



# 2004 Annual Report \*

July 1, 2003 through June 30, 2004



**Revised 4/28/05**

\* This report contains Board Members and Employees as of April 2005

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## **From the Board Chairman**

### **Mike Burrill**

The Oregon State Aviation Board has gone through some rather significant changes over the last fiscal year. On November 17, 2004, the Oregon Senate Committee on Rules and Executive Appointments reappointed Steve Beckham, Carrie Novick and myself, to join Jack Loacker and Steve Schreiber as members of the Oregon State Aviation Board.

At the same time, they appointed one new member, Amy Prutzman, from the Bend area to the sixth Board seat. With these appointments, the Board is back to six confirmed members. By statute, we are required to have seven members on the Board, so we are eagerly awaiting the Governor's appointment of that seventh member. In other action, I was appointed as the Chair, and Steven Schrieber was appointed as the Vice-Chair of the State Aviation Board.

The Department of Aviation has also gone through some rather significant changes. Ann Crook, who had been the Director of the Department for the past four years, left State employment to become the director of the airport in Klamath Falls, Oregon. The Governor's office appointed Ron Rende as the Interim Director for a period and Ron left that position in November 2004. Charlie Riordan, the State Airport Manager, has been filling in as the Interim Director while we await the appointment of a permanent Director.

Over the last few months through the efforts of Interim Director Ron Rende, the management team at ODA, and representatives from the Governor's office, the Department has gone through some organizational changes. The most noteworthy change is the appointment of Tom Franklin as the Aurora and Independence State Airport Manager. Tom will work directly for Charlie Riordan, the State Airport Manager. Jennifer Kellar is the Fiscal Services Manager and John Wilson is the Aviation Business Manager.

The Board, ODA, and the citizens of Oregon can feel proud of the leadership and commitment shown by the ODA staff for their dedication and hard work as they have rallied to the cause and have performed with the kind of zeal that we could only hope for.

Over the last 4 years, the emphasis has been on developing the policies and procedures for the Department with economic development as a secondary role, but it is now time to make job creation and aviation growth our priority. The Governor has initiated a Connect Oregon Initiative, which will bring the Oregon Department of Aviation together with the Oregon Department of Transportation and the Oregon Economic and Community Development Department, along with their Boards and Commissions, to work together to identify transportation needs to connect Oregon and to help in the stimulation of job growth and economic growth for all of Oregon. Part of the initiative will also be to pursue funding sources, which may not have been pursued, in order to fund these transportation needs.

A handwritten signature in black ink, appearing to read "Mike Burrill". The signature is fluid and cursive, written over a white background.

## Mission Statement

**Agency Mission: Enhance the well-being of the people of Oregon by advancing aviation in the state.**

The Oregon Department of Aviation (ODA) is dedicated to developing and improving Oregon's aviation system.

The Department's goals include:

- Develop aviation as an integral part of Oregon's transportation network
- Create and implement strategies to protect and improve Oregon's aviation system
- Encourage aviation-related economic development
- Support aviation safety and education
- Increase commercial air service and general aviation in Oregon

ODA is committed to the development and realization of its strategic plan, by encouraging problem-solving processes to statewide aviation issues. ODA participates in multi-modal coordination. ODA carefully coordinates and manages aviation-related legislation. ODA provides outreach to aviation system users throughout Oregon.



## Oregon Department of Aviation History

**1920-1930:** The Oregon Department Aviation (ODA) was originally founded in 1921 as the Oregon State Board of Aeronautics. It was the first government aviation agency in the history of the United States. At its inception, the Oregon Board of Aeronautics tested the competency of pilots and airworthiness of aircraft. Later, when the federal government created the Federal Aviation Administration (FAA) and took over these functions nation-wide, the duties of the Board of Aeronautics were modified to deal with aviation-related matters of state concern.

**1940:** In 1947, the Oregon Legislature gave Aeronautics the responsibility to establish and maintain a program for Air Search and Rescue (Air SAR), following a private aircraft accident that killed Oregon's Governor, Secretary of State, and Senate President. Statewide coordination of Air SAR was a key focus of division activities until 1994.

**1950:** The 1950's saw the Board of Aeronautics involved in formulating a Master Search and Rescue Plan, producing the first-ever Oregon Airport Directory state airways map, and creating an air marking plan that included a complete survey of the entire state. During this decade, there were 155 airports in Oregon – a number of which had been constructed by Aeronautics. Aircraft registrations numbered 1500, while total pilot registrations were 2800. A State Aviation Education Program was initiated. The Board became a member of the National Association of State Aviation Officials (NASAO).

**1960:** The 1960's 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. This successful project resulted in Aeronautics promoting development of heliports at additional Oregon hospitals, ultimately resulting in 36 such facilities statewide.

**1970:** The Oregon Department of Transportation was established in the 1970s. This resulted in the dissolution of the Aeronautics Board and creation of an Aeronautics Division within the new transportation agency. ODOT worked to unify multi-modal transportation systems across the state. The Aeronautics Division owned 36 airports and had licensed 110 Oregon public-use airports. Major areas of concern were airport and heliport development, as well as the education of both the general public and government agencies about the role of air transportation in the overall transportation system. The Division began its Statewide Aviation System planning efforts in 1978 across Oregon.

