



OREGON DEPARTMENT OF AVIATION ANNUAL REPORT

JULY 1, 2010 THROUGH JUNE 30, 2011



Lebanon State Airport at sunset – photo courtesy of Tebo Corban at Lebanair LLC

TABLE OF CONTENTS



FROM THE DIRECTOR	3
OREGON AVIATION BOARD	4
ODA STAFF	6
AVIATION IN OREGON	7
ECONOMIC IMPORTANCE	8
AGENCY OVERVIEW	9
MISSION STATEMENT	9
AGENCY HISTORY	10
STATE AIRPORT FACILITIES.....	12
AIRPORT INFO REPORTING FOR OR. (AIRO).....	26
PILOT AND AIRCRAFT REGISTRATION.....	28
AIRPORT IMPROVEMENT PROJECTS.....	29
CAPITAL CONSTRUCTION PROJECTS.....	29
PAVEMENT EVALUATION PROGRAM (PEP)	32
PAVEMENT MAINTENANCE PROGRAM (PMP) ...	32
<i>CONNECTOREGON</i>	33
TALL STRUCTURES EVALUATION.....	35
5010 MASTER RECORD INSPECTIONS.....	36
AIRPORT AND HELIPORT SITE INSPECTIONS	36
2009-11 LEGISLATIVELY ADOPTED BUDGET	38
2010-2011 STATE AIRPORT COSTS	41

FROM THE DIRECTOR

Mitch Swecker

The fiscal year that ended on June 30, 2011 was an eventful year for the Department of Aviation (ODA). Since Oct. 2009, two interim directors from Oregon's Dept. of Transportation (ODOT), Gregg Dal Ponte and Doug Hedlund, guided the Department of Aviation and provided leadership to the agency. I was appointed as interim Director in Feb 2011 and permanently appointed on July 1, 2011. As the result of these leadership changes and the hard work of all members of the agency, ODA is sustainable and stable at the beginning of fiscal 2012.

The legislature directed ODA's administrative services be moved from Department of Administrative Services (DAS) to more closely align it with ODOT in SB-939. This effort was started at the end of this biennium and successfully completed beyond the scope of this annual report.

One of the stalwarts of the Board of Aviation, Steve Beckham resigned in June of 2011. Steve served selflessly since 2007 and his business acumen contributed greatly to board decision making. His 30 plus years of governmental affairs experience were invaluable to the Board of Aviation and his leadership in both the cockpit and the board room will be missed.

Fuel tax revenue continues to remain at historically low levels. Since the Agency derives over 57% of its revenue from fuel tax, offsetting revenue from fuel tax means the agency must prioritize all of its expenditures to stay within budget. It gives me great pleasure to report that ODA ended the biennium with a positive ending cash balance of over \$1.1 million. There are a number of reasons for this. First, ODA reduced staff from 17 to 11.5 full time equivalents (FTE). Airport Operations also cut back travel, outsourced services and cut spending to essential services only. When combined with an emergency transfer of Pavement Maintenance revenue to Operations, ODA is positioned to remain sustainable throughout the 2011-2013 biennium as long as solid business practices and frugal operations continue.

ODA also added Heather Peck from Portland Metro to the staff. Ms. Peck replaced Chris Cummings as Construction Project and Plans Manager.

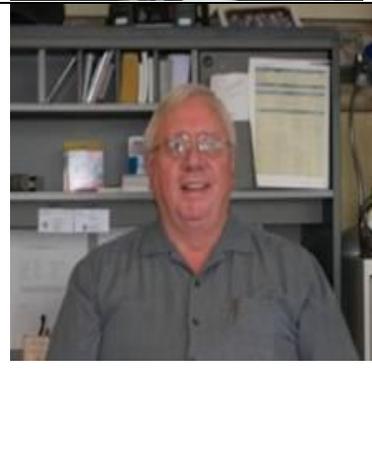
Oregon aviation continues to play a significant role in transportation, economic development and job creation in Oregon. The state is home to the largest kit-built aircraft manufacturer in the world at Van's Aircraft in Aurora. It is also the preeminent heavy lift helicopter capitol of the US with at least 7 international helicopter companies that are synonymous with vertical lift in the aviation community. Aviation is a multi-billion dollar industry in the state providing almost 200,000 high wage jobs. The 97 public use and 360 private airports throughout the state all providing a rich aviation heritage and contribution to Oregon aviation.

I am proud to be a part of Oregon aviation and look forward to continued service to the aviation community.

Mitch Swecker
Director

OREGON AVIATION BOARD

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.

	<p>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.</p> <p>Additionally, Mark has been a pilot and aircraft owner for over 30 years. He looks forward to working on improving Oregon's aviation facilities and expanding Oregon's aerospace industry and employment. Board member since ?? Term expires 6/30/2012</p>
	<p>Vice Chair Chris Corich has over 22 years of aviation experience. He is currently employed by the Port of Portland as their General Manager of Long Range Airport Planning. In that role, he leads the planning efforts for the Port's four airports including PDX and has responsibility for the Noise Office that handles noise issues for Port airports. 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. He has also worked as an airport planning consultant where he completed master plans, airport layout plans, environmental assessments, and management studies at eleven airports in the State. Board member since ?? Term expires 6/30/2014</p>
	<p>Larry Dalrymple currently works for the City of Pendleton as the Airport Manager and Economic Development Director and has been a member of Board since 7/1/07. As the Economic Development Director for Pendleton 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. He served as the President of the Oregon Airport Manager's Association (OAMA) from October 05 to Sept 06, and has been a member for over 10 years. Board member since ?? Term expires 6/30/15</p>

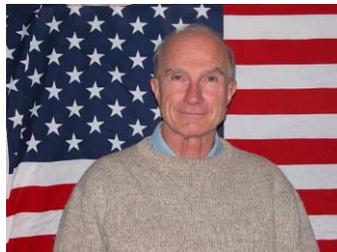


Nan Garnick is a lifetime resident of Central Oregon. Her aviation career began shortly before graduation from Redmond High School as a bookkeeper’s assistant at Butler Aircraft. The explosive growth of aviation in Redmond and Central Oregon fostered Nan’s aviation business acumen. In 2006, Nan and her pilot husband, Travis, fulfilled a longtime dream of a buyout of Butler Aircraft. As the VP/General Manager, Nan supervises the day-to-day operations of the FBO at Redmond, Roberts Field as well as the fire-fighting air tanker business.

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 ?? Term expires 6/30/2015



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. Locker was appointed in correlation with expansion of the Board from five to seven members. Board member since ?? Term expires 6/30/2013



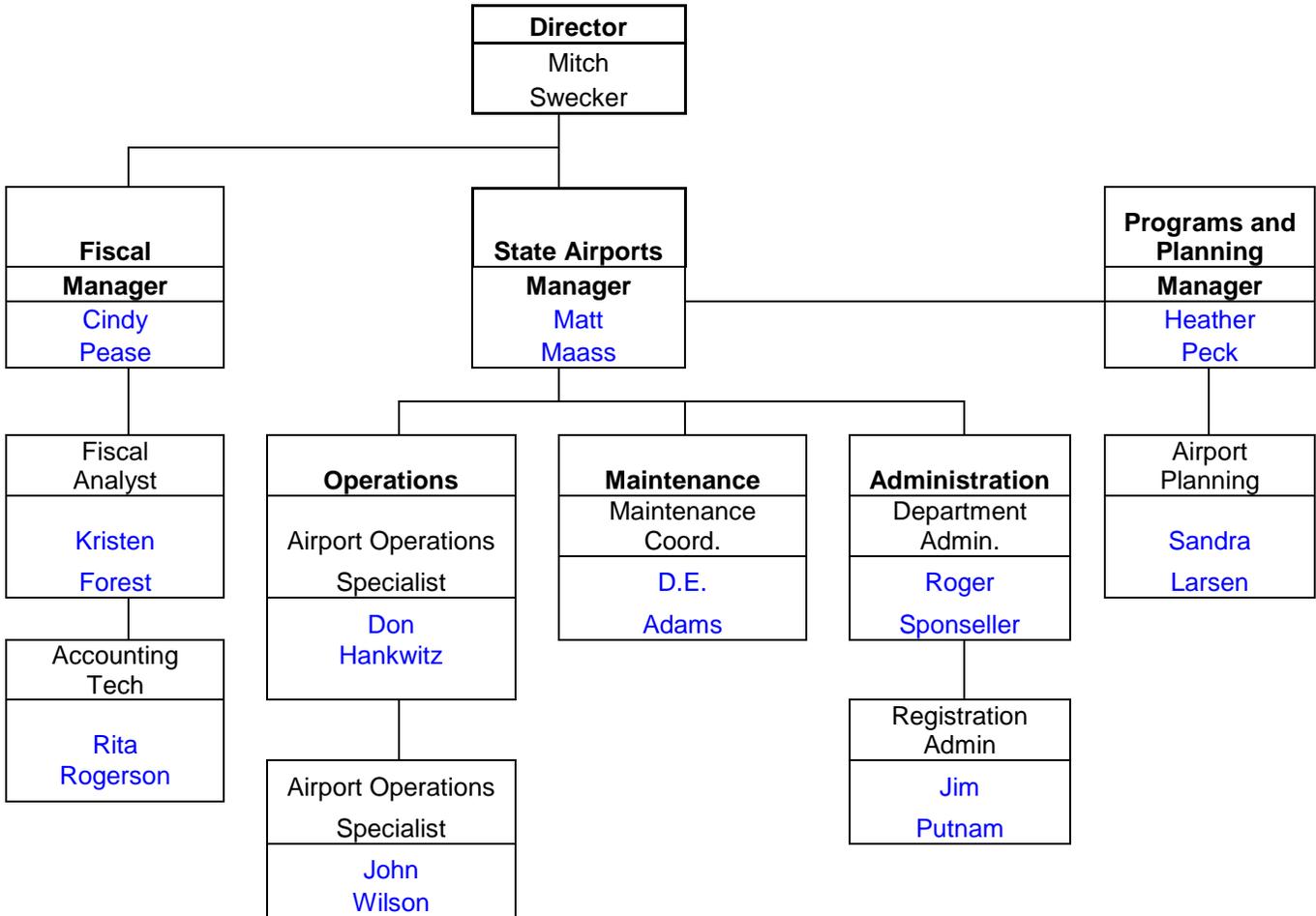
Joe Smith's connection to aviation began in 1963 when, as A.A. to an Oregon congressman, he joined the Congressional Flying Club and got his ticket flying out of Friendship Airport (now BWI). He then went to work for a law firm specializing in aviation law and by the time he returned to Oregon had developed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

