

Chapter 2 Inventory

To evaluate the adequacy of the Oregon system of airports, an inventory of the existing conditions was necessary. The Project Team was able to evaluate the existing condition of individual airports, and the state aviation system as a whole, from information collected through the inventory process. The data compiled by the inventory process includes:

- Physical airport characteristics
- Activity levels
- Environmental considerations
- Navigational aids
- Local socio-economic data
- Airport financial data
- Surface transportation access
- Terminal, airspace, and airfield capacity

The inventory process is summarized in the following sections, which include:

- 2.1 Aviation Inventory
- 2.2 Surveys
- 2.3 Oregon System of Airports

2.1 Aviation Inventory

The *Oregon Aviation Plan 2007 (OAP 2007)* assesses 97 public-use airports, which include 85 publicly-owned and 12 privately owned airports stretched out over 98,386 square miles of the state of Oregon, the ninth largest of the 50 states. Understanding the needs of an aviation system this large required extensive coordination with the Oregon Department of Aviation (ODA), airport managers, owners, local communities, and users of the system. The Project Team developed a comprehensive data collection strategy that engaged each of these groups, fostered a working relationship, and created a sense of local ownership in the project.

To encourage project involvement at the local level, individual site visits were conducted at each of the 97 public-use airports, something that is typically not done as a part of an aviation system plan. Prior to the site visits, the Project Team sent out a letter to airport managers and airport owners notifying them of the site visits and requesting a variety of aviation related data. The requested information was intended to provide the Project Team with background information for each of the individual airports. The data received was cataloged and evaluated prior to the airport site visits. The data that was requested from the airports included:

- Number of total based aircraft
- Number of total airport operations

- Number of total enplanements
- A copy of existing Airport Layout Plans / Master Plans
- A copy of existing Exhibit "A" property plans
- Existing State Aviation System Plan documents
- Existing ODA airport database
- Existing aerial photography
- Existing land use documents
- Existing community plans, special area studies, and zoning ordinances which govern the airport and the area in proximity to the airport
- Existing methods of coordination and communication between the airport and its host community to gauge the level of interest and authority between the two entities
- Future land use plans, which govern the airport and the airport vicinity

Note: Not every individual airport provided all the various pieces of the requested data.

The individual airport site visits proved to be the most critical component of the data collection process. The site visits afforded the Project Team the opportunity to inventory the existing airside and landside facilities, evaluate their condition, and observe the type of aviation activity occurring at the airport, catalog development challenges such as environmental or topographic concerns, and, most importantly, to meet with each airport manager to discuss the issues related to their airport.

An inventory of this magnitude required a consistent and methodical approach based on sound planning principles. The Project Team began their assessment with the Federal Aviation Administration (FAA) published the *Airport Master Record* (Form 5010), which is a comprehensive record of existing airport facilities, services, based aircraft, and operations. A checklist was created based on the *Airport Master Record* and the information was verified during the inventory process. The data collected through the initial coordination with airport managers and owners was used to support the findings of the inventory.

It is essential to understand the role of each individual airport within its host community in order to evaluate the existing airport system and recommend future improvements. The physical characteristics of each airport were documented during the inventory process and the interviews conducted with each airport manager provided additional information that allowed the Project Team to evaluate the role of each airport in the state aviation system. A questionnaire was mailed to each airport manager prior to the interview to facilitate an informative discussion. A sample of the questionnaire is included in **Appendix B, Surveys**. The following is a summary of the topics discussed:

- Review of facility inventory
- Type of airport users
- Airport activity levels
- Environmental considerations

- Land use considerations
- Airport financial information
- Surface transportation and access
- Local relationship
- Future development plans

2.2 Surveys

Seven surveys were developed to assist in the data collection process for the *OAP 2007* and were distributed to more than 2,000 individuals and agencies that have an interest or role in the state aviation system. Each of the seven surveys requested similar information, although each was created with the specific recipient in mind in order to provide multiple perspectives on the role of aviation in Oregon. The survey results were analyzed in an effort to develop a comprehensive foundation from which to begin evaluating the state airport system.

