

Chapter 4 Airport Functional Roles

This chapter presents the airport classification system, developed to determine the facility and service standards used to evaluate the adequacy of Oregon's system of airports. Every airport within the *Oregon Aviation Plan 2007 (OAP 2007)* plays an important role in the functionality and capacity of the Oregon system of airports.

The first step in developing the *OAP 2007* airport classification system was to evaluate the existing airport classification system outlined during the *2000 Oregon Aviation Plan (2000 OAP)*. The *2000 OAP* established five categories of airports, based on the definitions outlined within the National Plan of Integrated Airport Systems (NPIAS), the design criteria outlined by the Airport Reference Code (ARC), and a facilities inventory. The five previous categories included:

Category I - Commercial Service

- Function: accommodate scheduled major/national or regional/commuter commercial air carrier service
- Design Criteria: scheduled commercial service

Category II - Business or High Activity General Aviation

- Function: accommodate corporate aviation activities, including business jets, helicopters, and other general aviation activities
- Design Criteria: 30,000 or more annual operations, of which a minimum of 500 are business related aircraft; business use heliports

Category III - Regional General Aviation

- Function: accommodate a wide range of general aviation users for large service areas in outlying areas of Oregon. Many also accommodate seasonal regional fire response activities
- Design Criteria: generally less than 30,000 operations. Geographically significant location with multiple communities in the service area. Nearest Category 1 or 2 Airport is more than 90 minutes average travel time by road

Category IV - Community General Aviation

- Function: accommodate general aviation users and local business activities
- Design Criteria: 2,500 or more annual operations or more than ten based aircraft

Category V - Low Activity General Aviation

- Function: accommodate limited general aviation use in smaller communities and remote areas of Oregon. Provide emergency and recreational use function
- Design Criteria: less than 2,500 annual operations and 10 or fewer aircraft

While the existing classification system helped to distinguish the function of one airport from another, the limited design criteria did not provide a flexible approach as some airports may exceed some design criteria while other facilities are severely limited. Additionally, the 2000 OAP airport classification system provides limited guidance regarding what facilities each airport should offer to the flying public. Therefore, the OAP 2007 revised the classification system to provide a more accurate representation of each airport within the system.

4.1 Functional Airport Roles - Oregon Aviation Plan 2007 (OAP 2007)

Each airport in Oregon impacts the overall operational capacity and efficiency of the state aviation system by supporting different types of aviation activity. The development of a new classification system of functional airport roles clearly demonstrates the types of facilities and services that should be provided at each airport category. The Project Team utilized the Federal Aviation Administration (FAA) airport design system known as the Airport Reference Code (ARC) and created performance measures to develop the airport functional roles.

4.1.a Performance Measures

The second step in generating new functional roles for the state system of airports was to develop performance criteria that clearly illustrate the facility requirements for each airport category. Performance criteria can be defined as a series of objectives an airport should satisfy to qualify for a particular functional role. The objectives were developed in cooperation with Oregon Department of Aviation (ODA) and the State Aviation System Plan and Master Plan Advisory Committees.

The purpose of performance measures is to compare existing airport facilities to the minimum and desired facility levels for each functional role. The performance measures should not be considered a requirement for development standards. Any development would require additional support and justification through the airport master planning process, as well as environmental documentation. Local circumstances and needs may necessitate development that exceeds the minimum objectives based upon criteria that surpass the performance measures. Determination of these changes would be the responsibility of ODA, local sponsors, and in some cases the FAA.

Many airports have multiple runways; therefore, the primary runway for each airport was used to evaluate the facility against the performance measures. The performance measures for each functional role are defined as follows:

- **User Accessibility Criteria** - Used to qualify the airport facility, driving distance to a commercial facility, and the proximity to another airport facility

Facility Objectives

- Airports with precision approaches
- Airports with weather reporting
- Airports with airfield lighting