Since then he's served as District Attorney for Umatilla County, Executive Assistant to the Speaker of the Oregon House of Representatives, Executive Director of the Pacific Northwest Regional Commission, and a short stint holding an interim position in the Oregon House of Representatives. Between 1986 and 2000, while maintaining an active private law practice, he was a senior consultant with what is now Franklin Covey Company, helping private and government organizations improve their efficiency and effectiveness. Joe was first appointed to the Aviation Board in 2001 and, after being off the Board while serving in the legislature, was reappointed in 2005. He also is past president of the Oregon Pilot's Association. Board member since ?? Term expires 6/30/2014

Vacant

7th Board Position

ODA STAFF

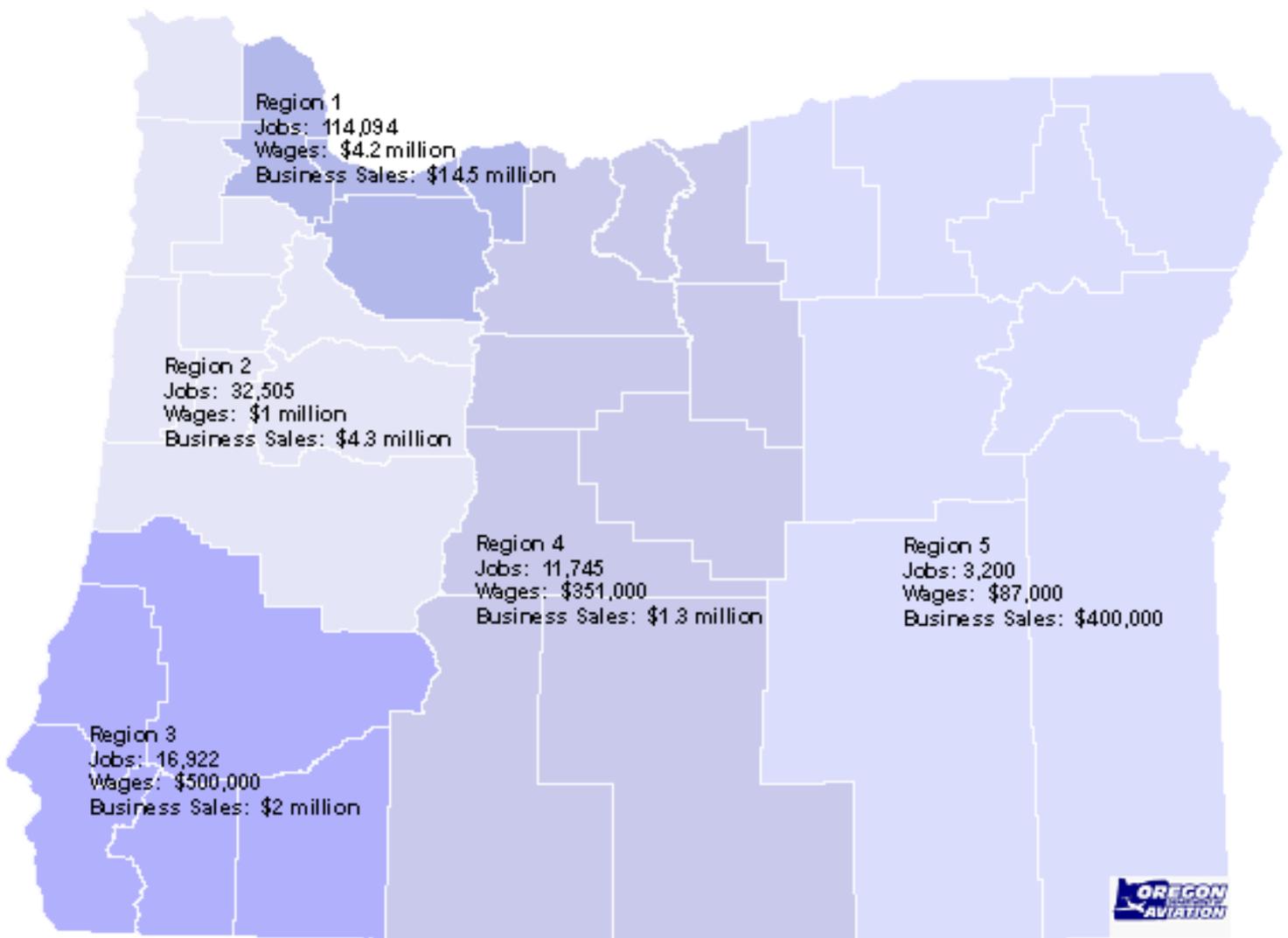


Economic Importance

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. Aviation contributes over 191,491 jobs to the state, paying an aggregate of \$6.6 billion in wages and accounting for \$23.7 billion in total business activity.

With the movement towards a global economy it is now recognized that aviation is no longer just another mode of transportation. It is a vital component of the economic engine that drives the state, regional and local economies and thus requires the continuous maintenance of adequate facilities and services.

Economic Value of Oregon Airports by Connect Oregon Region



AGENCY OVERVIEW

The Oregon Department of Aviation (ODA) as a standalone agency to advocate for the safe operation, growth and improvement of aviation in Oregon. Its goals include developing aviation as an integral part of the state's transportation network, including encouraging aviation-related economic development and increasing commercial and general air services. The seven-member State Aviation Board, appointed by the Governor, represents aviation interests from the public and private sectors.

The 12 members of the ODA staff conduct safety inspections, assist local governments with guidance, information and technical support with regard to airport ordinances, layout, land use laws, grant and entitlement programs, pavement maintenance and airport master plans. The agency owns/operates 28 state airports and registers all pilots and non-military aircraft based in Oregon.

ODA is supported entirely by Other and Federal Funds. The revenue is made up of approximately 43% fuels tax, 27% federal funds, a 12% beginning fund balance and 18% from other revenue sources such as registration fees, leases, search and rescue and local match.

Mission Statement

To Preserve and Enhance Aviation for Oregon's Communities

Key Roles and Functions:

- Promulgate and implement aviation policies established by the State Aviation Board.
- Oversight and management of the Oregon Aviation Plan as an integral portion of the Oregon Transportation Plan.
- Assist communities in all matters related to aviation (air service, land use, airspace planning, etc).
- Manage the statewide Pavement Maintenance and Financial Assistance to Municipalities aviation programs.
- Manage, in coordination with Oregon Military Department, Oregon's Search and Rescue Program.
- Conduct safety inspections of public use airports.
- Register and issue permits for: aircraft dealers, public and private use airports, pilots, and aircraft.
- Sponsor, protect, and enhance state-owned airports.
- Manage initiatives/programs to enhance aviation: Public-Private Partnerships, Aviation Education.
- Manage aviation and aviation-related land use administrative rules.
- Support general public aviation associations.
- Own and operate state airports and facilities.

AGENCY HISTORY

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. At its inception, the Oregon Board of Aeronautics tested the competency of pilots and airworthiness of aircraft. With added responsibilities over the years, its mission has been updated to advocate for aviation in Oregon, which includes: developing aviation as an integral part of Oregon's transportation network; creating and implementing strategies to protect and improve Oregon's aviation system; encouraging aviation-related economic development; supporting aviation education; and increasing commercial air service and general aviation in Oregon.

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. While Oregon supported the homebuilt community, the federal government did not. In 1938 the Civil Aeronautics Authority (later to become the FAA) began inspecting, regulating and registering aircraft – all except homebuilt, which could not be registered. In 1940 the Board and the CAA agreed to make a test case to determine whether the state or the CAA held jurisdiction over intra-state flying. However, in the face of World War II civilian aircraft slumbered in hangars, barns and garages and the test case was quietly dismissed in 1942.