As previously noted, the *OAP 2007* is a combination of three individual planning studies which include the Oregon State System Plan Update, Economic Impact Study, and Aviation Master Plan. The surveys combine questions from each of the three studies to avoid multiple survey requests from the same individual or agency. The surveys asked for input on operational, economic, and development questions. The sample surveys are found in **Appendix B Surveys**.

The following paragraphs describe the seven surveys and the response rates, while the following section, **2.2.a Survey Analysis**, contains an overall summary of all survey responses.

- **Airport Manager Survey**

The airport manager survey was sent out to each of the 97 public-use airports in the state. The survey requested information regarding:

- Airport use and development
- Aircraft operations and hangar occupancy
- Airport revenue and expenditures
- Community perception of the airport
- Options for airport improvements
- Airport manager's view of how their airport fits into the state aviation system

The airports to receive the survey include eight National Plan of Integrated Airports System (NPIAS) air carrier airports, 48 NPIAS reliever and general aviation airports, and 41 non-NPIAS general aviation airports. Portland International Airport was not involved in the survey since they conduct their own planning studies and economic impact assessments. **Table 2.1** illustrates the response rate from the airport manager survey.

Table 2.1 Airport Manager Survey Response Rate

<i>Airport Category</i>	<i>Response Rate</i>	<i>Response Percent</i>	<i>No Response Percent</i>
NPIAS air carrier	5 of 8	63%	37%
NPIAS reliever and general aviation	35 of 40	88%	12%
Non-NPIAS general aviation	17 of 49	35%	65%
TOTAL	57 of 97	59%	41%

Source: Mead & Hunt, Inc.

- **Business Survey**

The business survey was completed by businesses that are located on airport property, are reliant on the airport, or are members of the aerospace industry. This survey requested information about:

- Nature of the business
- Reliance of the business on the existence of the airport
- Options for airport improvements
- Options for use of other airports
- Options for potential users/clients
- Company revenues, expenditures, and taxes

The business survey was sent out to 1,251 businesses and aerospace organizations identified by ODA of which responses were received from 98 recipients. Some survey respondents did not submit answers to all of the questions; therefore, some questions will have fewer responses than others. **Table 2.2** illustrates the response rate from the business survey.

Table 2.2 Business Survey Response Rate

	<i>Response Rate</i>	<i>Response Percent</i>	<i>No Response Percent</i>
TOTAL	98 of 1,251	8%	92%

Source: Mead & Hunt, Inc.

- **Chamber of Commerce Survey**

The chamber of commerce survey was completed by the local chambers of commerce. This survey evaluated the chambers' promotion and/or reliance on their local airport for economic development in the community. In addition, the survey requested information about:

- Economic climate of the local area
- Local interest in airport development
- Other important economic information

The chamber of commerce survey was sent out to 60 chamber organizations identified by ODA, with assistance from Advisory Committee member Mike Schmidt. Responses were received from 18 chambers. Some survey respondents did not submit answers to all of the questions; therefore, some questions will have fewer responses than others. **Table 2.3** illustrates the response rate from the chamber of commerce survey.

Table 2.3 Chamber of Commerce Survey Response Rate

	<i>Response Rate</i>	<i>Response Percent</i>	<i>No Response Percent</i>
TOTAL	18 of 60	30%	70%

Source: Mead & Hunt, Inc.

- **County Government Survey**

The county government survey was completed by county judges, commissioners, planners, and economic development agencies. The survey evaluated the following from the various counties:

- Economic climate of the county
- Importance of the airport to the community it serves
- Interest in airport development with a county's jurisdictional boundaries

Responses were received from 64 county government officials out of a total of 109 identified by ODA. Some survey respondents did not submit answers to all of the questions; therefore, some questions will have fewer responses than others. **Table 2.4** illustrates the response rate from the county government survey.

Table 2.4 County Government Survey Response Rate

	<i>Response Rate</i>	<i>Response Percent</i>	<i>No Response Percent</i>
TOTAL	64 of 109	59%	41%

Source: Mead & Hunt, Inc.