Community Access Objectives

- Population within 120 minutes of an airport with two or more scheduled commercial airlines
 - Population within 30 minutes of any system airport
 - Population within 30 minutes of a commercial or urban general aviation airport
 - Population within 30 minutes of a regional general aviation airport
 - Population within 30 minutes of an airport with a non-precision or precision approach
 - Population within 30 minutes of an airport with onsite weather reporting equipment
- **Development Criteria** - Used to qualify development criteria on the airport grounds
 - Airports meeting aircraft storage objectives (hangars and tie-downs)
 - Airport meeting aircraft parking objectives (apron area)
 - Airports meeting auto parking objectives
 - Airports with rotating beacons
 - Airports with lighted wind indicators
 - Airports with pilots lounge
 - Airports with weather reporting station
 - Airports with 100LL fuel

Economic Support Criteria - Used to qualify how the airport supports economic growth and development on and around the airport facility

- Airports with a runway length of 5,000 feet or greater
 - Airports with FBO facilities
 - Airports with jet fuel
 - Airports with rental car services
 - Airports supporting air cargo
- **Safety Criteria** - Used to qualify the safety of the airport facility
 - Airports with clear approaches to primary runway
 - Airports with compliant runway safety areas

4.1.b Airport Reference Code (ARC)

In addition to the performance criteria, it is important to consider the FAA methodology of classifying airports. The FAA defines operational and physical characteristics of the aircraft expected to operate at an airport. In examining appropriate runway and taxiway dimensional

criteria, the performance and size of the most demanding aircraft or groups of aircraft expected to use the airport must be considered. This aircraft, called the critical aircraft, must use the airport on a regular basis and have at least a combined total of 500 take-offs and landings.

The ARC has two components related to the critical aircraft of an airport. The first component is the aircraft approach category, which relates to the aircraft approach speed. An aircraft's approach category is based on 1.3 times its stall speed in landing configuration at the aircraft's maximum certified landing weight. The second component relates to the aircraft wingspan, and is known as the design group. **Table 4.1** below illustrates the approach category and design group as outlined by the FAA.

Table 4.1 Airport Reference Code (ARC) System

<i>FAA Aircraft Approach Categories</i>		<i>FAA Wingspan Design Groups</i>	
Approach Category	Approach Speed (knots)	Design Group	Wingspan (feet)
A	Less than 91	I	Less than 49
B	91 but less than 121	II	49 but less than 79
C	121 but less than 141	III	79 but less than 118
D	141 but less than 166	IV	118 but less than 171
		V	171 but less than 197
		VI	197 but less than 262

Source: FAA, AC 150/5300-13, Change 11

4.1.c OAP 2007 Airport Classification System

Based on the developed performance criteria and the ARC system, an airport classification system was developed. The airport classification system is intended to identify the demand for aviation within the associated city or region for each airport. A detailed review of each airport and definition of their role in the state aviation system is included within **Volume II, Individual Airport Reports**, of the *OAP 2007*.

In addition to the study airports identified by the FAA and ODA, there are hundreds of other privately owned, private-use airports located throughout Oregon. Due to their private ownership, these airports have not been included in the study. The FAA and ODA acknowledge that these airports exist and contribute to the state's aviation system of airports, however, are not eligible for funding or specific considerations.

4.1.d Airport Functional Roles

The following pages outline the minimum facility standards for each of the five airport functional roles. The performance criteria for each category were evaluated by analyzing the primary runway at each airport. An airport's inability to meet the minimum facility standards for its category does not preclude that airport from performing the identified role or function with the system of airports.

The five airport functional roles that replace the *2000 OAP* are defined below.

- **Category I – Commercial Service Airports**
These airports support some level of scheduled commercial airline service in addition to a full range of general aviation aircraft. This includes both domestic and international destinations

- **Category II – Urban General Aviation Airports**
These airports support all general aviation aircraft and accommodate corporate aviation activity, including business jets, helicopters, and other general aviation activity. The primary users are business related and service a large geographic region, or they experience high levels of general aviation activity

- **Category III – Regional General Aviation Airports**
These airports support most twin and single engine aircraft, may accommodate occasional business jets, and support regional transportation needs

- **Category IV – Local General Aviation Airports**
These airports primarily support single engine, general aviation aircraft, but are capable of accommodating smaller twin-engine general aviation aircraft. They also support local air transportation needs and special use aviation activities

- **Category V – RAES (Remote Access/Emergency Service) Airports**
These airports primarily support single-engine, general aviation aircraft, special use aviation activities, and access to remote areas or provide emergency service access

Category I – Commercial Service Airports

These airports support some level of scheduled commercial airline service in addition to a full range of general aviation aircraft. This includes both domestic and international destinations.