## Oregon Department of Aviation History

**1980:** By the 1980s, Aeronautics was active in 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.” This publication provided recommendations for guidelines and procedures on land use planning and zoning for airports and was distributed to all airport owners and municipalities.

**1990:** In 1991, the Aeronautics Division of ODOT participated in the planning and organization of first Oregon Air Fair, which has continued as an annual aviation event to the present day. During that same year, Aeronautics helped to organize 24 different aviation organizations into an aviation advocacy group called the Oregon Aviation Alliance. 1993 saw the computerization of the program used to measure the condition of airport pavements in the state. Between 1994 and 1998, Aeronautics successfully transferred Air SAR responsibilities to the Oregon State Police, Office of Emergency Management (OEM), which manages all other search and rescue activities in Oregon. During 1998, the Division began work on development of the Oregon Aviation Plan. This statewide aviation policy document refined the goals and policies of the Oregon Transportation Plan, specifically, as they related to aviation.

**2000:** 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. The five-member State Aviation Board was created by Governor Appointment to provide policy direction to ODA’s Director and the Department. In early 2002, the State Aviation Board was expanded to a seven-member policy body.



## Oregon State Aviation Board

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



**Board Chair, Michael Burrill, Sr.**, is an original member of the State Aviation Board. He is a southern Oregon native and president of Burrill Resources, Inc. in Medford. Due to his extensive involvement in local and state transportation issues, Burrill brings an interest in developing international trade in Oregon, as well as improving an air cargo system that would serve not only the state, but the broader Pacific Northwest Region.



**Vice Board Chair, Steve Schreiber** has been on the State Aviation Board since February 2002. He has been recently promoted to Director and Chief Financial Officer of Operation Service for the Port of Portland. Prior to his promotion he was the Director of Aviation for the Port of Portland. A native Oregonian, Schreiber has served the Port for 20 years. He was hired as Senior Internal Auditor in 1981. Schreiber is a graduate of Oregon State University with a degree in Business Administration and Finance.



**Carrie Novick** has been the Airport Manager at Roberts Field-Redmond Municipal Airport for more than 10 years. In that capacity, she has successfully led that facility through a decade of growth that included construction of a new terminal building, installation of a new air traffic control tower and a dramatic increase in air service options. An original member of the State Aviation Board, Novick formerly served on the Statewide Aviation Advisory Committee in 1996-1997. She brings specific expertise regarding the development, preservation and professional management of public use airports.

## Oregon State Aviation Board



**Jack Loacker** 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. Loacker is committed to ensuring that Oregon's general aviation airports thrive as they serve the broader communities in which they are located. Loacker was appointed in correlation with expansion of the Board from five to seven members.



**Stephen Beckham** a long-time Oregon resident now living in Aumsville, he works as Vice President, Government Affairs for Liberty Mutual/Liberty Northwest. Beckham brings 30-plus years of public policy and governmental affairs experience to the Board. He is passionate about aviation and is both a pilot and aircraft builder. He brings a vision for aviation to become a means to improve economic development in communities throughout the state and for Oregon to become a national aviation leader.



**Amy Lynn Prutzman** is President/CEO of Aerie Innovations, a small aviation technical services company in Bend. She began flying at age 14, holds a Bachelor of Science Degree in Air Commerce/Flight Technology, and has over the past 25 years devoted her career exclusively to aviation. Prutzman sees aviation as a cornerstone of commerce, local and regional economies and an important part of our lives. Her goal on the Board is to help Oregon aviation to grow to meet the needs of communities and economic development throughout the state.

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# Aviation in Oregon

## Overview

Air transportation is an important part of Oregon's transportation system. Airports are critical components of Oregon's transportation infrastructure. They support the state's economic and social well being and livability by enabling the quick, efficient, and safe movement of people and goods. As of 2004 there are over 100 public use and over 300 private use airports in Oregon; which provide a variety of different services to Oregonians, businesses and tourists.

Oregon's size, geography, and population distribution make air transportation more important for access, mobility, and connectivity than many other states. Air transportation 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. This is particularly true in many areas outside of the Willamette Valley where access to the major commercial service airports is hours away. Oregon's urban and rural communities depend heavily on their airports.

## Economic Importance

Oregon's system of airports plays an important role in economic development. The economic significance of Oregon's airport system is demonstrated by the following facts:

- More than three million visitors arrive each year at Oregon's commercial service and general aviation airports
- Spending by visitors and associated spin-offs account for a total annual benefit of approximately six billion to Oregon's economy
- Visitor spending supports over 135,000 jobs in Oregon with an annual payroll estimated at 2.4 billion
- Approximately 12,000 jobs are created by aviation-related tenants at Oregon's airports, and an additional 13,000 secondary jobs support tenant-related jobs
- Annual output or spending related to all tenants at Oregon's system of commercial and general aviation airports is estimated at 5.9 billion

Oregon's public-use airports play a key role in ensuring economic growth and maintaining high standards of livability throughout the state. Airline passengers, overnight mail, air cargo, air ambulance, forest fire suppression, crop spraying, military use, and aviation-related businesses all depend on an adequate network of airports.