- **Host Community Survey**

The host community survey was to be completed by local economic development agencies and the local planning agency for each community that hosts a local airport, of which the community is not the owner of that airport. This survey assessed the level of interest in the individual local community regarding the development and existence of the various airports.

Responses were received from 24 host communities out of a total of 80 identified by ODA. Some survey respondents did not submit answers to all of the questions; therefore, some questions will have fewer responses than others. **Table 2.5** illustrates the response rate from the host community survey.

Table 2.5 Host Community Survey Response Rate

	<i>Response Rate</i>	<i>Response Percent</i>	<i>No Response Percent</i>
TOTAL	24 of 80	30%	70%

Source: Mead & Hunt, Inc.

- **Local Government Survey**

The local government survey was completed by local planners, local economic development agencies, and local mayors who have airports located within, and are owned by, their community. This survey evaluated the following:

- Importance of the airport to the local community
- Local interest in the development of the airport
- Local economic climate

Responses were received from 36 cities out of a total of 109 identified by ODA. Some survey respondents did not submit answers to all of the questions; therefore, some questions will have fewer responses than others. **Table 2.6** illustrates the response rate from the local government survey.

Table 2.6 Local Government Survey Response Rate

	<i>Response Rate</i>	<i>Response Percent</i>	<i>No Response Percent</i>
TOTAL	39 of 109	33%	67%

Source: Mead & Hunt, Inc.

- **State Legislature Survey**

The state legislature survey was completed by various members of the state and federal legislatures. This survey provided insight into the needs of the community as they relate to aviation services, business development, and tourism.

Responses were received from 14 state government officials out of a total of 90 identified by the Oregon Department of Aviation. Some survey respondents did not submit answers to all of the questions; therefore, some questions will have fewer responses than others. **Table 2.7** illustrates the response rate from the state legislature survey.

Table 2.7 State Legislature Survey Response Rate

	<i>Response Rate</i>	<i>Response Percent</i>	<i>No Response Percent</i>
TOTAL	14 of 90	16%	84%

Source: Mead & Hunt, Inc.

- **Pilot Survey**

This survey was created for pilots utilizing Oregon airports. The pilot survey was distributed through *FlightLines*, the ODA quarterly newsletter, as well as the project web page. Respondents could complete the survey in either a paper format or electronic format. The pilot survey provided insight into the needs of the pilots using the airports in the state, as well as the amount of spending attributed to pilots within the state of Oregon. Survey responses were received from 347 pilots and from 102 different locations throughout the state. The responses were representative of the state population, as most responses came from the Portland Metropolitan Area, followed by Salem and Eugene. Some survey respondents did not submit answers to all of the questions; therefore, some questions will have fewer responses than others.

2.2.a Survey Analysis

Business

Economic Development

The survey results confirm that aviation plays a significant role in the state economy by supporting business efforts throughout the state. Eighty-four percent (84%) of responding businesses indicate that if the airport they currently use is no longer available, it would have a negative effect on their business and the economy. These respondents also indicate that upgrading airport facilities would support economic growth. A few of these essential needs to promote strong economic growth include:

- Additional runway length
- Navigational aids
- FBO services

Intra-state Shuttle

Seventy percent (70%) of responding businesses perceive that an intra-state air service shuttle would fulfill a vital community need. Should the shuttle service be implemented, the respondents indicated that eighty-six percent (86%) of the users would be businesses.

The survey responses showed that a daily service would be desirable with an arrival at the destination around 8:00 a.m. and a departure time from the destination around 4:00 p.m. Many stated that they would be willing to spend \$0-\$100 per seat to “guarantee” seats on the shuttle with an estimated user rate of zero to five individuals per day.

