, and the Office of Emergency Management (OEM), which manages all other search and rescue activities in Oregon.

**2000s:** In 1999, the 70<sup>th</sup> Oregon Legislative Assembly passed legislation granting Aeronautics independent agency status. The Oregon Department of Aviation (ODA) came into being on July 1, 2000.

2010 saw some systemic changes to the organizational structure of ODA. As part of an austerity program as a result of a declining economy and management re-organization, the staff was reduced from 17 to 11.5 FTE.

**July 2011:** ODA again went through additional changes in personnel and transferred administrative functions from DAS to Oregon Department of Transportation (ODOT).

**June 2012:** As the first year of the 11-13 Biennium ended, ODA and the Aviation Board began a review of Oregon Airports. In June 2012, ODA helped sponsor the start the Aviation Industry Cluster identifying over 400 aviation businesses in the process.

**June 2013:** With the close of the 11-13 biennium, ODA stabilized its business model and continued to work on streamlining the organization for an efficient and cost effective work force able to provide the aviation services needed by Oregon communities. ODA strengthened the Statewide Capital Improvement Program (SCIP) which coordinates between FAA and Oregon's 55 federally funded airports. Legislatively, ODA saw a ban on seaplanes at Waldo Lake through SB 602, received statutory authorization to impose civil penalties for violations of ORS 837 and entered a new area of aviation; Unmanned Aerial Systems (UAS) via HB 2710 and participation in attracting UAS businesses to Oregon through participation in a consortium of business and government that sought to include Oregon as one of the 6 FAA test sites directed by Congress in the 2012 FAA Reauthorization Act.

**June 2014:** In 2014, the agency became involved in a new area, Unmanned Aerial Systems (drones to the general public. House Bill 2710 of the 2014 Legislative session required ODA to do a report on drones in 2015 and begin registering public use drones in 2016. The ODA Director joined a UAS consortium (SOAR) that supported UAS three test ranges in partnership with Alaska and Hawaii. The Consortium with Alaska became the Pan Pacific Test Ranges. ODA also began a master plan for Bandon State Airport and held several public meetings. In 2014, Crescent Lake Airport was closed as a result of failed pavement. This is the first impact of a lack of revenue to maintain and repair non-NPIAS airports. Construction on the Aurora Air Traffic Control Tower also began during 2014 with construction expected to be completed in March of 2015. During the fire seasons of 2013 -2014, numerous state owned airports were used for aerial firefighting by both state and federal Forestry Departments and the Bureau of Land Management.



*Oakridge Airport – 4 months before the fires.*



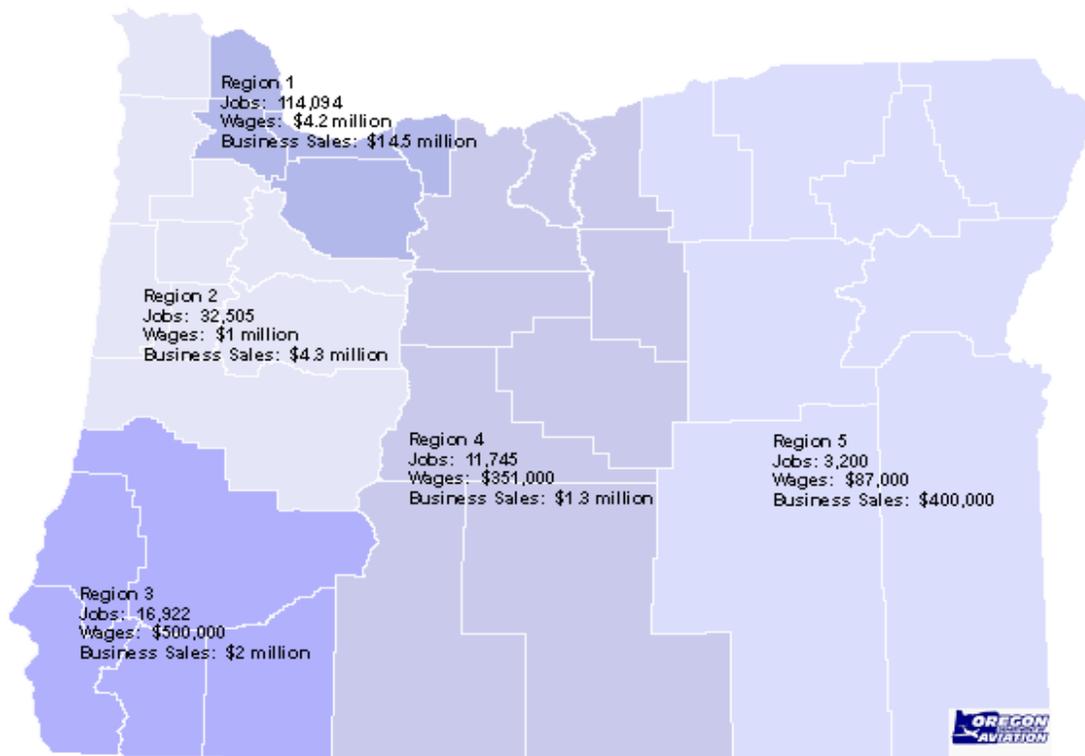
*Oakridge Airport - Used as a Fire Fighting Base.*