Performance criteria were evaluated by analyzing each airport's primary runway.

<u>Airside Facilities</u>	<u>Minimum Criteria</u>	<u>Desired Criteria</u>
FAA - ARC	C-II	Varies
NPIAS	Yes	Yes
Based Aircraft	Not an Objective	Not an Objective
Runway Orientation	Varies by Airport	Varies by Airport
Runway Length	6,000 feet	Varies by Aircraft
Runway Width	100 feet	Varies by Aircraft
Runway Pavement Type	Bituminous, Concrete	Bituminous, Concrete
Runway Pavement Strength	Varies by Airport	Varies by Airport
Runway Pavement PCI	Varies by Airport	Varies by Airport
Taxiways	Full Parallel	Full Parallel/High Speed Exits
Approach Type	Precision	Precision
Visual Approach Aids	Both Runway Ends	Both Runway Ends
Instrument Approach Aids	One Runway End	Both Runway Ends
Runway Lighting	MIRL/HIRL	MIRL/HIRL
Taxiway Lighting	MITL/HITL	MITL/HIT
<u>General Facilities</u>	<u>Minimum Criteria</u>	<u>Desired Criteria</u>
Rotating Beacon	Yes	Yes
Lighted Wind Indicator	Yes	Yes
Weather Reporting	AWOS/ASOS	AWOS/ASOS
Hangared Aircraft Storage	75% of Based Aircraft	100% of Based Aircraft
Apron Parking/Storage	75% of Daily Transient	100% of Daily Transient
Terminal Building	Yes	Yes, Gates and Covered Walkways
Auto Parking	Moderate	Adequate
Fencing	Perimeter	Perimeter
Cargo	Small Handling Facility w/ Apron	Handling Facility w/ Apron
Deicing Facility	Yes	Yes, 24-hour
<u>Services</u>	<u>Minimum Criteria</u>	<u>Desired Criteria</u>
Fuel	100 LL & Jet A	100 LL & Jet A, 24-hour service
FBO	Full Service, 24 hour service	Full Service, 24-hour service
Ground Transportation	Rental Car, Taxi, or Other	Rental Car, Taxi, or Other
Food Service	Coffee Shop/Deli & Cold Foods	Restaurant
Restrooms	Yes	Yes
Pilot Lounge	Yes w/ Weather Reporting Station	Yes w/ Weather Reporting Station
Snow Removal	Yes	Yes
Telephone	Yes	Yes

Category II – Urban General Aviation

These airports support all general aviation aircraft and accommodate corporate aviation activity, including business jets, helicopters, and other general aviation activity. These airports' primary users are business related and service a large geographic region or they experience high levels of general aviation activity.

Performance criteria were evaluated by analyzing each airport's primary runway.

<u>Airside Facilities</u>	<u>Minimum Criteria</u>	<u>Desired Criteria</u>
FAA - ARC	C-II	Varies
NPIAS	Yes	Yes
Based Aircraft	Not an Objective	Not an Objective
Runway Orientation	Varies by Airport	Varies by Airport
Runway Length	5,000 feet	Varies by Aircraft
Runway Width	100 feet	Varies by Aircraft
Runway Pavement Type	Bituminous, Concrete	Bituminous, Concrete
Runway Pavement Strength	Varies by Airport	Varies by Airport
Runway Pavement PCI	Varies by Airport	Varies by Airport
Taxiways	Full Parallel	Full Parallel/High Speed Exit
Approach Type	Precision	Precision
Visual Approach Aids	One Runway End	Both Runway Ends
Instrument Approach Aids	Not an Objective	One Runway End
Runway Lighting	MIRL/HIRL	MIRL/HIRL
Taxiway Lighting	MITL/HITL	MITL/HITL
<u>General Facilities</u>	<u>Minimum Criteria</u>	<u>Desired Criteria</u>
Rotating Beacon	Yes	Yes
Lighted Wind Indicator	Yes	Yes
Weather Reporting	AWOS/ASOS	AWOS/ASOS
Hangared Aircraft Storage	75% of Based Aircraft	100% of Based Aircraft
Apron Parking/Storage	75% of Daily Transient	100% of Daily Transient
Terminal Building	Yes	Yes
Auto Parking	Moderate	Adequate
Fencing	Perimeter	Perimeter
Cargo	Designated Apron Area	Small Handling Facility w/ Apron
Deicing Facility	Not an Objective	Yes
<u>Services</u>	<u>Minimum Criteria</u>	<u>Desired Criteria</u>
Fuel	100 LL & Jet A	100 LL & Jet A, 24-hour service
FBO	Full Service	Full Service, 24-hour service
Ground Transportation	Offsite Rental Car, Taxi, or Other	Rental Car, Taxi, or Other
Food Service	Vending	Coffee Shop/Deli & Cold Foods
Restrooms	Yes	Yes
Pilot Lounge	Yes w/ Weather Reporting Station	Yes w/ Weather Reporting Station
Snow Removal	Yes	Yes
Telephone	Yes	Yes