Airport Manager

Economic Development

The survey results indicate that fifty-six percent (56%) of responding airport managers feel that aviation growth is important to the economic well-being of their community. Nearly sixty-seven percent (67%) of managers indicate that airport development projects would increase

economic growth in the community. The most important improvements to support economic development as identified by the responding airport managers are listed below:

- Increase runway length – Twenty-seven percent (27%)
- NAVAIDs – Twenty-four percent (24%)
- Other – Thirteen percent (13%)
- Aircraft storage and parking– Nine percent (9%)
- Fuel availability – Nine percent (9%)
- FBO services – Seven percent (7%)

Airport Development

The airport manager responses indicate that medical rescue flights, fire protection, and mail/cargo delivery are a few of the uses that rely on aviation in Oregon. Currently, sixty-five percent (65%) of airport managers estimate that communities have land use protection measures in place. Thirty-four percent (34%) of responses indicate that existing or future issues pose a threat to future airport use, which include:

- Incompatible land use
- Lack of political interest
- Tall structures

The operational limitations and concerns that were expressed include:

- Insufficient runway length – Twenty-six percent (26%) of respondents
- Lack of navigational aids – Twenty-one percent (21%) of respondents

Intra-state Shuttle

The Intra-state Shuttle concept would provide an air transportation connection between various cities and the state capital on small aircraft. The purpose of the shuttle would be to transport local, state, and federal government employees, businesses, health care workers, and various other users to and from the state capital. The state government could potentially subsidize portions of the service, while the users would pay for the remainder of the operating expense. The concept would not compete with air service or travel to cities with commercial service. Further study would be required to determine the destination cities, route, and frequency of travel.

The survey results indicate that eighty-two percent (82%) of airport managers perceive that an intra-state air service shuttle would fulfill a vital community need. Only fifty percent (50%) of these managers feel that the shuttle would provide economic growth to their community. The primary users of the shuttle service as indicated by the airport managers would be business, emergency services, and government.

The survey responses showed that a weekly service would be desirable with an arrival at the destination around 8:00 a.m. and 10:00 a.m. and a departure time from the destination around 8:00 a.m. Many stated that they would be willing to spend \$0-\$100 per seat to “guarantee” seats on the shuttle for their local community and would expect users to pay between \$51 and \$100 per seat for this service, with an estimated user rate of zero to five individuals per day.

Chamber of Commerce

Economic Development

According to the survey results, there is a significant interest in the economic impact and growth that airports have on local communities. The tabulated results indicated eighty-nine percent (89%) of chamber of commerce’s perceive their local airport as a valuable economic asset. This same eighty-nine percent (89%) believe the communities see a need for upgrades to the current aviation system to support economic growth. A few of these essential needs to promote strong economic growth include:

- Aircraft storage and parking
- Additional runway length
- Navigational aids
- Weather services

If an airport no longer existed in their community, seventy-eight percent (78%) of the respondents noted that there would be a negative impact on the growth and development associated with that community.

Airport Development

Respondents noted that medical rescue flights, fire protection, and mail/cargo delivery are a few of the uses that rely on aviation in Oregon. Tourism, timber, and agriculture are some of the primary industries that use the facilities frequently. Currently, fifty-six percent (56%) of chamber respondents estimate that their communities have land use protection measures in place to assist with the implementation of compatible land uses near the airports. Many indicate operational limitations exist at the various airports, which include:

- Runway length – Fifty-five percent (55%) of respondents
- Terminal amenities – Twenty-eight percent (28%) of respondents
- Aircraft parking/spaces – Twenty-two percent (22%) of respondents
- Navigational aids – Twenty-two percent (22%) of respondents

Intra-state Shuttle

Many chamber members perceive that an intra-state air service shuttle would fulfill a vital community need. Should the shuttle service be implemented, the respondents indicated various uses as illustrated below in **Table 2.8**.

Table 2.8 Intra-state Air Shuttle Service Benefits

<i>User Category</i>	<i>Percent to Benefit from the Shuttle Service</i>	<i>Percent Expected to use the Shuttle Service</i>
Businesses	29%	20%
Emergency Services	11%	0%
Government	15%	30%
Health Services	16%	12%
Higher Education	13%	12%
Local Residents	0%	22%
Transportation of Cargo	16%	0%
Other		4%

Source: Mead & Hunt, Inc.