# ECONOMIC IMPORTANCE

Oregon provides over \$24 billion dollars in economic benefit and 76,000 jobs to the state just at airports and their satellite businesses. Oregon’s airports continue to play a key role in ensuring economic growth and maintaining high standards of livability throughout the state with an average living wage that exceeds the national and state standards at \$57,000 average annual salary. Oregon communities depend on airports for business and recreational transportation hubs, economic development magnets (businesses move where there is airport access), high value time critical cargo and mail delivery, emergency and medevac access, and rural aerial firefighting. Since 2009, over 300 million dollars in FAA grant funds and over 89 million in CONNECTOREGON funding have maintained and improved the infrastructure of Oregon airports.

In 2014, The Aviation Board and the aviation business community held several quarterly business meetings focusing on access to capital, access to a trained workforce and community significance of airports. The Oregon Aviation Cluster held their third annual Aviation Industry summit in Hood River at the Western Antique Aeroplane and Automobile Museum (WAAM) facility at the Hood River Airport. Over 130 aviation businesses, higher education and government stakeholders turned out. Guest speakers included Sen Ted Ferrioli from District 30 in Eastern Oregon, Senator Betsy Johnson from District 16, Scappoose, State Representative John Huffman from District 59 in The Dalles, and Karmen Fore from the Governor’s office. One of the key elements of the conference was the economic impact of the up and coming UAS industry. The industry was well represented at the summit and included over 30 business representatives.

## Economic Value of Oregon Airports by Connect Oregon Region



# AVIATION IN OREGON

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Aviation is an important component of Oregon’s transportation infrastructure. As of 2014, there are 97 public use and over 360 private use airports providing a variety of services across the state. Oregon’s urban and rural communities depend heavily on their airports. Our state’s size, geography, and population distribution make air transportation important for access, mobility, and connectivity. Aviation plays a key role in connecting Oregon’s rural populations with services and commerce in larger cities and to the national and international air transportation system.

The Oregon Department of Aviation is responsible for managing 28 public airports, most located in small communities around the state. Many of these airports are located in remote areas of the state and have no based aircraft. Some have very low levels of utilization. These facilities, nevertheless, fulfill an important role in Oregon’s integrated aviation network.

- [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](#)



*Bandon Airport – Bandon Airport Summer Recreation Program*

# AIRPORT INFORMATION REPORTING FOR OREGON

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**Program Mission Statement:** To promote operational excellence at Oregon's airports through active participation in public-private partnerships. We will work together to support Oregon Department of Aviation's mission by embracing the values of high ethical conduct and fiscal responsibility with a safety- first approach.

**About Program:** The Airport Information Reporting for Oregon (AIRO) program is a unique approach to supporting Oregon's airports. ODA strengthened the volunteer partnership offered by the AIRO program by linking with the Oregon Pilots' Association. OPA offered to stand up a maintenance wing to assist with ODA's airport system by contributing their eyes, ears and labor to assist with reporting on the safety, security and maintenance conditions at state-sponsored airports. The program capitalizes on partnership with individuals who appreciate the value of Oregon's state-owned airports and who volunteer to help maintain them for the enjoyment of all aviation enthusiasts.

Currently the AIRO program has over 30 volunteers who provide regular inspections on Oregon airports and report findings to ODA staff. ODA believes this program is very valuable to helping maintain the state airports. Developing this partnership with volunteers is vital to the success and safe operations at our airports.