## 2004 Aviation Art Contest

The 2004 International Aviation Art Contest is sponsored by the National Aeronautic Association, National Association of State Aviation Officials (NASAO), National Aeronautics and Space Administration (NASA), the FAA, and the Federation Aeronautique Internationale (FAI). FAI's goal is to motivate and encourage young member nations to become familiar with and participate in aeronautics, engineering and science. ODA serves as the Oregon sponsor for the annual International Aviation Art Contest. This event engages artistic youth across the globe, from the age 6 to age 17, to reflect on aviation by designing a piece of art based on each year's chosen theme. The theme for the 2004 contest was; "Flying Saves Lives." For 100 years, the FAI has existed to encourage both the love of aviation and the thrill of competition.

The theme for the 2005 contest will be: "Create an Air Show Poster – More than 100 years of Human Flight". For more than 100 years, men and women have been taking to the air and delighting those on the ground. Across the world, people have gathered in open fields and airports large and small, to see aircraft old and new, aerobatic pilots spinning and diving their planes in the sky, beautiful hot air balloons floating over the land, parachutists descending to the earth under colorful canopies and precision flying contests.



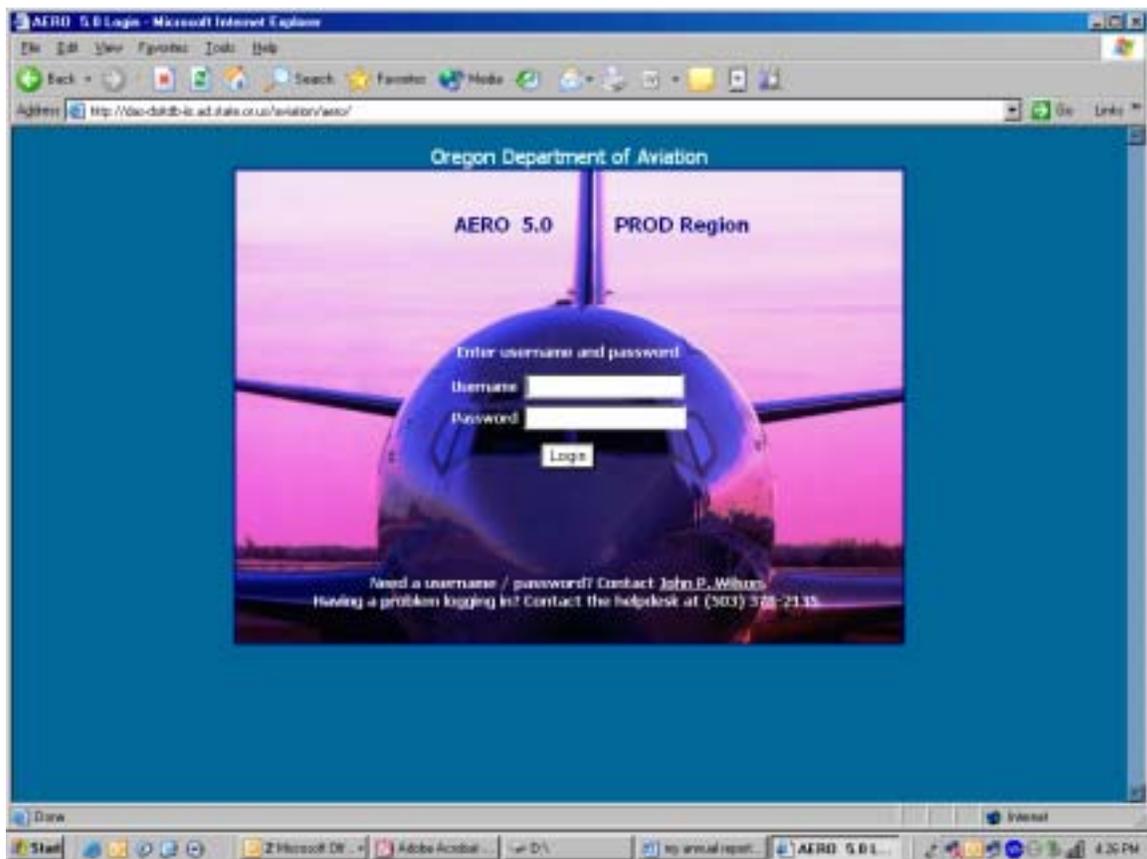
## Department of Aviation Web Site

Many changes are taking place at ODA, including our web page (www.oregon.gov/aviation). In January 2005, the ODA web page will have a new look. ODA will be migrating to the state standard web page, which will make it much easier to navigate through our site. Material contained in our web page includes: ODA staff, state and public airports, pilot/aircraft/airport registration requirements and documents, Oregon Revised Statutes, Oregon Administrative Rules, non-commercial and commercial lease policy and biographies of the State Aviation Board Members. ODA's web site will be linked to the pilot and aircraft registration system, the Airport Information Management System (AIMS).