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. When flight training was incorporated under the G.I. bill of rights, the board formulated regulations for the approval of flight schools which had to receive state approval. In 1947, 45 such schools were operating in Oregon with an enrollment of 1,500 students. An inspector was employed for school licensing and inspection.

In 1946 the CAA wrote a regulation that permitted amateurs to build their own airplanes and after inspection license them in an “experimental” category – very like the Oregon system.

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.

1950s: By 1954 the functions of the board were divided into four sections relating to administration, engineering, safety and inspection, and information. The Engineering Section provided a consultation service to municipalities and private owners regarding airport construction, zoning, and development. Airport master plan work specifications, legal advice, and federal aid information was part of the service. Responsibilities of the Safety and Inspection Section included the publication of a safety enforcement manual, editing of Oregon Air News, aircraft inspection, coordination of the search and rescue program, and flight training school inspection. The Information Section was primarily concerned with education programs and promotion of the aviation industry.

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. A State Aviation Education Program was initiated. The Board became a member of the National Association of State Aviation Officials (NASAO).

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. This successful project resulted in Aeronautics promoting development of heliports at additional Oregon hospitals, ultimately resulting in 36 such facilities statewide.

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. 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.

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." 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.

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. 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, and the 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.

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

In May 2002, an independent national noise consulting firm completed a critical noise mitigation study for Aurora State Airport. Working closely with the consultants was a local public advisory board who named themselves "DECIBEL." The resulting report represents the culmination of months of on-site noise monitoring, a survey of all based aircraft owners to ascertain the types of aircraft that regularly utilize the airport, and hours of examination and discussion by DECIBEL. Ultimately, all data was synthesized into the FAA Integrated Noise Model to calculate the unique

noise contours being generated at the airport - and unique suggestions formulated to minimize noise issues in this historic Oregon colony.

Updates to the Airport Land Use Compatibility Guidebook were approved by the State Aviation Board in January 2003. It serves as a primer on airports and compatible land uses and is a critical first step in providing understanding and information in the developing area of land use compatibility in the airport environs.

In 2004 the FAA presented ODA with an award for “exemplary leadership in fostering innovative programs to plan and address the aviation needs of Oregon’s airport system.”

In response to declining levels of air service in the Pacific Northwest, the Northwest Regional Air Service Initiative (NWRASI) program was created by the Oregon Department of Aviation, Washington Department of Transportation – Aviation, Oregon Airport Management Association, Washington Airport Management Association, and the Federal Aviation Administration. The purpose of the program is to assist small communities in Oregon and Washington with local air service issues.

The 2007 Oregon Aviation Plan applies general policies from the state’s multimodal Oregon Transportation Plan to the public-use aviation system – calling for a system marked by efficiency, accessibility, environmental responsibility and connectivity among places and among modes of transportation, enhancing safety, security and financial stability.

In July 2009, ODA took ownership of the Portland-Mulino Airport from the Port of Portland. The airport was renamed Mulino State Airport and became the 28th state-owned and managed airport.

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. ODA completed intergovernmental agreements (IGAs) with Department of Administrative Services (DAS) Leasing Department, Contracting and Shared Client Services (budgeting and billing) to develop expertise and continuity in their areas that enhance ODA's corporate knowledge. ODA also outsourced mowing of the state's 28 airports to the Oregon Department of Transportation to reduce man hours and capital investment.

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

STATE AIRPORT FACILITIES

Alkali Lake State Airport

The Alkali Lake State Airport was originally constructed in the early 1940s by the Oregon State Highway Department for the U.S. Bureau of Public Roads. The permit from the Bureau of Land Management for use of the land was transferred from Oregon State Highway Department to Oregon State Board of Aeronautics in 1956.

The location of Alkali Lake State Airport is important to the State's airport system from a geographic coverage and access standpoint. The airport is located west of U.S. Route 395 in south central Oregon. The airport is located approximately 65 miles north of the Lake County Airport and 40 miles east of the Christmas Valley Airport. The airport's role in the system is primarily one of providing access to a remote, sparsely populated area.

Aurora State Airport

Aurora State Airport was constructed in 1943 by the Oregon State Highway Department for the U.S. Bureau of Public Roads as an emergency airfield for air carrier aircraft and a wartime airline alternate for Portland International Airport. The Oregon Board of Aeronautics leased the airport in 1953 and in 1973 the title was transferred to ODOT/Division of Aeronautics. Several private individuals own land adjacent to the eastside of the airport for fixed base operations (FBO) and are granted ingress/egress permits by ODA to enter onto the airport.

Aurora State Airport is located south of the Clackamas-Marion County border, east of Wilsonville-Hubbard Highway. The largest of the State-owned airports, Aurora State Airport accommodates a significant amount of business jet and training activity. ODA began a Master Plan update in 2010 to prepare the airport for the future. 2010 also saw a significant obstruction removal project along the fence line on the west side of the airport.



Obstruction Removal at Aurora State Airport

Bandon State Airport

In 1957, the Bandon Flying Club gave the Board of Aeronautics land for construction of Bandon State Airport. The airport is located east of U.S. 101, approximately two miles south of the community of Bandon. Bandon State Airport provides support to its community and the recreation areas that surround the area. The airport is also frequently used by business class turboprop and jet aircraft, especially when weather conditions are a problem at North Bend Municipal Airport. Many aircraft, including express package carriers, operate at Bandon State Airport when these conditions occur.

Cape Blanco State Airport

Cape Blanco State Airport was constructed in 1944-45 by the U.S. Bureau of Public Roads as the Curry County Airport and was then leased to the U.S. Navy. In 1966 the Board of Aeronautics acquired the airport from Curry County and the State Highway Department. Located approximately eight miles northwest of the Port Orford, west of U.S. Route 101, Cape Blanco State Airport is situated one mile from the Pacific Ocean.

The airport plays a supportive role in the current system, providing access to the surrounding recreational areas, including several state parks, the Oregon Islands National Wildlife Refuge, and the Orford and Blanco reefs. The location of the airport also allows for continuation of the Oregon coastal airport system.

Cape Blanco is a key element in the State's Disaster relief planning due to its height above sea level that makes it less vulnerable to tsunami damage and an ideal staging base for disaster relief logistics.



Cascade Locks State Airport

Cascade Locks State Airport was constructed in 1949 through a joint venture between the Civil Aviation Administration (the predecessor of the FAA), the Washington Aeronautics Commission, and the Board of Aeronautics. The airport is located along the Columbia River, north of Interstate 84, one mile northeast of the community of Cascade Locks.

The airport plays a supportive role in the current system, providing access to the surrounding recreational areas, including the starting/ending point of the Pacific Crest National Scenic Trail and the Mt. Hood National Forest. In addition, the airport provides a safe alternative landing site for aircraft flying through the Columbia River Gorge during inclement weather conditions.

Chiloquin State Airport

The City of Chiloquin operated the airport until 1960 when it was turned over to the Board of Aeronautics. The airport is located east of U.S. Route 97, west of the community of Chiloquin.

The community of Chiloquin is located east of Agency Lake, and is part of the Upper Klamath National Wildlife Refuge. Chiloquin State Airport plays a significant role in the community from an economic standpoint, and also provides access and geographic coverage to the state's airport system. The airport is sometimes used by aircraft trying to land at Klamath Falls International Airport, but are unable to do so due to dense fog; these aircraft include express small package carriers. In 2011, ODA began design and environmental study in preparation for obstruction removal and a runway and ramp rehabilitation project.



Failed Pavement at Chiloquin State Airport. (to be renovated in 2012)

Condon State Airport

Condon State Airport (Pauling Field) was constructed by the Board of Aeronautics in 1953. With assistance from the FAA in 1986, the Aeronautics Division rebuilt the airport with improved runway alignment. The airport is located east of State Route 19 in central Gilliam County, one mile east of the community of Condon.

The Condon state Airport plays a supportive role in the current system, providing geographic coverage and access to the state's airport system. The airport also serves as a base for agricultural spraying operations. The Condon area is sparsely populated and is somewhat remote in terms of its location.

Cottage Grove State Airport

Cottage Grove State Airport was constructed in 1965 through a joint venture between the Board of Aeronautics, the FAA, and the local community. The airport is located east of Interstate 5, approximately one mile northeast of the community of Cottage Grove.

The community of Cottage Grove has recognized the importance of an airport to the economic development of its area. The community's support of the construction of the airport is evidence of its recognition. Several business class aircraft currently operate at the airport. In 2010, ODA conducted design and environmental study to remove obstructions at both ends of the airport.

Crescent Lake State Airport

Crescent Lake State Airport was constructed in 1952 by the Board of Aeronautics, though the property is not owned by the state. A use permit has been granted to the state for use of the property as an airport. It is located west of State Route 58, south of Odell Lake in Klamath County, within the Deschutes National Forest.

The airport plays a supportive role in the current system, providing access to the surrounding recreational areas, including the Deschutes National Forest, and several large lakes and mountain areas.



Independence State Airport

Independence State Airport

Independence State Airport was constructed in 1965 on land donated by Polk County, with funding provided by the Board of Aeronautics and the FAA. Located east of State Route 99W, the airport is situated approximately one mile north of the community of Independence, near the Willamette River. The Independence State Airport also serves the community of Monmouth, approximately three miles west of Independence.