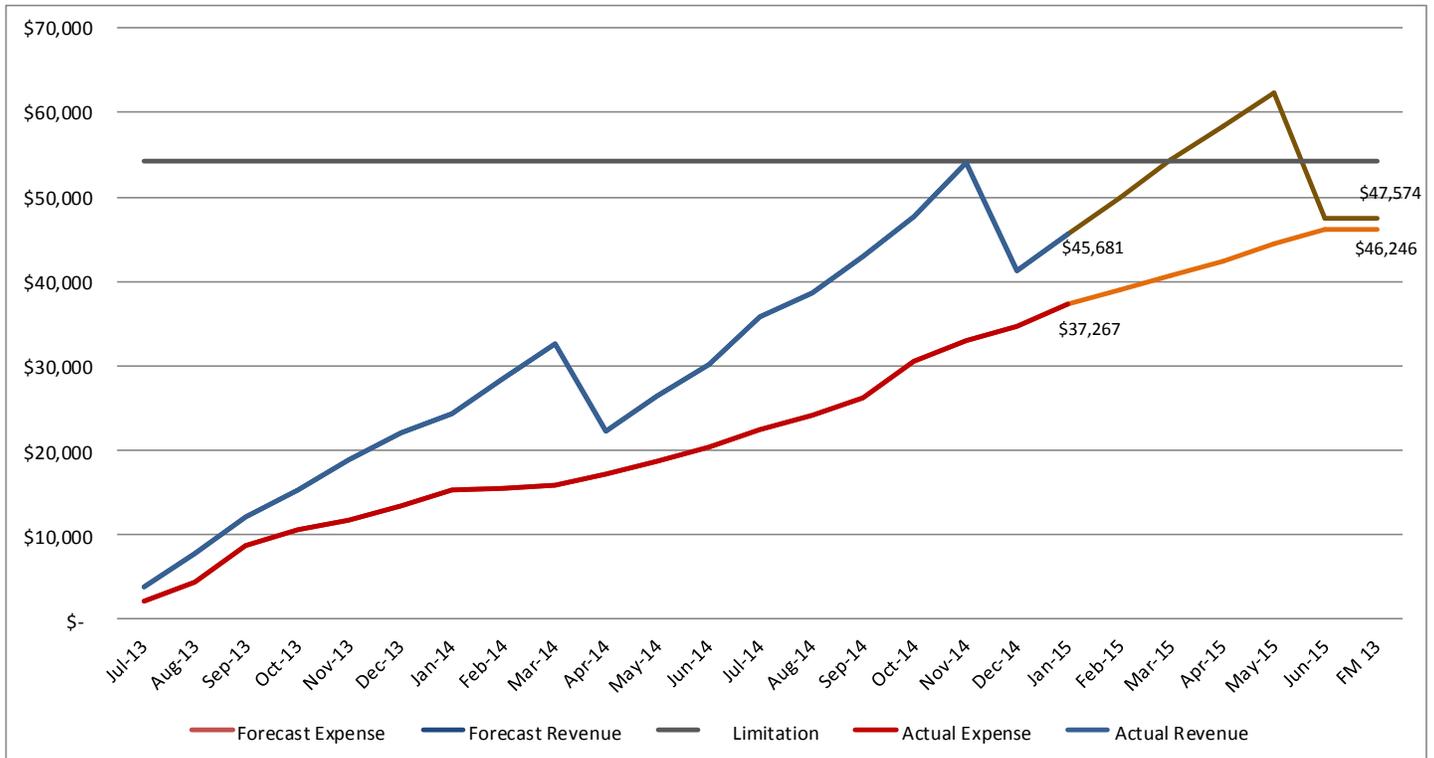
## **Statistical Data for AIRO Volunteer program**

- **28-** ODA Airports staffed with at least one volunteer reporter (100%)
- **40-** Total assigned volunteers (100%)
- **15-** Volunteers that have attended training (38%)
- **0-** Other volunteer applications pending
- **3-** Volunteer resignations
- **18-** Airports with multiple reporters (64%)
- **8-** Multiple-airport reporters, (20%)
- **4-** "At-large" reporters (9% of volunteers)
- **24-** Written Inspections received in 2014 (up 118% from 2013!)
- **10-** In-person special condition reports to ODA staff
- **36-** Telephone reports to ODA staff
- **193-** volunteer inspections have been conducted since the program began in late 2007
- **19-** Airports inspected since the program began in late 2007 (68%)
- **Top 5** airports for inspections received thus far: Aurora- 40, Prospect- 32, Nehalem Bay- 23, Pacific City- 23, and Cottage Grove-15

# PILOT REGISTRATION

In accordance with ORS 837, ODA collects an annual fee of \$12 per year for pilot registration in Oregon. All revenues from pilot registration fees are dedicated to funding part of a position in ODA for collecting funds and the remainder is provided to Office of Emergency Management (OEM) and county search and rescue activities to help fund the aviation Search and Rescue Program.