## Pilot and Aircraft Registration

ODA has been working on a new pilot and aircraft registration system for the past year. This system will enhance daily registration duties and will be linked to our web page so people can register on-line. In August of 2004, ODA began accepting credit cards over the phone. During May of 2005, ODA will begin on-line service. The public will be able to register aircraft or renew pilot certificates using the on-line service including, paying with your credit/debt card and making any necessary changes. After establishing a user name and password, a person will be able to make changes or update information from the comfort of their computer. ODA is very excited about this new enhancement not only for our department, but for the public we serve.



## 2004 Financial Aid to Municipalities Grant

In 2004, ODA's Financial Aid to Municipalities (FAM) Grants provided a total of \$230,000 in assistance to 23 Oregon airports. Funding for FAM Grants come from State taxes on all aviation fuel pumped in Oregon. Local match was required for successful grant recipients. Eligible projects focused on airport capital improvement projects and planning projects, or smaller airport projects which were often difficult to fund through other means. FAM Grants may also be used as part of the local sponsor match for FAA Airport Improvement Plan (AIP) grants. The following are the Airports awarded FAM Grants in 2004 and a description of the airport projects.

<u>Airport and Project Description</u>	<u>Total Cost</u>
<b>Albany Municipal Airport, City of Albany</b> - Sponsor-funded security system improvements including installation of security cameras and recording equipment for the ramp and other areas of the airport where theft and vandalism has occurred. A Fuel Card-Lock System to improve the existing fuel facility.	<b>\$10,000</b>
<b>Astoria Airport, Port of Astoria Airport</b> - Federally-funded AIP project to complete wildlife security fencing; improve the runway safety area at both ends of Runway 13/31 (including declared distances, threshold relocations, additional lighting and distance to go markers); and a Wildlife Hazard Assessment to be completed by the USDA Wildlife Services.	<b>\$10,000</b>
<b>Bend Municipal Airport, City of Bend</b> - Federally-funded AIP project to install an Automated Weather Observation System (AWOS).	<b>\$10,000</b>
<b>Boardman Airport, Port of Morrow</b> - Federally-funded AIP project to construct a new airport access road, expand the aircraft parking apron, and construct a taxiway.	<b>\$10,000</b>
<b>Brookings Airport, Curry County</b> - Federally-funded AIP project to install a Precision Approach Path Indicator (PAPI) on Runway 30, install perimeter fencing, construct a new aircraft apron, expand existing apron, pave around a fuel island, and construct taxi lanes and connectors for hangar development and drainage.	<b>\$10,000</b>
<b>Columbia Gorge Regional Airport, City of The Dalles/Klickitat County</b> - Sponsor-funded project to install sewer and water infrastructure to facilitate hangar development.	<b>\$10,000</b>
<b>Corvallis Municipal Airport, City of Corvallis</b> - Federally-funded AIP project to construct holding apron on taxiway A, extend taxiway B, install edge lighting on taxiways A and B, relocate the rotating beacon, make fencing improvements, and construct fire lane access for the airport.	<b>\$10,000</b>

## 2004 Financial Aid to Municipalities Grant

<u>Airport and Project Description</u>	<u>Total Cost</u>
<b>Creswell - Hobby Field Airport, City of Creswell</b> - Sponsor-funded upgrade of electrical system in terminal building, installation of individual electrical meters to all tenants in building and upgrade the airport fuel center.	<b>\$10,000</b>
<b>Grant County Regional Airport, Grant County</b> - Sponsor-funded project to complete engineering and construction of water and sewer infrastructure so the airport can increase hangar development.	<b>\$10,000</b>
<b>Grants Pass Airport, Josephine County</b> - Federally-funded AIP project for taxilane and apron rehabilitation.	<b>\$10,000</b>
<b>Illinois Valley Airport, Josephine County</b> - Federally-funded AIP project for runway safety area improvement, construction of east side taxilane and stub taxiway, and a runway slurry seal.	<b>\$10,000</b>
<b>Jordan Valley Airport (<i>future</i>), City of Jordan Valley</b> - Sponsor-funded project to rezone the site of the proposed airport from the existing exclusive ranch use to airport zone consistent with the state's land use compatibility guidelines.	<b>\$10,000</b>
<b>Lakeview Airport, Lake County</b> - Federally-funded AIP project to install a Medium Intensity Runway Lighting System (MIRLS), install a Runway End Identifier Lighting System (REIL), install Retro Reflective Markers, and complete apron rehabilitation.	<b>\$10,000</b>
<b>Lexington Airport, Morrow County</b> - Sponsor-funded project to complete a 2-inch asphalt aircraft apron overlay.	<b>\$10,000</b>
<b>Madras City-County Airport, City of Madras</b> - Federally-funded AIP project to complete taxiway rehabilitation.	<b>\$10,000</b>
<b>Miller Memorial Airpark, City of Vale</b> - Sponsor-funded project to complete a comprehensive Airport Master Plan or Airport Layout Plan (ALP) and to chip seal the runway.	<b>\$10,000</b>
<b>Newport Municipal Airport, City of Newport</b> - Sponsor-funded project to complete electrical, drainage, and associated infrastructure work to facilitate construction of new, city-owned hangars.	<b>\$10,000</b>
<b>Ontario Municipal Airport, City of Ontario</b> - Federally-funded AIP project to purchase land in the runway protection zone. Locally funded project to install perimeter security fencing and purchase a runway sweeper.	<b>\$10,000</b>