In addition to serving the communities of Independence and Monmouth, the airport is operated as a residential airpark with taxiways from the existing runway/taxiway system leading directly to hangars attached to single-family homes. The airport is seen as an economic stimulus to the area and plays a significant role in the area's ability to sustain economic growth.

Joseph State Airport

Joseph State Airport was built in 1965 on land donated by the city and funding provided by the Board of Aeronautics and the FAA. The airport is located west of State Route 82, approximately one mile west of the community of Joseph. Joseph is west of the Wallowa National Forest boundary and approximately six miles south of the community of Enterprise.

The airport currently has limited business jet activity, but would be able to accommodate the majority of business jet aircraft with its proposed 5,500-foot long runway. With development of an adequate runway length and additional landside facilities, Joseph State Airport will be capable of supporting economic growth for both communities, as well as providing better access to the State's airport system. ODA completed a complete runway replacement project on time and under budget during 2010. High Desert Aggregate was the successful contractor.

Joseph is a key airport for medical evacuation in eastern Oregon.



PC-12 Air Life Aircraft Landing at Joseph State Airport.

Lebanon State Airport

In 1970, the Board of Aeronautics acquired Lebanon State Airport from a private owner to keep the airport from being sold for non-aviation use. In 1974, the state expanded and improved the existing runway. The airport is located west of U.S. Route 20, approximately one mile west of the community of Lebanon.

Lebanon State Airport plays a significant role in the community from an economic standpoint, and also provides geographic coverage to the state's airport system. Several business class aircraft currently use the airport to engage in local business activities. In 2010, ODA was midway into a three year project to renovate the runway, improve drainage and replace all airport lighting.



Runway and Drainage Improvements at Lebanon State Airport

McDermitt State Airport

The McDermitt State Airport was originally constructed by the Board of Aeronautics in 1967. In 1986, in conjunction with the FAA and Humboldt County, Nevada, a new, relocated and expanded runway was constructed. The airport is located on the Oregon-Nevada border, west of U.S. Route 95. In 2010, ODA installed Pilot Controlled lighting at the airport.

The location of McDermitt State Airport is important to the state's airport system from a geographic coverage and access standpoint. The airport is located approximately 40 miles south of Rome State Airport and 75 miles north of Winnemucca Municipal Airport in Winnemucca, Nevada.

McKenzie Bridge State Airport

In 1965 McKenzie Bridge State Airport was acquired from the U.S. Forest Service on a permit basis. The airport is located south of State Route 126, approximately three miles east of the community of McKenzie Bridge, near the McKenzie River.

Located within the Willamette National Forest, the McKenzie Bridge State Airport provides access to northeastern Lane County. The area around the airport is primarily mountains and forest, with several state parks located along State Route 126, following the McKenzie River. The airport plays a supportive role in the current system, providing access to these recreational areas. The airport also acts as an emergency landing strip due to its remote nature.



Elk Grazing at McKenzie Bridge State Airport

Mulino State Airport

A private individual established the Airport in 1949. At the time, the facility consisted of two intersecting grass runways each 2,100' ft in length. The Port of Portland purchased the Airport in 1988 as a result of the Clackamas County Reliever Airport Study, a Port sponsored project completed in 1981. On January 10, 2007, the Port Commission approved a management transfer agreement with the Oregon Department of Aviation, which became effective on February 1, 2007. The Commission approval also included the potential transfer of airport ownership to ODA, if certain financial targets are met. On July 1, 2008 Oregon Department of Aviation took ownership of Mulino Airport with Federal Aviation Administration approval.

The Mulino State Airport is located in the hamlet of Mulino, within the Portland metropolitan area in northern Clackamas County, Oregon. The majority of the County is rural and has abundant recreational opportunities. Mulino is located 10 miles south of Oregon City and five miles north of Molalla on State Highway 213. Interstate 5 and 205 are approximately 20 miles from Mulino.



Modern Hangars Available at Mulino State Airport

Nehalem Bay State Airport

Nehalem Bay State Airport was constructed by the Board of Aeronautics in 1958, on land leased from the Oregon State Parks and Recreation Division as part of Oregon's coastal airport system. The airport is located within the Nehalem Bay State Park on the inlet to Nehalem Bay, approximately two miles south of the community of Manzanita and three miles west of the community of Nehalem.

Nehalem Bay State Airport contributes to Oregon's coastal airport system, providing access to area recreation and camping directly on the airport. The six campsites on the airport are operated by the State Parks Division. The airport is approximately three miles from U.S. Route 101 and provides access to other coastal state parks, as well as the Tillamook State Forest.

Oakridge State Airport

In 1967 the Oakridge State Airport was acquired by the Board of Aeronautics from a private owner. Located one mile west of the community of Oakridge near the Willamette River and State Route 58 (Willamette Highway), the airport is located within the Willamette National Forest.

The location of Oakridge State Airport is important to the state's airport system from a geographic coverage and access standpoint. The airport is located approximately 30 miles northwest of Crescent Lake State Airport and 40 miles southeast of Eugene Airport. The airport plays a supportive role in the current system, providing access to recreational areas, including the

Willamette National Forest and several lakes such as Hills Creek Reservoir and Lookout Point Reservoir. Oakridge was one of 6 state owned airports used for aviation firefighting during 2011.



Firefighting Helicopters Staged at Oakridge State Airport

Owyhee Reservoir State Airport

Built in 1958 by the Board of Aeronautics on land obtained through a use permit from the Bureau of Land Management, the Owyhee Reservoir State Airport is a remotely located aviation facility. Located along the Owyhee River in Malheur County, the airport is used primarily for access to the recreational area.

Access to the airport is primarily via unpaved roads through the mountains. The area is generally accessed only by airplane. The airport's role in the system is primarily one of providing access to a remote, sparsely populated recreation area.

Pinehurst State Airport

The Board of Aeronautics built the Pinehurst State Airport in 1953 on a use permit from the Bureau of Land Management. The airport is located south of State Route 66, in the community of Mount View in the Siskiyou Mountains, east of Ashland.

The airport is located near the Pacific Crest National Scenic Trail and provides direct access to the Siskiyou Mountain range. Although situated near a State Route, the airport is somewhat

remote, with the only access provided by this State Route as it winds through the mountains. The airport is sometimes used by aircraft trying to land at Ashland Municipal Airport but are unable to do so due to dense fog; these aircraft include express small package carriers.

Prospect State Airport

The Board of Aeronautics built Prospect State Airport in 1962 on donated land. Located in northeastern Jackson County, the airport is accessed via State Route 62 (Crater Lake Highway) to the community of Prospect.

The area surrounding Prospect State Airport is primarily forest and recreation. Lost Creek Lake, the Rogue River National Forest and River, and several state parks are all within a 10-mile radius of the airport. The airport is also located on the primary access road to Crater Lake National Park. Remotely located, Prospect State Airport is approximately 40 miles northeast of Medford-Jackson County Airport. The airport plays a supportive role in the current system, providing access to the surrounding recreational areas. The airport is also sometimes used by aircraft trying to land at Medford-Jackson County Airport but are unable to do so due to dense fog; these aircraft include express small package carriers. Prospect was one of the six state owned airports used for airborne firefighting during the Summer of 2011.



Firefighting Aircraft at Prospect State Airport

Rome State Airport

The State Highway Department constructed Rome State Airport for the Department of Defense, then transferred the airport to the Board of Aeronautics in 1957. The airport is located in southeast Oregon, west of U.S. Route 95 (Idaho-Oregon-Nevada Highway). There is no town associated with the location of the airport. It lies approximately 100 miles south of Bums Municipal Airport and 40 miles north of McDermitt State Airport.

The location of Rome State Airport is important to the state's airport system from a geographic coverage and access standpoint. The airport provides an additional access point to the state's airport system in an area that is remote and sparsely populated.

Santiam Junction State Airport

Santiam Junction State Airport was constructed by the Board of Aeronautics in 1944, on U.S. Forest Service land under a use permit. Located near the juncture of State Route 22 and U.S. Route 20 in Santiam Junction, the airport is situated near the Pacific Crest National Scenic Trail in Linn County.

The airport is surrounded by recreational areas, with the Willamette National Forest and Mt. Washington Wilderness to the south and the Mt. Jefferson Wilderness to the north. Lava fields are located both west and south of the airport. The airport plays a supportive role in the current system, providing access to the surrounding recreational areas. The airport also acts as an emergency landing strip due to its remote nature. Santiam Junction was one of 6 state owned airports use for airborne firefighting during the Summer of 2011.

Siletz Bay State Airport

Siletz Bay State Airport was constructed on donated land with funding provided by the Board of Aeronautics and the FAA. The airport is located east of U.S. Route 101, approximately one mile east of Gleneden Beach and the Pacific Ocean. The airport was constructed as part of the State's coastal airport system.

The Siletz Bay area is primarily a recreational area with numerous vacation resorts located throughout. Camping is available at the airport, and is also available at the state parks north and south of the airport. Siletz Bay State Airport provides support to its community and the recreation areas that surround the area. Many of the aircraft that frequent the airport are turboprop and jet aircraft. The location of the airport also allows for continuation of the Oregon coastal airport system. In 2011, ODA began an extensive obstruction removal project at both ends of the airport.