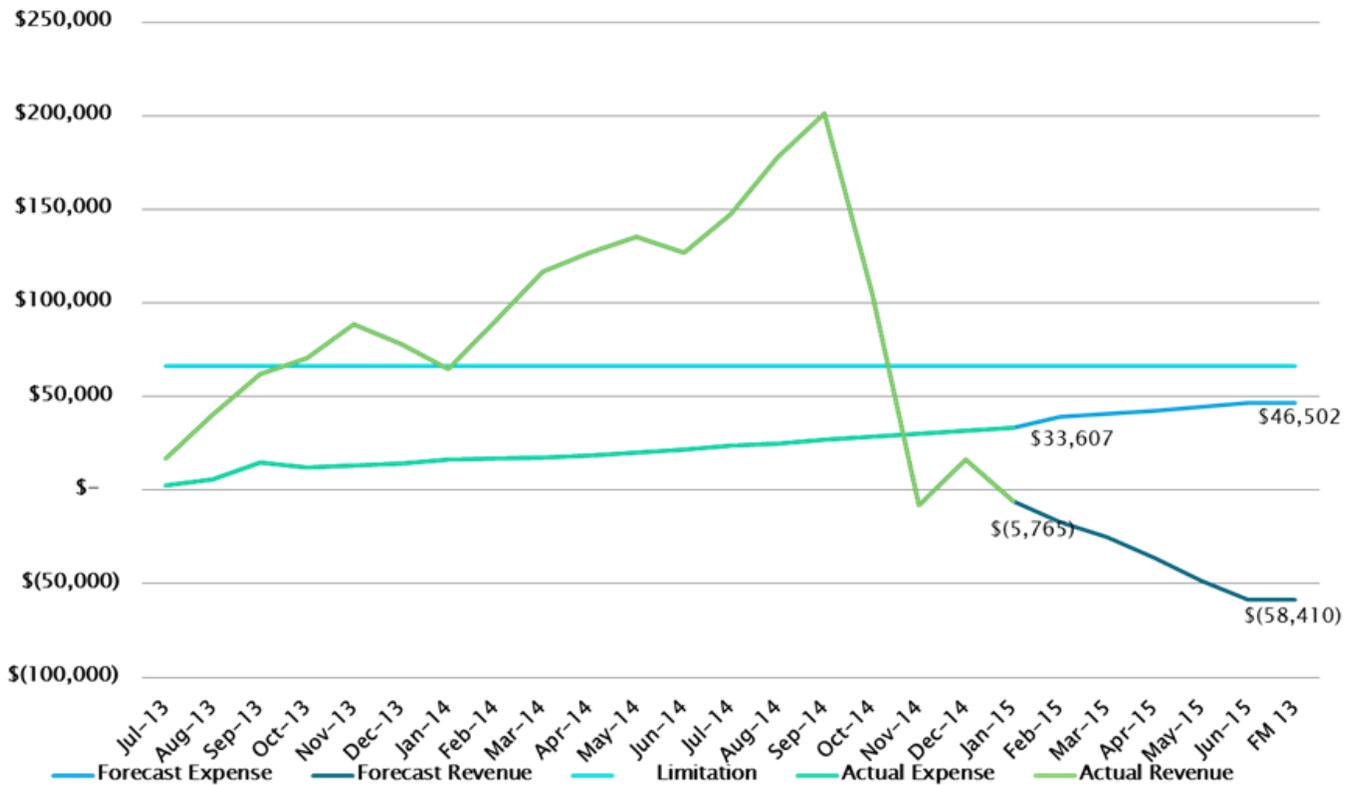
### Pilot Registration Cumulative 2013-2015 Totals



# AIRCRAFT REGISTRATION

Aircraft Registration registers over 4,400 aircraft per year and is responsible for approximately 8% of the agency's revenues. Revenue collected for aircraft registration partially funds a registration administrative assistant in ODA and funds the 10% match for FAA grants for ODA's 12 National Plan of Integrated Airport System (NPIAS) airports.

## Aircraft Registration Cumulative 2013-2015 Totals



# HIGHLIGHTS FROM PLANNING & PROJECTS

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The planning and projects group works directly with all of the airport sponsors in the state of Oregon and liaisons with the FAA ADO office in Renton Washington to work on the SCIP and ODA's collective projects and statewide initiatives and planning.