## 2004 Financial Aid to Municipalities Grant

<u>Airport and Project Description</u>	<u>Total Cost</u>
<b>Prineville Airport, City of Prineville</b> - Federally-funded project to rehabilitate the apron and expand and rehabilitate the taxiway. Sponsor-funded project to complete crack seal of 9/27, and crack seal and slurry seal of general aviation taxiways.	<b>\$10,000</b>
<b>Roberts Field-Redmond Municipal Airport, City of Redmond</b> - Sponsor-funded project to design and construct a general aviation pilot rest area.	<b>\$10,000</b>
<b>Roseburg Regional Airport, City of Roseburg</b> - Federally-sponsored AIP project to complete Phase III land acquisition of Town & Country Mobile Home Park (purchase and relocate 83 mobile homes) adjacent to airport.	<b>\$10,000</b>
<b>Scappoose Industrial Airpark, Port of St. Helens</b> - Federally-funded AIP project to complete the installation of perimeter security fencing and update the Airport Master Plan.	<b>\$10,000</b>
<b>Tillamook Airport, Port of Tillamook Bay</b> - Federally-funded AIP project to install Automated Weather Observation System (AWOS) and navigational aids, rehabilitate apron, construct access roads, and install security fencing.	<b>\$10,000</b>



## 2004 Non Primary General Aviation Entitlement Program

Fiscal Year 2004 brought \$2,230,346 in federal funding for capital improvements at 15 Oregon airports. Most of the funds were administered by ODA through the Non-Primary General Aviation (GA) Entitlement Program. The Non Primary GA Entitlement Program provides up to \$150,000 annually, per National Plan of Integrated Airport System (NPIAS) airport, based on each airport's Capital Improvement Program (CIP). ODA administers the FAA program funding at the State level for safety, maintenance and capital improvement projects. The following 8 airports participated in the Non Primary GA Entitlement Program during 2004:

<u>Airport and Project Description</u>	<u>Total Cost</u>
<b>Albany Municipal Airport</b> - Apron security lighting to enhance runway identification for pilots approaching the airport. Security fence with automated vehicle gate to protect airplanes and hangars from vandalism. A taxilane to provide for additional hangar development at the airport.	<b>\$315,789</b>
<b>Burns Municipal Airport</b> - A new taxilane to provide access and development for future hangars, and tie downs to replace the old cable system.	<b>\$304,295</b>
<b>Chiloquin State Airport</b> - New taxiway (170' x 25') and taxilane (240' x 20') construction to enable additional hangar development at the airport.	<b>\$115,000</b>
<b>Christmas Valley Airport</b> - Replace old, high maintenance rotating beacon. Replace wind cone and segmented circle which are non-standard and need to be relocated in accordance with the Master Plan. Purchase a PAPI will help pilots in landings, especially at night. A fence to help control animals that cross the runway.	<b>\$147,906</b>
<b>Columbia Gorge Regional/The Dalles Municipal Airport</b> - Install an edge light system for Runway 7-25 Medium Intensity Runway Lights (MIRL) . An approach to Runway 25 developed through FAA ANI.	<b>\$127,337</b>
<b>Creswell Hobby Field</b> - New security fence to protect the airfield from domestic animal intrusions that occur at the airfield.	<b>\$110,526</b>
<b>Hermiston Municipal Airport</b> - PAPIs to replace the existing high-maintenance Visual Approach Slope Indicator (VASI) system. A security fence and gate to control traffic to hangar and apron areas.	<b>\$65,500</b>
<b>Salem McNary Field</b> - Provide for local aircraft users and provide an additional game fence around the perimeter of the airport.	<b>\$215,441</b>

## **2004 Airport Layout Plan Development**

The Multiple Airport Layout Plan (MALP) and Report Project is used to update ALP for smaller airports that may not otherwise be able to independently develop their own master plan. Typically, three airports are included in each project year to create cost savings through economies of scale. Selection of project airports is a joint effort of the FAA and ODA, based on a variety of criteria and factors that include: level of need, age of existing master plan or lack of same, growth issues, and the need for a CIP. During FY 2004, MALPs were in progress for:

- Ashland Municipal Airport
- Bandon State Airport
- Brookings Airport
- Columbia Gorge Regional-The Dalles Municipal Airport
- Ken Jernstedt Airfield (Hood River)
- Lebanon State Airport
- McDermitt State Airport
- McMinnville Municipal Airport
- Newport Municipal Airport
- Roseburg Municipal Airport

Airport Layout Plans (ALPs) were prepared during 2004, for the following airports:

- Baker City Municipal Airport
- Bandon State Airport
- Brookings Airport
- Burns Municipal Airport
- Cape Blanco State Airport
- Cascade Locks State Airport
- Crescent Lake State Airport
- Lakeside State Airport
- McKenzie Bridge State Airport
- Nehalem Bay State Airport
- Oakridge State Airport
- Ontario Municipal Airport
- Pacific City State Airport
- Pinehurst State Airport
- Prospect State Airport
- Toledo State Airport
- Wakonda Beach State Airport

## 2004 Pavement Evaluation Program

Through the Pavement Evaluation Program (PEP), the ODA provides pavement condition information to owners of eligible airports throughout the State that assists them with pavement maintenance planning. The State is divided into three geographic regions and pavement inspections are done at each airport in the program once every three years. The pavement evaluation service is provided at no cost to the airport since the FAA funds 90 percent of the program and ODA provides the remaining 10 percent. ODA dedicated \$78,949 to evaluate pavement conditions at the following airports in 2004.