Toledo State Airport

Toledo State Airport was constructed in 1957 by the Board of Aeronautics on donated land. Located south of U.S. Route 20 (Corvallis-Newport Highway) approximately one mile southwest of the community of Toledo, the airport lies near the Yaquina River, which flows directly from the Pacific Ocean through Newport.

Because of its inland location, Toledo State Airport is sometimes used by aircraft trying to land at Newport Municipal Airport but are unable to do so due to dense fog. The airport is considered

part of the coastal airport system, although it is not located on the ocean. The Toledo State Airport plays a supportive role in the current system, providing access to the surrounding recreational areas.



Take-Off View at Toledo State Airport

Wakonda Beach State Airport

In 1956 the Board of Aeronautics built Wakonda Beach State Airport on donated land. The airport is located three miles south of the community of Waldport, east of U.S. Route 101 near the Alsea Bay. The airport was constructed as part of the state's coastal airport system.

The Waldport area is primarily a recreational area, with numerous state parks located north and south of the airport where camping is available. The location of Wakonda Beach State Airport also allows for continuation of the Oregon coastal airport system.

Wasco State Airport

The Board of Aeronautics built Wasco State Airport in 1960 on donated land. The airport is located north of U.S. Route 97, approximately one mile east of the community of Wasco in Sherman County. Wasco State Airport is located near the Deschutes River and the Deschutes River National Recreation Lands, and is approximately 10 miles south of the Columbia River. There are numerous canyons throughout the area. The airport plays a supportive role in the current system, providing geographic coverage and access to the state's airport system. The

airport also serves as a base for agricultural spraying operations. The Wasco area is sparsely populated and is somewhat remote in terms of location.



Wind Turbines Near Wasco State Airport

AIRPORT INFORMATION REPORTING FOR OREGON (AIRO)

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.”

ODA offers volunteers an opportunity to contribute their aviation expertise to assist with reporting on the safety, security and maintenance conditions at state-sponsored airports. The Airport Information Reporting for Oregon (AIRO) program is a unique approach to supporting Oregon’s airports. It 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. Their contribution as eyes, ears and light cleanup enhance the safety and improve the physical condition of public use airports.



Currently the AIRO program has 21 volunteers who provide regular inspections on their assigned airports and report to ODA staff. There is significant synergy in their efforts for ODA. With one Maintenance Specialist and two Operations Specialists to cover 28 state-owned airports, it is difficult for ODA staff to get to the airports as regularly as the AIRO volunteers. Their insights and reports allow our limited staff to focus and prioritize workload based on AIRO

volunteer reports. After individuals apply and are accepted as AIRO volunteers they receive training on how to properly conduct an airport inspection and given a session on airport safety. ODA requests that the volunteers conduct monthly inspections of the airport they are assigned to. The inspections are reviewed and any outstanding items are noted and placed on ODA's maintenance pending list, which is then reviewed for scheduling repairs or reported to TSA, FAA or law enforcement.

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.

Airport	AIRO Volunteer(s) or Airport Status if Pending
Alkali Lake State Airport	VACANT
Aurora State Airport	Harper Polling
Bandon State Airport	Wayne Crook, Ray Kimball, Pat Mulligan
Cape Blanco State Airport	George Welch, Pat Mulligan
Cascade Locks State Airport	Dale Fillmore, Pat Mulligan, Mary Rosenblum
Chiloquin State Airport	Pegeen Fitzpatrick
Condon State Airport	Pat Mulligan
Cottage Grove State Airport	Cliff Cox
Crescent Lake State Airport	Paul Ehrhardt, Robin Ehrhardt
Independence State Airport	Debra Plymate, Ron Sterba
Joseph State Airport	VACANT
Lebanon State Airport	VACANT
McDermitt State Airport	VACANT
McKenzie Bridge State Airport	Paul Ehrhardt, Robin Ehrhardt, Cliff Cox
Mulino State Airport	Diane Johnson
Nehalem Bay State Airport	Robert Hall
Oakridge State Airport	Paul Ehrhardt, Robin Ehrhardt, Dale Fillmore, Pat M
Owyhee Res. State Airport	VACANT
Pacific City State Airport	Russell Elliott, Robert Hall
Pinehurst State Airport	VACANT
Prospect State Airport	Walt Ridge
Rome State Airport	VACANT
Santiam Junction State Airport	Paul Ehrhardt, Robin Ehrhardt, Pat Mulligan
Siletz Bay State Airport	Pat Mulligan
Toketee State Airport	Jeff Boler
Toledo State Airport	Pat Mulligan
Wakonda Beach State Airport	Mike McDaniel, Martha Jacob, Richard Jacob
Wasco State Airport	Pat Mulligan

PILOT AND AIRCRAFT REGISTRATION

ODA is required by ORS 837 to charge a fee for Oregon pilots and civil aircraft. The pilot fees go to search and rescue efforts and the aircraft fees support and State's percentage match for FAA grants as well as maintenance expenses for state owned airports.

As of June 30, 2011:

	Pilot Registration	Pilot Registration Revenue	Aircraft Registration	Aircraft Registration Revenue
July 31, 2010	219	\$ 4,459	281	\$ 18,900
August 31, 2010	184	\$ 4,045	400	\$ 29,115
September 30, 2010	353	\$ 7,754	296	\$ 20,216
October 31, 2010	267	\$ 5,364	253	\$ 21,820
November 30, 2010	171	\$ 3,768	460	\$ 31,936
December 31, 2010	116	\$ 2,545	237	\$ 18,705
January 31, 2011	191	\$ 4,080	362	\$ 23,790
February 28, 2011	194	\$ 4,381	375	\$ 25,490
March 31, 2011	199	\$ 4,347	363	\$ 26,120
April 30, 2011	222	\$ 4,596	431	\$ 27,795
May 31, 2011	152	\$ 3,324	425	\$ 24,275
June 30, 2011	276	\$ 6,216	380	\$ 28,710
TOTALS:	2,544	\$ 54,864	4,263	\$ 296,872

AIRPORT IMPROVEMENT PROJECTS

Summary

The FAA’s Airport Improvement Program (AIP) provides grants for airport planning and development projects at airports included in the National Plan of Integrated Airport Systems (NPIAS). Eligible projects consist of improvements related to enhancing airport safety, capacity, security and environmental concerns. The state owns 12 of these NPIAS airports and receives an aggregate of \$1,800,000 (or \$150,000 per airport) annually. These funds can be “banked” for up to four years in order to accumulate enough to pay for larger improvement projects. FAA grants cover 95% of total project costs, with ODA picking up the remaining 5%.

During state fiscal year 2009-10 the following projects were funded by the FAA AIP.

	<u>Federal Share</u>	<u>ODA Share</u>
Aurora Master Plan and Control Tower Siting Study	\$534,431	\$28,128
Joseph Runway Rehab Phase 1, Beacon/Tower, AWOS Phase 2	\$318,743	\$16,776
Statewide Equipment Upgrades	\$ 84,392	\$4,442

Capital Construction Projects

Aurora Master Plan and Control Tower Siting Study

This is a two-part planning project that includes an update to the airport’s Master Plan and a site selection study for an Air Traffic Control Tower (ATCT). The airport’s current master plan is 10 years old and in need of updating. Aurora State Airport has realized significant growth since 2000. The update will recommend future design and capital projects necessary for the 20-year planning horizon.

In 2009 Oregon Department of Aviation was accepted into the FAA’s Contract Tower Program based on a cost/benefit study conducted by the FAA. Construction of an ATCT will improve safety for pilots and mitigate noise impacts in airport’s environs. Grant funds associated with this project will be utilized to fund a tower site selection study.

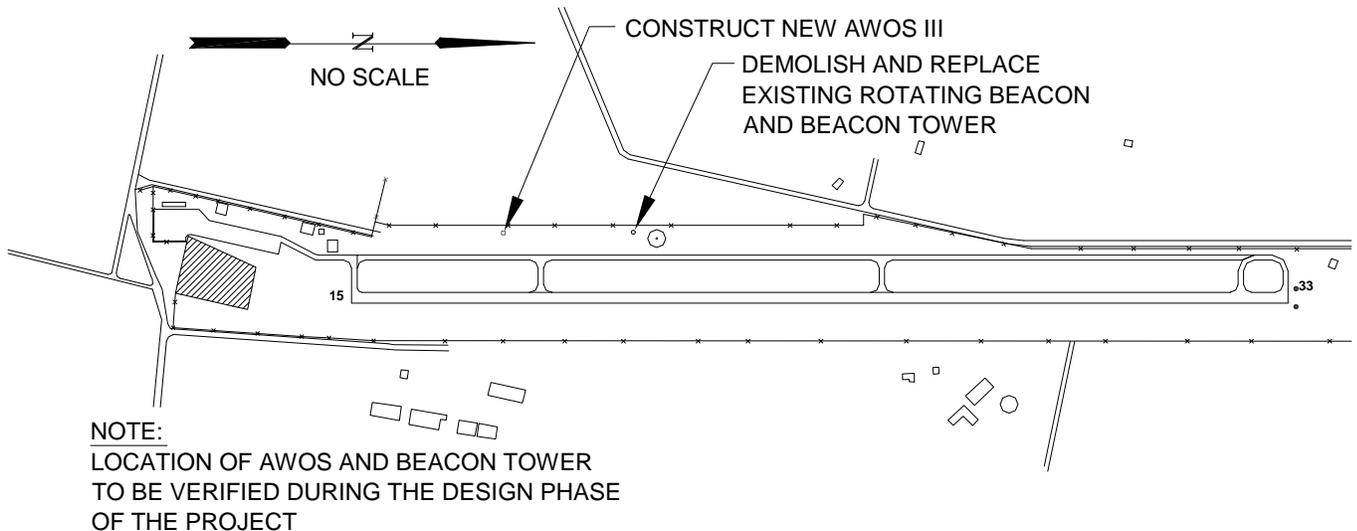
Joseph Runway Rehab Phase 1, Beacon/Tower, AWOS Phase 2

The construction of these improvements will enhance safety of operations at the airport.