The survey responses showed that a daily service would be desirable with an arrival at the destination around 8:00 a.m. and a departure time from the destination around 5:00 p.m. Many stated they would be willing to spend up to \$0-\$100 per seat to “guarantee” seats on the shuttle for their local community and would expect users to pay between \$101 and \$150 per seat for this service, with an estimated user rate of over 20 individuals per day.

County Government

Economic Development

According to the survey results, there is interest in the economic impact and growth that airports have on local communities. The results indicated that county government officials believed that communities perceive their local airport as a valuable economic asset. Approximately seventy-five percent (75%) of the respondents believe the local communities see a present need for upgrades to the current aviation system to support economic growth. Supporting this idea is the fact that sixty-four percent (64%) of county government officials note that they would expect a negative impact if an airport closed within their local community. Some of the noted essential services needed to promote strong economic growth include:

- Additional runway length
- Navigational aids and terminal amenities
- Aircraft parking and storage, availability of fuel, FBO services, taxiways
- Commercial flights

Airport Development

The county government responses indicate that medical rescue flights, fire protection, and mail/cargo delivery are a few of the uses that rely on aviation in Oregon. Currently, sixty-six percent (66%) of county government officials estimate that communities have land use

protection measures in place. Twenty-seven percent (27%) of responses indicate that existing or future issues pose a threat to future airport use, which include:

- Incompatible land use
- Lack of political interest
- Tall structures

The operational limitations and concerns that were expressed include:

- Insufficient runway length – Twenty-four percent (24%) of respondents
- Lack of navigational aids – Thirty-one percent (31%) of respondents

Intra-state Air Shuttle

Many county government officials perceive that an intra-state air shuttle service would fulfill a community need. The respondents indicated various uses of the proposed shuttle, as illustrated below in **Table 2.9**.

Table 2.9 Shuttle Service Benefits

<i>User Category</i>	<i>Percent to Benefit from the Shuttle Service</i>	<i>Percent Expected to use the Shuttle Service</i>
Businesses	22%	26%
Emergency Services	17%	0%
Government	20%	22%
Health Services	16%	16%
Higher Education	12%	11%
Local Residents	0%	25%
Transportation of Cargo	13%	0%

Source: Mead & Hunt, Inc.

The survey showed that a daily schedule would be desirable, with an arrival at the destination by 8:00 a.m. and a departure time from the destination by 6:00 p.m. County government officials noted they may be willing to spend up to \$100 per seat to “guarantee” seats on the shuttle for their local community and would expect users to pay anywhere from \$51 to \$150 per seat for this service. An estimated user rate of over 20 individuals per day was also noted.

Host Community

Economic Development

According to the survey results, there is significant interest in the economic impact and growth that airports have on local communities. The results indicate that seventy-one percent (71%) of respondents perceive their local airport as a valuable economic asset. Approximately eighty-three percent (83%) of respondents believe the local communities see a present need for upgrades to the current aviation system in order to support economic growth. If an airport no longer existed in their community, seventy-five percent (75%) of the

respondents stated that there would be a negative impact on the growth and development associated with that community.

Airport Development

Currently, sixty-seven percent (67%) of the host communities believe that their airport has land use protection measures in place, however, it was noted that incompatible land uses are still a significant concern. Numerous host communities expressed a concern that the runway length poses an operational limitation to their airports.

Intra-state Air Shuttle

Many host communities perceive that an intra-state air shuttle service would be considered a convenience to the community. However, they also note that a shuttle service would serve and promote economic growth to their communities. The respondents indicated various uses of the proposed shuttle, as illustrated below in **Table 2.10**.

Table 2.10 Shuttle Service Benefits

<i>User Category</i>	<i>Percent to Benefit from the Shuttle Service</i>	<i>Percent Expected to use the Shuttle Service</i>
Businesses	24%	26%
Emergency Services	16%	0%
Government	18%	20%
Health Services	16%	16%
Higher Education	10%	13%
Local Residents	0%	25%
Transportation of Cargo	16%	0%

Source: Mead & Hunt, Inc.