Albany Municipal Airport  
Astoria Regional Airport  
Aurora State Airport  
Chehalem Airpark  
Corvallis Municipal Airport  
County Squire Airpark  
Independence State Airport  
Lebanon State Airport  
Lenhardt Airpark  
McMinnville Municipal Airport  
Nehalem Bay State Airport

Newport Municipal Airport  
Pacific City State Airport  
Salem Airport McNary Field  
Scappoose Industrial Airpark  
Seaside Municipal Airport  
Siletz Bay State Airport  
Stark's Twin Oaks Airpark  
Tillamook Airport  
Toledo State Airport  
Valley View Airport



## 2004 Pavement Maintenance Program

ODA dedicates \$1,000,000 annually to preserve pavements at eligible airports throughout the state. The Pavement Maintenance Program (PMP) divides the State into regions just as the PEP does. For any given year, the PMP addresses maintenance issues that were identified during the previous year's PEP. The program is funded by ODA with local matches from the airports. Local matches are funded by FAA GA Entitlement funds, if available. A summary of the 2004 projects follows.

<u>Airport and Project Description</u>	<u>Total Cost</u>
<b>Baker City Municipal Airport</b> – Crack seal runway 17-35, taxiways and apron.	<b>\$36,363</b>
<b>Bend Municipal Airport</b> - Crack seal and AC patching on taxiways and aprons; slurry seal and pavement markings on taxiway.	<b>\$168,521</b>
<b>Burns Municipal Airport</b> - Crack seal runway 12-30, taxiway, and apron; slurry seal and pavement markings on taxiway.	<b>\$119,243</b>
<b>Columbia Gorge Regional/The Dalles Municipal Airport</b> – Crack seal and AC patch on runways, taxiways and aprons (slurry seal and pavement marking on runways deferred until 2005).	<b>\$52,426</b>
<b>Grant County Regional/Ogilvie Airport</b> – Crack seal on runways, taxiways and aprons.	<b>\$20,871</b>
<b>Hermiston Municipal Airport</b> -Crack seal on runway, taxiways, and apron; pavement markings on taxiway.	<b>\$79,110</b>
<b>Ken Jernstedt Airfield/Hood River</b> – Crack seal on runway, taxiways and apron; AC patching on taxiway (slurry seal and pavement marking on runway deferred until 2005)	<b>\$30,252</b>

## 2004 Pavement Maintenance Program

<u>Airport and Project Description</u>	<u>Total Cost</u>
<b>La Grand Airport/Union County</b> – Crack seal on runway 12-30 and taxiways; fog seal and pavement marking on runway 12-30.	<b>\$119,865</b>
<b>Madras City – County Airport</b> – Crack sealing on runways, taxiways and apron; PCC repairs on apron.	<b>\$44,451</b>
<b>McDermitt State Airport</b> – Slurry seal and pavement marking on runway 16-34, taxiways and apron.	<b>\$182,434</b>
<b>Prineville Airport</b> – Crack seal on runway 10-28 and aprons.	<b>\$51,357</b>
<b>Sisters Eagle Air</b> – Crack seal, slurry seal and pavement marking on runway 2-20.	<b>\$77,406</b>
	<b>Grand Total Cost = \$982,299</b>



## 2004 Budget

### 2003-05 Legislatively Adopted Budget

#### Agency Wide Revenues Summary

**Beginning Balance** \$ 1,962,399  
**Revenue Categories**

Motor Fuels Taxes	3,526
Licenses & Fees	698,504
Federal Revenues	6,042,600
Fines & Forfeitures	17,331
Rents & Royalties	315,854
Donations	875,513
Other Revenues	259,392
Transfer In – Intra-fund	471,002
Transfer From Transportation Dept	5,231,757
Transfer Out – Intra-fund	-471,002
Transfer to Police, Dept of State	-81,180