An Automated Weather Observation System (AWOS) now provides current weather conditions at the airport. For pilots, this information is a valuable planning tool to improve the safety of approaches to RW 15-33, improving access to the airport, thus providing valuable access for the local communities.

A new beacon and tower has been installed that is OSHA compliant and provides a more reliable and visible beacon to pilots flying into the airport.

This project grant also provided for engineering services for extensive runway rehabilitation at Joseph State. At the end of June 2011, the old runway surface was beyond its serviceable life and is no longer a candidate for pavement maintenance activities. Deteriorated pavement surfaces present safety issues related foreign object debris (FOD) that can seriously damage aircraft.



Statewide Equipment Upgrades

The FAA provided funding to complete various minor equipment upgrades/replacements at state-owned airports. Equipment to be purchased includes wind sock poles, taxiway reflectors, and pilot controlled lighting units. Airports received equipment upgrades as listed below.

- Aurora State Airport
- Chiloquin State Airport
- Cottage Grove State Airport
- Independence State Airport
- McDermitt State Airport
- Wasco State Airport

PAVEMENT EVALUATION PROGRAM (PEP)

When the 1999 Oregon Legislature approved an increase to jet fuel and aviation gas taxes, ODA gained an additional revenue stream dedicated to addressing pavement deficiencies identified through the FAA-funded Pavement Evaluation Program (PEP). Through this program ODA provides pavement condition assessments to sponsors of eligible airports throughout the state to assist with pavement maintenance planning. The state is divided into three geographic regions and pavement inspections are done annually on a rotating schedule, one region (northwest, southwest, east) per year. The FAA funds 95 percent of the program and ODA provides the remaining 5 percent match. In 2011 the following airports in the eastern region were evaluated.

Baker City Municipal	Joseph State
Bend Municipal	La Grande/Union County
Boardman	Lexington
Burns Municipal	Madras Municipal
Cascade Locks State	Monument Municipal
Columbia Gorge Regional/The Dalles	Ontario Municipal
Condon State	Prineville
Enterprise Municipal	Sisters Eagle Air
Hermiston Municipal	Sunriver
Ken Jernstedt Airfield	Wasco State
Grant County Airfield	

The evaluations of these airports were further reviewed for inclusion in the 2012 Pavement Maintenance Program.

PAVEMENT MAINTENANCE PROGRAM (PMP)

Preventive maintenance at airports extends the life of pavement by many years and thus postpones the cost of larger repairs. Pavement maintenance projects are addressed by region on a rotating basis that repeats every three years. Each airport sponsor must contribute local match, with the level of the match varying based upon the airport's category as designated in the Oregon Aviation Plan 2007. This method of regional contracting significantly reduces overall costs both for the state and for airport sponsors. In 2011, the following airports in the southwestern region received pavement maintenance:

Ashland	Gold Beach
Bandon State	Grants Pass
Cape Blanco State	Illinois Valley
Christmas Valley	Lake County
Creswell	Oakridge State
Cottage Grove State	Paisley
Florence	Pinehurst State
Bandon State	Prospect State
Cape Blanco State	Roseburg
Florence	

CONNECT OREGON

Aviation continues to benefit from the *ConnectOregon* initiative. During the 2009-11 biennium *ConnectOregon III* funded 10 aviation projects totaling \$25,192,855.

ConnectOregon III

Region	Applicant Name	Project Name	Total CO III Funds	Federal Match*	Total Project Cost
2	Department of Aviation	Aurora Air Traffic Control Tower	\$ 2,695,200	\$673,800	\$3,369,000
1	Port of Portland	PDX Deicing System Upgrade	\$ 4,250,000	\$1,062,500	\$5,312,500
5	Ontario	Airport Runway/Taxiway Rehabilitation	\$ 3,566,377	\$891,594	\$4,457,971
1	Port of Portland	Hillsboro Airport Parallel Runway/Taxiway D	\$ 4,000,000	\$1,000,000	\$5,000,000
3	Roseburg	Airport Runway Extension	\$ 1,200,512	\$300,128	\$1,500,640
4	The Dalles	Columbia Gorge Regional Airport Runway Rehabilitation	\$ 3,503,184	\$875,796	\$4,378,980
3	Mercy Flights	Construct Hangar and Operations Building	\$ 3,723,763	\$930,941	\$4,654,704
4	Madras	Airport NAVAIDS	\$ 1,704,624	\$426,156	\$2,130,780
5	Baker City	Airport Taxiway and T-Hangar Access Improvements	\$ 1,149,195	\$287,299	\$1,436,494
4	Malin	Airport - Pave Runway and Taxiway	\$ 400,000	\$100,000	\$500,000
		TOTAL	\$25,192,855	\$6,548,214	\$31,741,069

In addition to the main *ConnectOregon* III program, there was a separate Rural Airports Program (CORA) in 2009 in the amount of \$5 million. This portion of *ConnectOregon* III was intended to provide the 5% local match required by Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grants. In two rounds of CORA grant funding, a total of 77 applications were received, of which 63 were funded by CORA. leveraging \$66,609,677 in federal dollars.

ConnectOregon Rural Airports (CORA)

	Sponsor	Project	FAA Share (95%)	CORA Share (5%)
1	Burns	Fire suppression system		\$1,120,000
2	Corvallis	Relocate existing security fence	\$80,000	\$4,210
3	ODA -Joseph	Joseph AWOS/Beacon	\$318,743	\$16,776
4	ODA - Lebanon	Lebanon RW/TW/MIRL	\$360,898	\$18,995
5	ODA	Multiple Airport Equipment	\$84,392	\$4,442
6	Klamath Falls	Environmental mitigation, AIP 30	\$1,000,000	\$52,631
7	Klamath Falls	Runway 14/32 reconstruction, AIP 28	\$1,600,000	\$84,210
8	Morrow Co./Lexington	Runway rehab, VASI, under-drains	\$1,405,050	\$73,950
9	Prineville/Crook Co.	RW/TW extension, obstruction removal	\$780,000	\$41,053
10	ODA - Bandon	Bandon Obstruction Removal	\$125,000	\$6,579
11	ODA - Siletz Bay	Siletz Bay Obstruction Removal	\$100,000	\$5,263
12	Seaside	Fencing, apron rehab, striping, drainage study	\$260,385	\$13,705
13	Eugene	Ramp and taxi-lane rehab, rescue and firefighting building, AIP 44	\$4,942,804	\$260,148
14	Eugene	Runway rehab, AIP 45	\$7,703,323	\$405,438
15	Rogue Valley/Medford	Construct terminal building, phase 2, AIP 34	\$1,619,882	\$85,257
16	Rogue Valley/Medford	Construct terminal building, phase 2, AIP 35	\$1,137,989	\$59,894
17	Eugene	Runway rehab, AIP 46	\$1,322,930	\$69,628
18	Pendleton	Crack and fog seal, security gates, remark RW	\$964,831	\$50,781
19	Hood River	Crack sealing, AWOS modifications, environmental study for road vacation	\$326,307	\$17,174
20	Florence	Exhibit A, replace fencing, beacon/tower, other miscellaneous improvements	\$543,245	\$28,591
21	La Grande/Union Co.	RW/TW, drainage improvements, MIRL	\$12,095,839	\$636,623
22	Roseburg	Taxiway Relocation EA Part 1	\$128,993	\$6,789
23	Roseburg	Taxiway Relocation EA Part 2	\$113,191	\$5,957
24	Roseburg	Taxiway Relocation EA, Part 3	\$17,555	\$924
25	Roseburg	Taxiway Relocation Design	\$323,000	\$17,000
26	Bend	Airport Master Plan	\$300,000	\$15,789
27	Bend	Parallel Taxiway B, Phase 4, AIP 19	\$2,800,000	\$147,368
28	Bend	Parallel Taxiway B, Phase 3, AIP 18	\$101,307	\$5,332
29	Burns	Runway rehab, AIP 09	\$114,483	\$6,025
30	Burns	Runway rehab, AIP 10	\$975,000	\$51,315
31	Burns	Runway rehab, AIP 11	\$1,415,878	\$74,519
32	Illinois Valley	Perimeter Fencing	\$337,000	\$17,737
33	Grants Pass	Runway Rehab and Lighting, AIP 007	\$210,078	\$11,057
34	Grants Pass	Runway Rehab and Lighting, AIP 008	\$1,726,000	\$90,842
35	Albany	Runway Overlay, Blast Pads	\$2,371,364	\$124,808
36	Pendleton	Remodel Aircraft Rescue and Firefighting Station	\$1,091,210	\$57,432