Category III – Regional General Aviation

These airports support most twin and single-engine aircraft and may accommodate occasional business jets. These airports support a regional transportation need.

Performance criteria were evaluated by analyzing each airport's primary runway.

<u>Airside Facilities</u>	<u>Minimum Criteria</u>	<u>Desired Criteria</u>
FAA - ARC	B-II	Varies
NPIAS	Not an Objective	Not an Objective
Based Aircraft	Not an Objective	Not an Objective
Runway Orientation	Varies by Airport	Varies by Airport
Runway Length	4,000 feet	Varies by Aircraft
Runway Width	75 feet	Varies by Aircraft
Runway Pavement Type	Bituminous, Concrete	Bituminous, Concrete
Runway Pavement Strength	Varies by Airport	Varies by Airport
Runway Pavement PCI	Varies by Airport	Varies by Airport
Taxiways	Partial or Turnarounds	Full Parallel
Approach Type	Non-Precision	Precision
Visual Approach Aids	One Runway End	Both Runway Ends
Instrument Approach Aids	Not an Objective	Not an Objective
Runway Lighting	MIRL	MIRL/HIRL
Taxiway Lighting	MITL	MITL/HITL
<u>General Facilities</u>	<u>Minimum Criteria</u>	<u>Desired Criteria</u>
Rotating Beacon	Yes	Yes
Lighted Wind Indicator	Yes	Yes
Weather Reporting	AWOS/ASOS	AWOS/ASOS
Hangared Aircraft Storage	75% of Based Aircraft	100% of Based Aircraft
Apron Parking/Storage	30% of Daily Transient	50% of Daily Transient
Terminal Building	Small Meeting Area	Yes
Auto Parking	Minimal	Moderate
Fencing	Terminal Area	Perimeter
Cargo	Space on Existing Apron	Designated Apron Area
Deicing Facility	Not an Objective	Not an Objective
<u>Services</u>	<u>Minimum Criteria</u>	<u>Desired Criteria</u>
Fuel	100 LL & Jet A	100 LL & Jet A, 24-hour service
FBO	Full Service	Full Service, 24-hour service
Ground Transportation	Courtesy Car / Offsite Rental Car	Rental Car, Taxi, or Other
Food Service	Vending	Vending
Restrooms	Yes	Yes
Pilot Lounge	Yes w/ Weather Reporting Station	Yes w/ Weather Reporting Station
Snow Removal	Yes	Yes
Telephone	Yes	Yes

Category IV – Local General Aviation Airport

These airports support primarily single-engine general aviation aircraft but are capable of accommodating smaller twin-engine general aviation aircraft. These airports support local air transportation needs and special use aviation activities.

Performance criteria were evaluated by analyzing each airport's primary runway.