**Total Available Revenues** \$ 15,325,696

#### Agency Wide Expenditures Summary

##### Expenditure Program Units

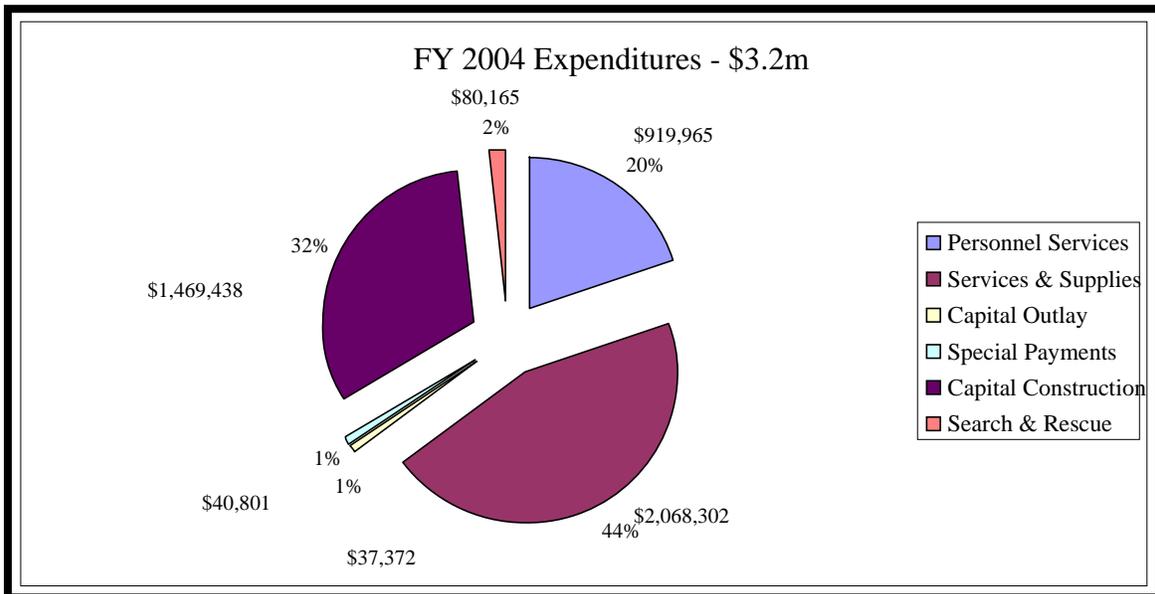
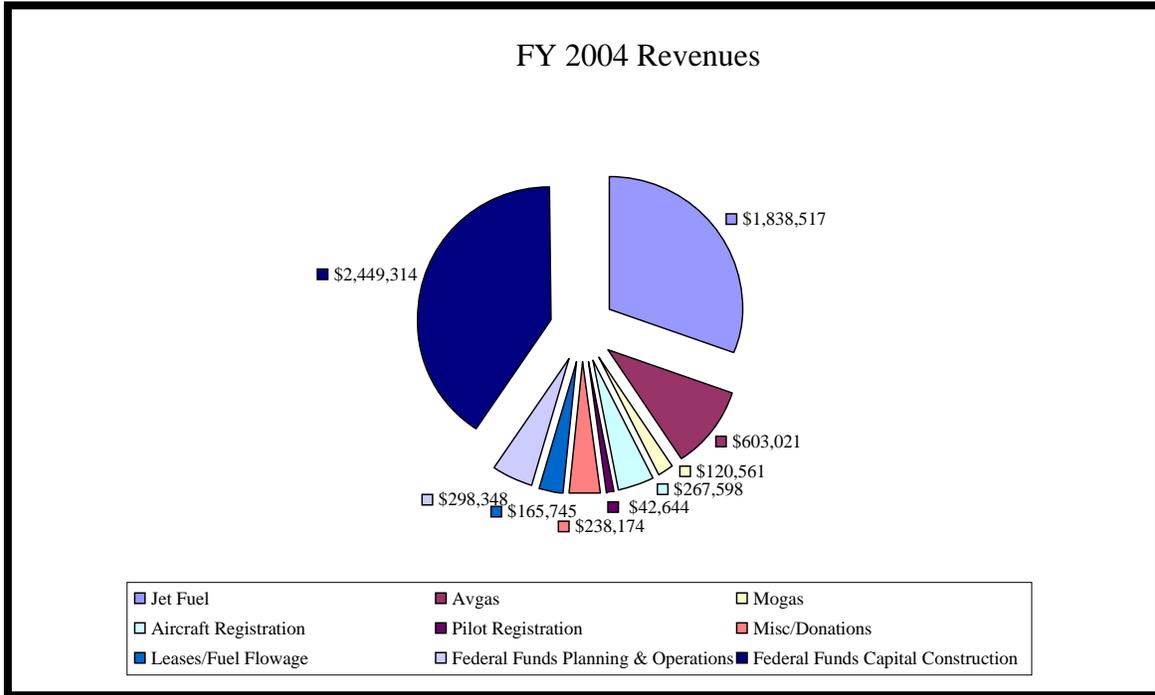
Operations	\$7,624,029
Search & Rescue	100,177
General Aviation Entitlement Program	6,016,000
Capital Improvements	250,000
Capitol Construction	2*