37	Redmond	Taxiway reconstruction and other improvements	\$7,362,500	\$387,500
38	North Bend	Phase 5, Terminal Construction, AIP 31	\$675,379	\$33,769
39	North Bend	Phase 6, Terminal Construction, AIP 32	\$1,000,000	\$50,000
40	North Bend	Phase 7, Terminal Construction, AIP 33	\$1,000,000	\$50,000
41	Astoria	Apron rehab, drainage study, beacon	\$140,267	\$7,382
42	Creswell	Fire suppression system, fencing, obstruction removal, runway marking, AIP 8	\$140,780	\$7,409
43	Creswell	Fire suppression system, fencing, obstruction removal, runway marking, AIP 7	\$132,193	\$6,957
44	Tillamook	Master Plan Update	\$130,000	\$6,842
45	Tillamook	Drainage and Fence Improvements	\$250,000	\$13,158
46	Brookings (Del Norte)	Develop instrument approaches	\$219,450	\$11,550
47	Brookings (Del Norte)	Update terminal replacement project EA	\$142,148	\$7,482
48	Brookings (Del Norte)	NEPA documentation	\$100,000	\$5,000
49	Brookings (Del Norte)	Wildlife Hazard Management Assessment	\$100,000	\$5,000
50	Brookings (Del Norte)	RSA design	\$209,000	\$11,000
51	Ashland	Design, Runway overlay, PAPI installation	\$185,629	\$9,769
52	Ashland	Construction, runway overlay, PAPI installation	\$1,765,100	\$92,900
53	Newport	Beacon and emergency generator	\$204,411	\$10,758
54	Salem	Master Plan Update, Taxiway Reconstruction	\$1,000,000	\$52,631
55	Brookings	Taxiway rehab, phase 1, AIP 009	\$23,330	\$1,228
56	Brookings	Taxiway rehab, phase 1, AIP 010	\$237,368	\$12,493
57	Astoria	Apron rehab, drainage study, beacon	\$140,267	\$7,382
58	Creswell	Taxi-lane improvements, design phase	\$127,999	\$6,737
59	Gold Beach	Parallel taxiway rehab, design phase	\$158,650	\$8,350
60	Morrow County	Lexington runway reconstruction and PAPI	\$814,720	\$42,880
61	Florence	Apron and miscellaneous improvements	\$516,674	\$27,193
62	Tillamook	Runway rehabilitation, design phase	\$300,000	\$15,789
63	Bend	Taxiway BB construction	\$137,135	\$7,218
64	Redmond	Extend Taxiway C and reconstruct GA ramp	\$600,000	\$31,579
Total:			\$66,609,677	\$4,618,198

TALL STRUCTURES EVALUATION

During the 2010-11 fiscal year airspace analyses were conducted on 282 proposed tall structures. Through this process ODA ensures that proposed structures do not encroach upon or negatively impact airports. A high percentage of structures evaluated are cell towers which may pose potential safety concerns to air navigation. ODA staff works with local planning agencies and the FAA to preserve airports and protect air system safety.

Another controversial vertical structure extending into airspace is the wind turbine. In efforts to “go green”, wind energy companies have installed many wind turbines in areas that generate vast amounts of wind and thus energy. For the state this is a great opportunity to eliminate greenhouse gases. However, remote airports often exist in the same areas where the turbine farms are emerging, compromising air navigation safety. ODA is monitoring this new technology and working with local jurisdictions to maintain airport integrity.

5010 MASTER RECORD INSPECTIONS

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. In 2011, 29 airports were inspected..

2011 Airports Inspected

AIRPORT NAME	ASSOCIATED CITY	AIRPORT NAME	ASSOCIATED CITY
ALBANY MUNICIPAL	ALBANY	LEBANON STATE	LEBANON
ALKALI LAKE STATE	ALKALI LAKE	MYRTLE CREEK MUNICIPAL	MYRTLE CREEK
ARLINGTON MUNICIPAL	ARLINGTON	OAKRIDGE STATE	OAKRIDGE
BEAVER MARSH STATE	BEAVER MARSH	PAISLEY	PAISLEY
BEND MUNI BEND	BEND	PORTLAND DOWNTOWN	PORTLAND
BROOKINGS	BROOKINGS	PORTLAND-HILLSBORO	HILLSBORO
CAPE BLANCO STATE	DENMARK	PORTLAND-TROUTDALE	TROUTDALE
CASCADE LOCKS STATE	CASCADE LOCKS	ROSEBURG RGNL	ROSEBURG
COTTAGE GROVE STATE	COTTAGE GROVE	SEASIDE MUNICIPAL	SEASIDE
FLORENCE MUNICIPAL	FLORENCE	SILETZ BAY STATE	GLENEDEN BEACH
GEORGE FELT	ROSEBURG	SILVER LAKE F S STRIP	SILVER LAKE
HERMISTON MUNICIPAL	HERMISTON	SPORTSMAN AIRPARK	NEWBERG
HOBBY FIELD	CRESWELL	TILLAMOOK	TILLAMOOK
INDEPENDENCE STATE	INDEPENDENCE	TOKETEE STATE	CLEARWATER
LAKE WOAHIK	FLORENCE		

Airport & Heliport Site Inspection

As authorized by the State Aviation Board; Oregon Department of Aviation is required based on ORS 836.085; 836.090; 836.095 and OAR 738-020-0025 shall with reasonable dispatch grant approval of a proposed airport or heliport site if it is satisfied that the site is adequate for the proposed airport/heliport, that such proposed airport/heliport will conform to minimum standards established by State Aviation Board and that safe air traffic patterns could be worked out for the proposed site.

2011 Site Inspections on Proposed Airport and Heliport

Bar B Landing Strip	Promise, Wallowa County	Airport	Paved runway 3000' X 75'
Grande Ronde Hospital Heliport	La Grande Union County	Heliport	EMS Air Operations for hospital 40' X 40"
Helicopter Transport Service	Aurora, Marion County	Heliport	Heavy Lift Operations 60' X 60" pad
Ukiah Air Ranch Landing Strip	Ukiah, Umatilla County	Airport	Dirt/Grass Strip 3100' X 60'
Wilson Helipad	West Linn, Clackamas County	Heliport	Personal Use 60' X 60' pad
Black Bull Spring Ranch Airstrip	Arock, Malheur County	Airport	Private-use Turf Strip, 1,400' x 40'
Woods Valley Airport	Trail, Jackson County	Airport	Private-use, Turf Strip 1,800' x 40'
Merrill Area Airport	Merrill, Klamath County	Airport	Private-use, Turf Strip 2,665' x 40'



Airport Site Inspection Photo

2009-2011 LEGISLATIVELY APPROVED BUDGET

Beginning Balance **\$1,369,259**

Agency Wide Revenues Summary

Revenue Categories

Motor Fuels Taxes	\$4,392
Licenses & Fees	\$752,164
Federal Revenues	\$2,470,000
Fines & Forfeitures	\$2,664
Rents & Royalties	\$556,495
Donations	\$0
Other Revenues	\$1,015,705
Transfer In - Intra-fund	\$133,500
Transfer From Transportation Dept.	\$5,473,197
Transfer Out - Intra-fund	(\$185,251)

Total Available Revenues **\$11,592,125**

Agency-Wide Expenditure Summary

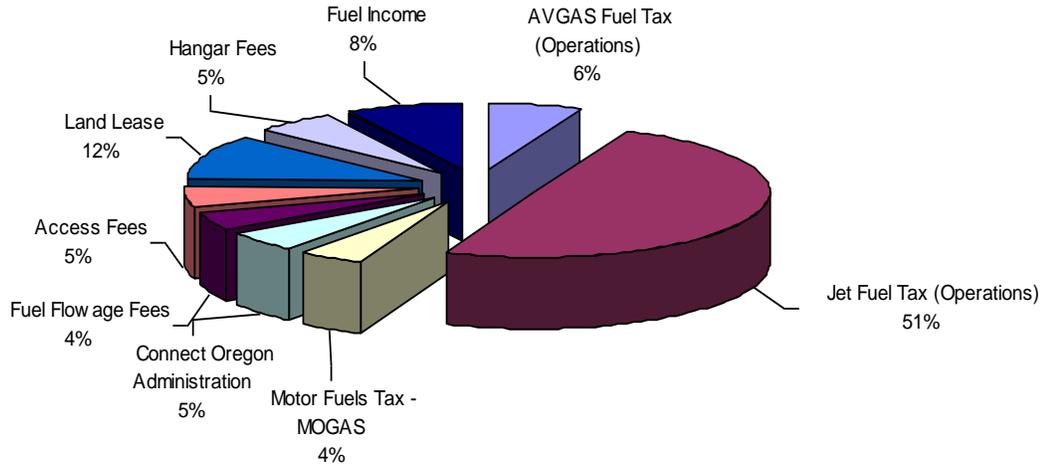
Expenditure Program Units

Operations	\$4,231,096
Search & Rescue	\$76,991
General Aviation Entitlement Program	\$756,000
Aircraft Registration	\$388,476
Pavement Maintenance	\$2,181,292
Capital Construction	\$1,575,000