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## Aurora State Airport



Taxilane and apron reconstruction project. This 1 million dollar taxilane and apron reconstruction project has completed design and is currently being phased and packaged for bid with hopes for construction early spring 2015.

Air Traffic Control Tower Project: is currently over  $\frac{3}{4}$  complete, with scheduled completion and occupancy early February 2015 with operations to follow Spring / Summer 2015 (see attached photo below).

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## Cottage Grove State Airport

Runway Rehabilitation, lighting upgrade & beacon tower replacement



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## Wasco State Airport

Beacon Tower



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## Joseph State Airport

Obstruction Removal, Infield Safety Grading and Fencing Project



## **Pavement Maintenance Program**

The 2014 Oregon Department of Aviation Pavement Maintenance Program included work at the following 13 airports:

**Ashland Municipal Airport:** Pavement maintenance work at Ashland includes full and partial depth asphalt concrete pavement patching, crack sealing in asphalt concrete pavement, and painting on aprons, taxiways, and the runway.



**Bandon State Airport :** Pavement maintenance work at Bandon includes full depth asphalt concrete pavement patching, crack sealing in asphalt concrete pavement, and painting on aprons, taxiways, and the runway.

**Brookings Airport:** Pavement maintenance work at Brookings includes crack sealing in asphalt concrete pavement on aprons, taxiways, and the runway.

**Cape Blanco State Airport (Non-NPIAS no FAA share):** Pavement maintenance work at Cape Blanco includes bituminous slurry sealing, painting and paint removal on the runway.



**Christmas Valley Airport:** Pavement maintenance work at Christmas Valley includes crack sealing in asphalt concrete pavement, bituminous slurry sealing, painting and paint removal on aprons and the runway.

**Creswell Hobby Field:** Pavement maintenance work at Creswell includes full depth asphalt concrete pavement patching and crack sealing in asphalt concrete pavement on aprons, taxiways, and the runway.

**Grants Pass Airport:** Pavement maintenance work at Grants Pass includes crack sealing in asphalt concrete pavement, painting and paint removal on aprons and taxiways.

**Illinois Valley Airport:** Pavement maintenance work at Illinois Valley includes crack sealing in asphalt concrete pavement, painting and paint removal on aprons, taxiways, and the runway.

**Lake County Airport:** Pavement maintenance work at Lake County includes full and partial depth asphalt concrete pavement patching, crack sealing in asphalt concrete pavement, and painting on aprons and taxiways.

**Myrtle Creek Municipal Airport:** Pavement maintenance work at Myrtle Creek includes crack sealing in asphalt concrete pavement and painting on aprons and taxiways.



**Roseburg Regional Airport:** Pavement maintenance work at Roseburg includes crack sealing in asphalt concrete pavement, bituminous slurry sealing, painting and paint removal on aprons, taxiways, and the runway.

## **Bandon State Airport – Master Plan**

Currently ODA is nearing the half way mark on the Bandon State Airport Master Plan. This project lasts approximately 1 year and goes through the airport’s current inventory, needs and projected growth and planning that looks at a planning period of time of 20 years.

## **Oregon Aviation Plan (OAP) – Economic Update**

2 year project which consisted of updating all of the economic impact for all of the GA NPIAS Airports throughout the state of Oregon. Data was analyzed by Airport, city and region.

## **Oregon Statewide Capital Improvement Program**

The latest project within this program was to (in 2014) procure and implement software program that allows all sponsors to input their individual CIP’s in order to capture the entire 5 year CIP project list on a statewide level. Implementation was successful. ODA is now working with the FAA and airport sponsors throughout the state in joint planning meetings to discuss the 5 year CIP’s and record the statewide project needs.

## **2014 Statewide Pavement Maintenance Evaluations**

Central/Eastern Region - Complete PCI inspections, evaluations and written reports were compiled and completed for 1/3 of the state’s public use paved airports (central & eastern region). These physical inspections, verification reports were done by ODA and its consultants (pavement Consultants Inc.) The 24 airports include: Baker City, Bend, Boardman, Burns, The Dalles, Condon, Grant County, Hermiston, Joseph, Hood River, La Grande, Madras, McDermitt, Lexington, Ontario, Prineville, Pendleton, Wasco, Cascade Locks, Enterprise, Monument, Sisters and Sunriver. These report will be evaluated and ODA and its engineers will determine the pavement maintenance construction work that will need to be done as part of the 2015 construction package.