\*Placeholders for possible projects

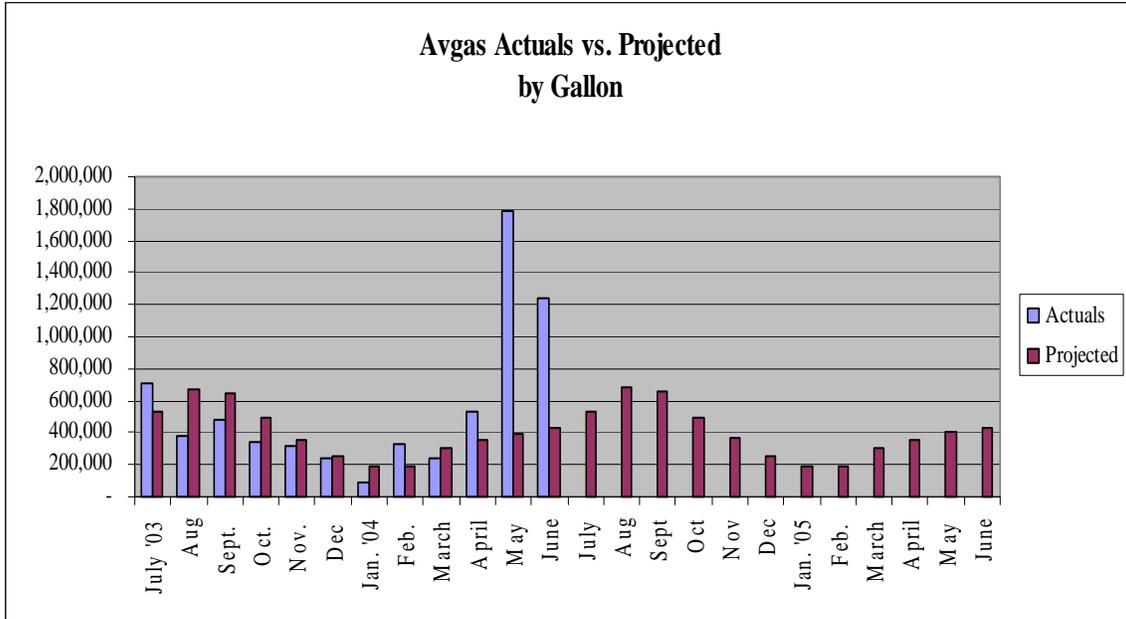
**Total Expenditures** 13,990,208

**Ending Balance** \$ 1,335,488

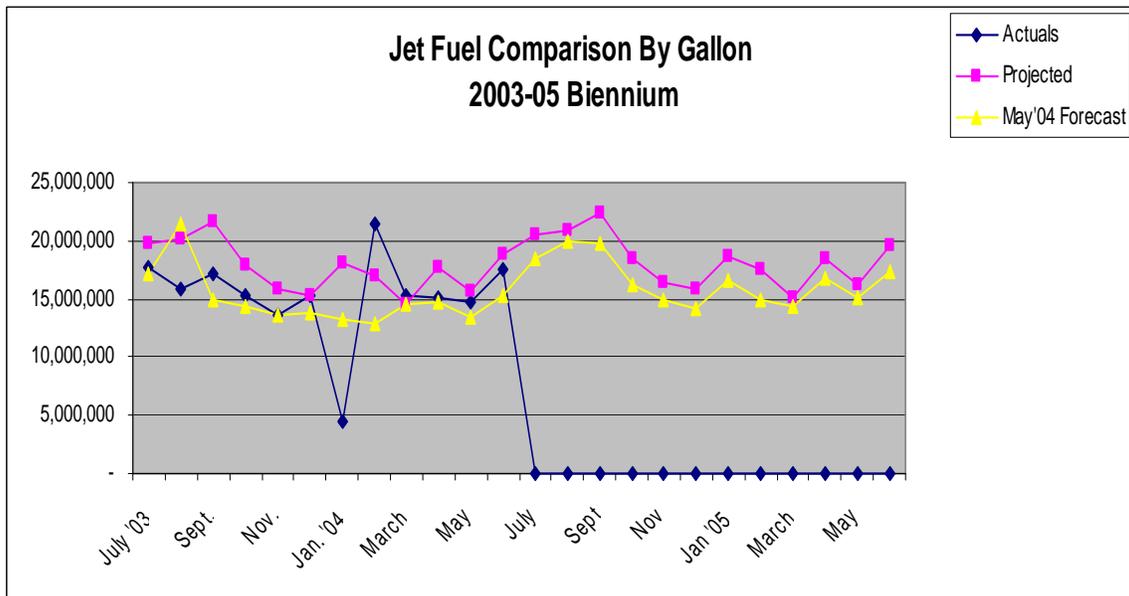
# 2004 Budget



## 2004 Avgas



## 2004 Jet Fuel



## 2004 State Maintenance Costs

<u>LOCATION</u>	<u>Y-T-D EXPENDITURES</u>
Alkali Lake	\$ 8,230
Aurora	123,850
Bandon	21,866
Cape Blanco	11,232
Cascade Locks	10,991
Chiloquin	15,196
Condon	17,234
Cottage Grove	26,421
Crescent	8,675
Independence	52,483
Joseph	20,954
Lakeside	10,929
Lebanon	34,413
McDermitt	13,467
McKenzie Bridge	9,473
Nehalem Bay	10,005
Oakridge	8,948
Owyhee Reservoir	6,544
Pacific City	7,581
Pinehurst	8,981
Prospect	13,134
Rome	7,071
Santiam Junction	6,544
Siletz Bay	20,119
Tokettee	6,998
Toledo	7,798
Wakonda Beach	9,087
Wasco	<u>15,502</u>
<b>TOTAL FOR ALL AIRPORTS:</b>	<b>\$ 513,725</b>



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