<u>Airside Facilities</u>	<u>Minimum Criteria</u>	<u>Desired Criteria</u>
FAA - ARC	B-I	B-II
NPIAS	Not an Objective	Not an Objective
Based Aircraft	Not an Objective	Not an Objective
Runway Orientation	Varies by Airport	Varies by Airport
Runway Length	3,000 feet Paved; 2,500 feet Turf	Varies by Aircraft
Runway Width	60 feet Paved; 120 feet Turf	Varies by Aircraft
Runway Pavement Type	Bituminous, Concrete, Turf	Bituminous, Concrete
Runway Pavement Strength	Varies by Airport	Varies by Airport
Runway Pavement PCI	Varies by Airport	Varies by Airport
Taxiways	Exits Needed	Partial or Turnarounds
Approach Type	Visual	Non-Precision
Visual Approach Aids	Not an Objective	One Runway End
Instrument Approach Aids	Not an Objective	Not an Objective
Runway Lighting	LIRL	MIRL
Taxiway Lighting	LITL	MITL
<u>General Facilities</u>	<u>Minimum Criteria</u>	<u>Desired Criteria</u>
Rotating Beacon	Yes	Yes
Lighted Wind Indicator	Yes	Yes
Weather Reporting	Not an Objective	AWOS/ASOS
Hangared Aircraft Storage	75% of Based Aircraft	100% of Based Aircraft
Apron Parking/Storage	30% of Daily Transient	50% of Daily Transient
Terminal Building	Not an Objective	Small Meeting Area
Auto Parking	Minimal	Minimal
Fencing	Not an Objective	Terminal Area
Cargo	Not an Objective	Not an Objective
Deicing Facility	Not an Objective	Not an Objective
<u>Services</u>	<u>Minimum Criteria</u>	<u>Desired Criteria</u>
Fuel	100 LL	100 LL & Jet A
FBO	Not an Objective	Limited
Ground Transportation	Not an Objective	Courtesy Car/Offsite Rental Car
Food Service	Not an Objective	Vending
Restrooms	Yes	Yes
Pilot Lounge	Not an Objective	Yes w/ Weather Reporting Station
Snow Removal	Yes	Yes
Telephone	Not an Objective	Yes

Category V – RAES (Remote Access/Emergency Services)

These airports support primarily single-engine general aviation aircraft, special use aviation activities, access to remote areas, or provide emergency service access.

Performance criteria were evaluated by analyzing each airport's primary runway.

<u>Airside Facilities</u>	<u>Minimum Criteria</u>	<u>Desired Criteria</u>
FAA - ARC	A-I	B-I
NPIAS	Not an Objective	Not an Objective
Based Aircraft	Not an Objective	Not an Objective
Runway Orientation	Varies by Airport	Varies by Airport
Runway Length	2,500 feet Turf	3,000 feet Paved; 2,500 feet Turf
Runway Width	60 feet Turf	60 feet Paved; 120 feet Turf
Runway Pavement Type	Turf, Gravel	Bituminous, Concrete
Runway Pavement Strength	Varies by Airport	Varies by Airport
Runway Pavement PCI	Varies by Airport	Varies by Airport
Taxiways	Not an Objective	Exits Needed to an apron
Approach Type	Visual	NPIA
Visual Approach Aids	Not an Objective	One Runway End
Instrument Approach Aids	Not an Objective	One Runway End
Runway Lighting	Not an Objective	LIRL
Taxiway Lighting	Not an Objective	LITL
<u>General Facilities</u>	<u>Minimum Criteria</u>	<u>Desired Criteria</u>
Rotating Beacon	Not an Objective	Yes
Lighted Wind Indicator	Not an Objective	Yes
Weather Reporting	Not an Objective	AWOS/ASOS
Hangared Aircraft Storage	Not an Objective	75% of Based Aircraft
Apron Parking/Storage	Not an Objective	100 X 100 foot Apron
Terminal Building	Not an Objective	Small Meeting Area
Auto Parking	Not an Objective	Minimal
Fencing	Not an Objective	Limited
Cargo	Not an Objective	Not an Objective
Deicing Facility	Not an Objective	Not an Objective
<u>Services</u>	<u>Minimum Criteria</u>	<u>Desired Criteria</u>
Fuel	Not an Objective	100 LL
FBO	Not an Objective	Not an Objective
Ground Transportation	Not an Objective	On-Call Service
Food Service	Not an Objective	Not an Objective
Restrooms	Not an Objective	Yes
Pilot Lounge	Not an Objective	Yes
Snow Removal	Not an Objective	Yes
Telephone	Not an Objective	Yes