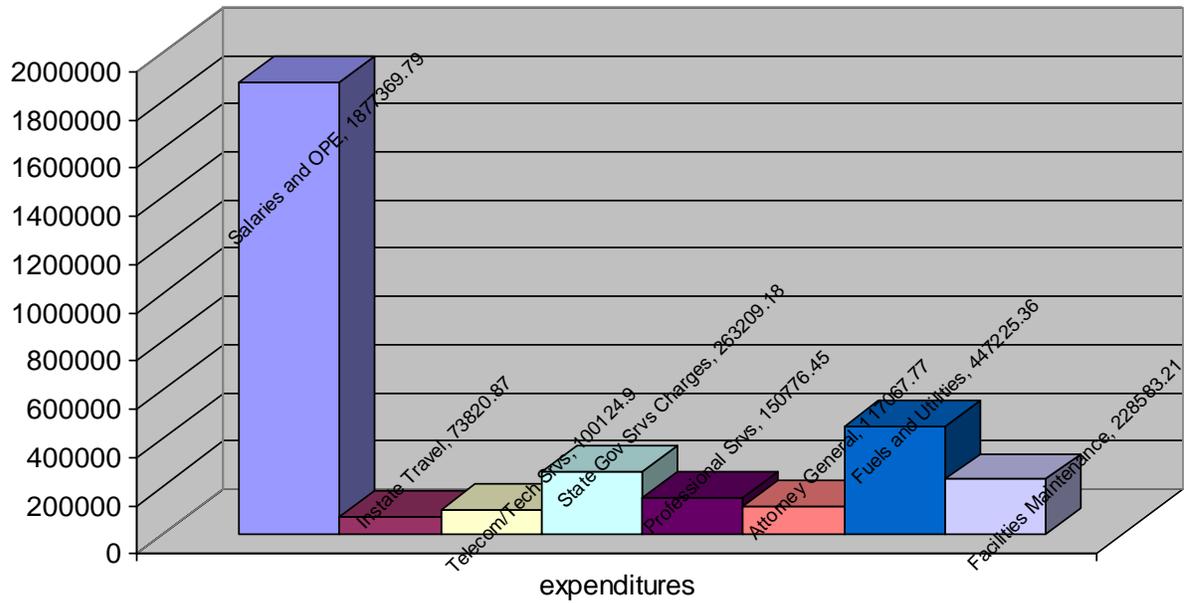
Total Expenditures **\$9,208,855**

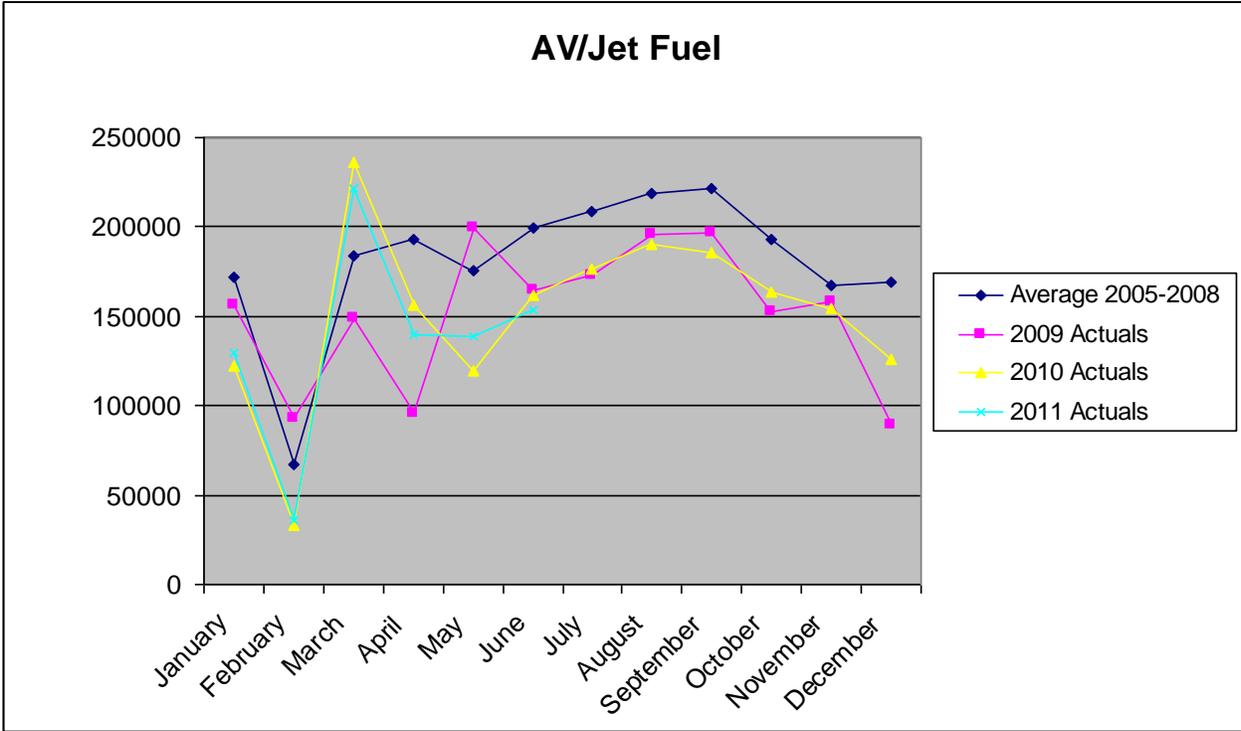
Ending Balance **\$2,383,270**

2009-11 Revenue Drivers



Operations Cost Drivers - Year to date biennium 2009-11 through June 30, 2011





An Aircraft Prepares to Take-Off From Independence State Airport

2010-2011 State Airport Costs

	Revenues	Expenditures		Profit/(Loss)
		Personal Service	Services & Supplies	
as of June 30, 2011 with period 13				
ALKALI LAKE STATE AIRPORT	\$650	\$1,405	\$3,019	(\$3,773)
AURORA STATE AIRPORT	\$350,054	\$27,540	\$180,405	\$142,108
BANDON STATE AIRPORT	\$15,179	\$9,607	\$30,022	(\$24,451)
CAPE BLANCO STATE AIRPORT	\$7,093	\$2,232	\$11,272	(\$6,412)
CASCADE LOCKS STATE AIRPORT	\$200	\$2,215	\$8,660	(\$10,675)
CHILOQUIN STATE AIRPORT	\$4,459	\$3,630	\$7,676	(\$6,847)
CONDON STATE AIRPORT	\$3,658	\$2,901	\$5,953	(\$5,196)
COTTAGE GROVE STATE AIRPORT	\$56,827	\$20,338	\$82,475	(\$45,987)
CRESCENT LAKE STATE AIRPORT	\$0	\$1,645	\$2,720	(\$4,365)
INDEPENDENCE STATE AIRPORT	\$177,147	\$7,785	\$27,054	\$142,308
JOSEPH STATE AIRPORT	\$109,096	\$7,775	\$151,462	(\$50,140)
LEBANON STATE AIRPORT	\$49,542	\$10,211	\$21,670	\$17,661
MCDERMITT STATE AIRPORT	\$688	\$1,984	\$7,141	(\$8,438)
MCKENZIE BRIDGE STATE AIRPORT	\$550	\$1,430	\$1,256	(\$2,135)
MULINO STATE AIRPORT	\$741,448	\$21,588	\$221,402	\$498,458
NEHALEM BAY STATE AIRPORT	\$0	\$1,902	\$4,878	(\$6,780)
OAKRIDGE STATE AIRPORT	\$2,176	\$2,348	\$5,092	(\$5,264)
OWYHEE RESERVOIR STATE AIRPORT	\$0	\$302	\$707	(\$1,010)
PACIFIC CITY STATE AIRPORT	\$900	\$1,599	\$6,853	(\$7,552)
PINEHURST STATE AIRPORT	\$180	\$1,341	\$2,479	(\$3,640)
PROSPECT STATE AIRPORT	\$6,259	\$6,393	\$17,071	(\$17,205)
ROME STATE AIRPORT	\$0	\$732	\$2,152	(\$2,885)
SANTIAM JUNCTION STATE AIRPORT	\$550	\$542	\$851	(\$843)
SILETZ BAY STATE AIRPORT	\$14,775	\$3,435	\$15,223	(\$3,883)
TOKETEE STATE AIRPORT	\$0	\$630	\$2,928	(\$3,558)
TOLEDO STATE AIRPORT	\$2,682	\$1,665	\$2,127	(\$1,109)
WAKONDA STATE AIRPORT	\$1,722	\$1,154	\$2,418	(\$1,849)
WASCO STATE AIRPORT	\$2,659	\$3,002	\$4,345	(\$4,687)
State Owned Airports TOTALS:	\$1,548,495	\$147,332	\$829,310	\$571,851