The host community responses indicated that a twice per week schedule would be desirable with an arrival at the destination by 9:00 a.m. and a departure time from the destination by 5:00 p.m. There was a split regarding the cost that they would expect riders to spend, with fifty percent (50%) at a rate of up to \$100 per seat and the other fifty percent (50%) at a rate of \$101-\$200 per seat. The responses estimated an average user rate of over 20 individuals per trip.

Local Government

Economic Development

According to the survey results, there is a great interest in the economic impact and growth that airports have on local communities. The results indicated that eighty-nine percent (89%) of the local governments perceive their local airport as a valuable economic asset. A lower percentage of respondents, seventy-eight percent (78%), indicate a present need for upgrades to the current aviation system in order to support economic growth. Some noted upgrades include:

- Additional runway length
- Commercial service and business operations
- Executive shuttles
- Additional taxiways
- Greater terminal amenities

The majority of respondents, eighty-one percent (81%), indicated that if an airport no longer existed within a given community, that community would experience a negative impact on the growth and development.

Airport Development

Currently, sixty-nine percent (69%) of local governments believe that their communities have land use protection measures in place and forty-seven percent (47%) percent believe existing or future issues pose a threat to future airport use. The issues include:

- Wetland regulations
- Incompatible land use
- Structure height

A few operational limitations and concerns were also expressed and include:

- Runway length – forty-four percent (44%) of respondents
- Navigational aids – twenty-eight percent (28%) of respondents
- Approach conditions, paved runways, taxiways, and aircraft parking – twenty-two percent (22%) of respondents
- Terminal amenities – seventeen percent (17%) of respondents

Intra-state Air Shuttle

Many local governments perceive that an intra-state air shuttle service would be considered a convenience to the community. However, they indicated that they believe many groups would benefit from and would be expected to use this service if it were available, as illustrated below in **Table 2.11**.

Table 2.11 Shuttle Service Benefits

<i>User Category</i>	<i>Percent to Benefit from the Shuttle Service</i>	<i>Percent Expected to use the Shuttle Service</i>
Businesses	29%	29%
Emergency Services	14%	0%
Government	17%	20%
Health Services	17%	17%
Higher Education	9%	9%
Local Residents	0%	23%
Transportation of Cargo	14%	0%
Other	0%	2%

Source: Mead & Hunt, Inc.

The survey responses indicated that a twice per week schedule would be desirable with an arrival at the destination by 10:00 a.m. and a departure time from the destination by 6:00 p.m. There was a split regarding the cost that they would expect riders to spend. Fifty percent (50%) of respondents indicate a rate of up to \$100 per seat, while the other fifty percent (50%) said \$101-\$200 per seat would be acceptable. They estimated an average user rate of over 20 individuals per trip.

State Legislature

Economic Development

According to the survey results, there is a great amount of interest in the economic impact and growth that airports have on local communities. The results indicated that one-hundred percent (100%) of the respondents believed that their local airport is a valuable economic asset. Seventy-four percent (74%) indicated a present need for upgrades to the current aviation system to support economic growth. Seventy-one percent (71%) of these officials indicate that airports promote growth in a community. A few of the needs identified as essential to promote strong economic growth included:

- Commercial service
- Additional commercial service locations
- Runway length and navigational aids

If an airport were no longer available in a community, ninety-three percent (93%) noted there would be a negative impact on the growth and development associated with that community.

Airport Development

Forty-three percent (43%) of the responding state officials believe their local airport has land use protection measures in place and note that existing or future issues that pose a threat to future airport use include:

- Adjacent terrain
- Incompatible land use
- Competition from out-of-state airports
- Population decrease

The operational limitations and concerns that were discussed include:

- Runway length – thirty-six percent (36%) of respondents
- Navigational aids – twenty-one percent (21%) of respondents
- Terminal amenities – fourteen percent (14%) of respondents

Intra-state Air Shuttle

Many of the government officials noted that an intra-state air shuttle service would be considered a convenience to the local communities. Similar to the other surveys, various segments are expected to benefit from a shuttle, should it be developed, as illustrated below in **Table 2.12**.