4.1.e Recommended Airport Classifications

Airports were classified with the airport functional role based on their abilities to satisfy the minimum criteria for the airport functional roles and the type of activity occurring at the airport. The recommended system of airports is presented by airport functional category in **Table 4.2**. Thirteen airports have changed classifications from the *2000 OAP* and are highlighted in **Table 4.3**, which lists the airports alphabetically and compares the *2000 OAP* classification with the recommended *OAP 2007* classification. **Figure 4.1** illustrates the recommended functional roles for each airport.

The airport classifications influence the type of aircraft an airport can accommodate, and in the case of commercial service airports, the routes and markets they can serve. The airport classification assignment recommends the corresponding facility requirements be provided. Airports can be reclassified by the Oregon Aviation Board (OAB) on a case-by-base basis. Airport sponsors should present justification for a classification change to the OAB for review.

Table 4.2 OAP 2007 Recommended Airport ClassificationCategory I – Commercial Service Airports

Eastern Oregon Regional Airport at Pendleton
 Eugene Airport - Mahlon Sweet Field
 Klamath Falls International Airport
 Portland International Airport
 Redmond Municipal Airport - Roberts Field
 Rogue Valley International - Medford Airport
 Salem McNary Field
 Southwest Oregon Regional Airport

Category II – Urban General Aviation Airports

Astoria Regional Airport
 Aurora State Airport
 Bend Municipal Airport
 Corvallis Municipal Airport
 McMinnville Municipal Airport
 Newport Municipal Airport
 Portland Downtown Heliport
 Portland - Hillsboro Airport
 Portland - Troutdale Airport
 Scappoose Industrial Airpark

Category III – Regional General Aviation Airports

Ashland Municipal Airport - Sumner Parker Field
 Baker City Municipal Airport
 Bandon State Airport
 Burns Municipal Airport
 Columbia Gorge Regional - The Dalles
 Grant County Regional Airport
 Grants Pass Airport
 Hermiston Municipal Airport
 La Grande / Union County Airport
 Lake County Airport
 Ontario Municipal Airport
 Roseburg Regional Airport
 Tillamook Airport

Category IV – Local General Aviation Airports

Albany Municipal Airport
 Boardman Airport
 Brookings Airport
 Chehalem Airpark
 Christmas Valley Airport
 Condon State Airport - Pauling Field
 Cottage Grove State Airport - Jim Wright Field
 Creswell Hobby Field Airport
 Florence Municipal Airport
 Gold Beach Municipal Airport
 Illinois Valley Airport
 Independence State Airport
 Joseph State Airport
 Ken Jernstedt Airfield
 Lebanon State Airport

Category IV – (Continued)

Lenhardt Airpark
 Lexington Airport
 Madras/City-County Airport
 Myrtle Creek Municipal Airport
 Portland-Mulino Airport
 Prineville Airport
 Seaside Municipal Airport
 Siletz Bay State Airport
 Sisters Eagle Air Airport
 Sportsman Airpark
 Sunriver Airport
 Wasco State Airport

Category V – Remote Access/Emergency Service Airports

Alkali Lake State
 Arlington Municipal
 Beaver Marsh
 Cape Blanco State Airport
 Cascade Locks State Airport
 Chiloquin State Airport
 Country Squire Airpark
 Crescent Lake State Airport
 Davis Field
 Enterprise Municipal
 George Felt
 Lake Billy Chinook
 Lakeside Municipal Airport
 Malin
 McDermitt State Airport
 McKenzie Bridge State
 Memaloose USFS Airport
 Miller Memorial Airpark
 Monument Municipal
 Nehalem Bay State Airport
 Oakridge State
 Owyhee Reservoir State
 Pacific City State Airport
 Paisley
 Pinehurst State Airport
 Powers Hayes Field
 Prospect State Airport
 Rome State
 Sandy River
 Santiam Junction State
 Silver Lake USFS Airport
 Skyport
 Stark's Twin Oaks
 Toketee State
 Toledo State Airport
 Valley View
 Vernonia Municipal
 Wakonda Beach State