*Aurora Airport Restriping*

## TALL STRUCTURES EVALUATION

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During the 2013-2014 fiscal year airspace analyses were conducted on all proposed tall structures in and around Oregon Airports. Through this process, ODA ensures that proposed structures do not encroach upon or negatively impact airports. ODA staff works with counties, cities, local agencies across the state in coordination with the FAA to review land use actions near airports and provide evaluations and analysis on tall structures to ensure there is no hazard to air navigation. ODA's mission is to assist in preserving airports through planning guidance and requirements and compliance of air system safety.

### 5010 MASTER RECORD INSPECTIONS

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The FAA 5010 Master Record Inspection is conducted every three years to verify airport data. It requires a physical inspection of the airport to include obstruction analysis, airport markings and data elements from the FAA 5010 Form.

AIRPORT NAME	ASSOCIATED CITY	LOC ID // FAA SITE #	INSPECTED
1. ALBANY MUNI	ALBANY	S12 19345.*A	2014
2. ALKALI LAKE STATE	ALKALI LAKE	R03 19346.75*A	2014
3. ARLINGTON MUNI	ARLINGTON	1S8 19348.*A	2014
4. BEAVER MARSH STATE	BEAVER MARSH	2S2 19365.*A	2014
5. BEND MUNI BEND	BEND	BND 19371.*A	2014
6. BROOKINGS	BROOKINGS	BOK 19377.*A	2014
7. CAPE BLANCO STATE	DENMARK	5S6 19422.*A	2014
8. CASCADE LOCKS STATE	CASCADE LOCKS	CZK 19380.*A	2014
9. COTTAGE GROVE STATE	COTTAGE GROVE	61S 19411.1*A	2014
10. FLORENCE MUNI	FLORENCE	6S2 19443.*A	2014
11. GEORGE FELT	ROSEBURG	5S1 19589.1*A	2014
12. HERMISTON MUNI	HERMISTON	HRI 19465.*A	2014
13. HOBBY FIELD	CRESWELL	77S 19414.1*A	2014
14. INDEPENDENCE STATE	INDEPENDENCE	7S5 19476.5*A	2014
15. LAKE WOHINK	FLORENCE	1O0 19443.01*C	2014
16. LEBANON STATE	LEBANON	S30 19500.*A	2014
17. MYRTLE CREEK MUNI	MYRTLE CREEK	16S 19529.2*A	2014
18. OAKRIDGE STATE	OAKRIDGE	5S0 19548.1*A	2014
19. OWYHEE RESERVOIR STATE	OWYHEE	28U 19559.*A	2014
20. PAISLEY	PAISLEY	22S 19561.18A	2014
21. PORTLAND DOWNTOWN	PORTLAND	61J 19570.5*H	2014
22. PORTLAND-HILLSBORO	HILLSBORO	HIO 19571.5*A	2014
23. PORTLAND-TROUTDALE	TROUTDALE	TTD 19572.*A	2014
24. ROSEBURG RGNL	ROSEBURG	RBG 19589.*A	2014
25. SEASIDE MUNI	SEASIDE	56S 19602.*A	2014
26. SILETZ BAY STATE	GLENEDEN BEACH	S45 19449.4*A	2014
27. SILVER LAKE F S STRIP	SILVER LAKE	45S 19605.1*A	2014
28. SPORTSMAN AIRPARK	NEWBERG	2S6 19535.*A	2014
29. TILLAMOOK	TILLAMOOK	TMK 19616.*A	2014
30. TOKETEE STATE	CLEARWATER	3S6 19403.5*A	2014

# 2013-2015 LEGISLATIVELY APPROVED BUDGET

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**Beginning Balance \$2,384,466**

## Agency Wide Revenues Summary

### Revenue Categories

- Motor Fuels Taxes \$766
- Licenses & Fees \$903,969
- Rents & Royalties \$480,481
- Other Revenues \$578,041
- Federal Revenues \$4,769,741
- Transfer In - Intra-fund \$668,025
- Transfer From Transportation Dept. \$4,422,040
- Transfer Out - Intra-fund \$(668,025)
- Transfer Out – Military \$(51,751)

**Total Available Revenues \$13,487,753**

## Agency-Wide Expenditure Summary

### Expenditure Program Units

- Operations \$4,305,731
- Search & Rescue \$56,567
- General Aviation Entitlement Program \$4,227,000
- Aircraft Registration \$69,147
- Pavement Maintenance \$1,977,588
- Capital Construction \$440,000

**Total Expenditures \$11,076,033**

**Ending Balance \$4,796,216**

# APPENDIX A – OREGON AVIATION SYSTEM AIRPORT

## OREGON AVIATION SYSTEM AIRPORTS