Table 2.12 Shuttle Service Benefits

<i>User Category</i>	<i>Percent to Benefit from the Shuttle Service</i>	<i>Percent Expected to use the Shuttle Service</i>
Businesses	32%	28%
Emergency Services	9%	0%
Government	25%	28%
Health Services	6%	9%
Higher Education	9%	9%
Local Residents	0%	26%
Transportation of Cargo	19%	0%

Source: Mead & Hunt, Inc.

The survey responses indicated that a twice per week schedule would be desirable, with an arrival at the destination by 10:00 a.m. and a departure time from the destination by 6:00 p.m. There was a split regarding the cost that they would expect riders to spend. Fifty percent (50%) indicate a rate of up to \$100 per seat, while the other fifty percent (50%) said \$101-\$200 per seat would be acceptable. The estimated user rate of more than 20 individuals per trip was indicated.

Pilot

Airside Needs

Evaluating the existing airside infrastructure within the state is an essential element of the project. Pilots who utilize the existing system provided insight when identifying system deficiencies. Overall, pilots who responded to the survey are generally satisfied with the condition and availability of airside facilities, as summarized in the following paragraphs.

Runway Length

According to the survey results, ninety-eight percent (98%) of pilots who responded indicate that the existing runway length at the airport they most frequently use meets the needs of their aircraft. The runway length requirements for those pilots who completed the survey include:

- Runway length of 0 to 1,500 feet from 132 respondents
- Runway length of 1,501 to 3,000 feet from 162 respondents
- Runway length of 3,001 to 4,500 feet from 10 respondents
- Runway length greater than 4,501 feet from three respondents

Taxiways

The survey results illustrate that ninety-five percent (95%) of pilot respondents believe that the existing taxiway system at the airport they most frequently use meets the needs of airport users.

Navigational Aids

The survey results indicate that eighty-two percent (82%) of the respondents feel that the existing navigational aids at the airport they most frequently utilize are adequate. Those pilots who indicated that navigational aids did not meet the needs of airport users are generally located in the coastal region where the weather is less predictable.

Landside Needs

The pilot survey explored several landside development categories, as summarized in the following paragraphs.

Aircraft Parking/Spaces

The survey results illustrate that seventy-nine percent (79%) of pilot respondents are generally satisfied with parking options, feel that the aircraft parking/spaces are adequate and meet the needs of airport users.

Fuel

The survey results illustrate that eighty percent (80%) of respondents feel that the availability of fuel is adequate and meets the needs of airport users.

Terminal

The survey results illustrate that sixty-five percent (65%) of pilot respondents feel that terminal amenities are adequate and meet the needs of airport users.

FBO Services

The survey results illustrate that sixty-nine percent (69%) of respondents feel that the FBO services are adequate and generally meet the needs of airport users.

Auto Parking/Access

Similar to the aircraft parking, eighty-six percent (86%) of pilot respondents indicate that the FBO services are adequate and meet the needs of airport users.

Maintenance

Respondents to this survey indicate that the average cost of maintenance on their aircraft was between \$1,001 and \$2,000 annually.

Hangar Rent

Pilot respondents indicate that the average cost for hangar rent for storage of their aircraft was less than \$500 annually.

Insurance

The respondents indicate that the average cost for insurance on their aircraft was between \$1,001 and \$2,000 annually.

2.3 Oregon System of Airports

When airports are discussed, the general public typically thinks of large commercial service airports. Such airports are normally the beginning of memorable vacations or important business trips, or they provide residents with just-in-time delivery services, such as Federal Express, United Parcel Service, or DHL. Oregon has a significant number of public and private use airports that play a significant role in the transportation system and economy. Each airport, regardless of size or ownership, serves a purpose and has a significant impact on the aviation system.

The *OAP 2007* includes 97 public-use airports that make up the system of Oregon airports. The following provides a summary of these facilities, which are separated by *ConnectOregon* regions and the state as a whole. *ConnectOregon* is a lottery-bond-based initiative approved by the 2005-2007 Oregon Legislative Assembly to invest in air, rail, marine, and transit infrastructure to ensure Oregon's transportation system is strong, diverse, and efficient. It is focused on improving

the connections between the highway system and other modes of transportation to better integrate the components of the system, improve flow of commerce, and remove delays. The state law makers have continued this program with *ConnectOregon II*. Projects throughout the state are evaluated on criteria outlined within the law.

Figure 2.1 illustrates the *OAP 2007* study airports and their relationship to *ConnectOregon* regions. In addition to assessing the public-use airports by *ConnectOregon* regions, it is also important to evaluate their roles by FAA classification and ownership.

Insert Figure 2.1

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2.3.a National Plan of Integrated Airport System

The National Plan of Integrated Airport Systems (NPIAS) is a published national plan for the development of public-use airports. It is produced by the FAA and is derived from a compilation of local, regional, and state planning studies. The national system of airports is designed to provide communities with access to safe and adequate airports. Only airports included in the NPIAS are eligible for federal funding through a program called the Airport Improvement Program (AIP). Inclusion in the NPIAS, along with the acceptance of funding from the FAA, requires that an airport sponsor (owner of the airport) maintain their airport in a safe and effective manner for the flying public.

The *OAP 2007* includes 56 NPIAS airports and 41 non-NPIAS airports. **Figure 2.2** illustrates the study airports within each *ConnectOregon* region by NPIAS classification. **Table 2.13** summarizes the breakdown of NPIAS classification throughout the state.

Table 2.13 OAP 2007 and *ConnectOregon* Public-Use Airports

<i>Study Airports</i>	<i>NPAIS</i>	<i>Non-NPAIS</i>	<i>Total Number of Public-Use Airports</i>
OAP 2007	57	40	97
<i>ConnectOregon</i>			
Region 1	8	9	17
Region 2	16	10	26
Region 3	10	7	17
Region 4	12	8	20
Region 5	11	6	17

Source: Mead & Hunt, Inc.

2.3.b Ownership

Public-use airports can be owned and operated by a diverse range of entities and it is not required that they be owned by a single body. In Oregon, there are six categories of airport owners, which include:

- Airport authorities (government entity)
- County and/or city governments
- Federal entity
- Port authorities (government entity)
- Private entity
- State entity

Figure 2.3 graphically illustrates the *OAP 2007* and *ConnectOregon* study airports ownership type and **Table 2.14** provides a numerical breakdown of ownership type.

Table 2.14 OAP 2007 and ConnectOregon Public-Use Airports by Ownership Type

<i>Ownership</i>	<i>OAP 2007</i>	<i>Region 1 Connect Oregon</i>	<i>Region 2 Connect Oregon</i>	<i>Region 3 Connect Oregon</i>	<i>Region 4 Connect Oregon</i>	<i>Region 5 Connect Oregon</i>
Airport Authority	1	0	0	1	0	0
Joint City – County	2	0	0	0	2	0
Federally Owned	2	0	0	0	1	1
Port Authority Owned	5	4	0	0	0	1
County	5	0	0	2	1	2
Privately Owned	15	6	4	1	4	0
State Owned	27	1	12	5	5	4
City Owned	40	4	11	8	8	9
Total Airports	97	15	27	17	21	17

Source: Mead & Hunt, Inc.

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2.3.c Airside Facilities

The airside facilities of an airport consist of many components that are required to accommodate safe aircraft operations and include:

- Runways
- Taxiways
- Apron network
- Visual and electronic navigational aids associated with runways
- Other general aviation facilities

Tables 2.15 through **Table 2.18** provide a comprehensive inventory of airside facilities for the *OAP 2007* study airports.

2.3.d Landside Facilities

Landside facilities are considered to be all facilities at an airport which do not fall into the airside facilities category as previously discussed and typically include:

- Airport terminal buildings
- Aircraft storage facilities
- Automobile parking
- Other general facilities

Table 2.15 through **Table 2.18** display the facilities provided throughout system of airports in Oregon.

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