Table 4.3 Airport System Classification

Associated City	Airport Name	2000 OAP	OAP 2007
Albany	Albany Municipal Airport	4	4
Alkali Lake	Alkali Lake State Airport	-	5
Arlington	Arlington Municipal Airport	-	5
Ashland	Ashland Municipal-Sumner Parker Field	4	3
Astoria	Astoria Regional Airport	1	2
Aurora	Aurora State Airport	2	2
Baker City	Baker City Municipal Airport	3	3
Bandon	Bandon State Airport	4	3
Beaver Marsh	Beaver Marsh Airport	-	5
Bend	Bend Municipal Airport	2	2
Boardman	Boardman Airport	5	4
Brookings	Brookings Airport	-	4
Burns	Burns Municipal Airport	3	3
Cascade Locks	Cascade Locks State Airport	5	5
Cave Junction	Illinois Valley Airport	4	4
Chiloquin	Chiloquin State Airport	4	5
Christmas Valley	Christmas Valley Airport	5	4
Clearwater	Toketee State Airport	5	5
Condon	Condon State – Pauling Field	4	4
Cornelius	Skyport Airport	-	5
Corvallis	Corvallis Municipal Airport	2	2
Cottage Grove	Cottage Grove State Airport	4	4
Crescent Lake	Crescent Lake State Airport	5	5
Cresswell	Cresswell - Hobby Field	4	4
Culver	Lake Billy Chinook Airport	-	5
Denmark	Cape Blanco State Airport	5	5
Enterprise	Enterprise Municipal Airport	-	5
Estacada	Valley View Airport	-	5
Eugene	Mahlon Sweet Field	1	1
Florence	Florence Municipal Airport	4	4
Florence	Lake Woahink Seaplane Base	-	Closed
Gates	Davis Field	-	5
Gleneden Beach	Siletz Bay State Airport	4	4
Gold Beach	Gold Beach Municipal Airport	4	4
Grants Pass	Grants Pass Airport	4	3
Hermiston	Hermiston Municipal Airport	4	3
Hillsboro	Stark's Twin Oaks Airport	-	5
Hood River	Ken Jernstedt Airfield	4	4
Hubbard	Lenhardt Airpark	-	4
Imnaha	Memaloose Airport (USFS)	-	5
Independence	Independence State Airport	4	4
John Day	Grant County Regional / Ogilvie Field	3	3
Joseph	Joseph State Airport	4	4
Klamath Falls	Klamath Falls Airport	1	1
La Grande	La Grande / Union County Airport	3	3

Table 4-3 Airport System Classification (Continued)

Associated City	Airport Name	2000 OAP	OAP 2007
Lakeside	Lakeside Municipal Airport	-	5
Lakeview	Lake County Airport	3	3
Lebanon	Lebanon State Airport	4	4
Lexington	Lexington Airport	4	4
Madras	Madras City-County Airport	4	4
Malin	Malin Airport	-	5
Manzanita	Nehalem Bay State Airport	5	5
McDermitt	McDermitt State Airport	5	5
McKenzie Bridge	McKenzie Bridge State Airport	5	5
McMinnville	McMinnville Municipal Airport	2	2
Medford	Rogue Valley International – Medford Airport	1	1
Monument	Monument Municipal Airport	-	5
Myrtle Creek	Myrtle Creek Municipal Airport	4	4
Newberg	Chehalem Airpark	-	4
Newberg	Sportsman Airpark	-	4
Newport	Newport Municipal Airport	1	2
North Bend	Southwest Oregon Regional Airport	1	1
Oakridge	Oakridge State Airport	5	5
Ontario	Ontario Municipal Airport	3	3
Owyhee	Owyhee Reservoir State Airport	-	5
Pacific City	Pacific City State Airport	5	5
Paisley	Paisley Airport	-	5
Pendleton	Eastern Oregon Regional Airport at Pendleton	1	1
Pinehurst	Pinehurst State Airport	5	5
Portland	Portland International Airport	1	1
Portland	Portland Downtown Heliport	2	2
Portland	Portland Hillsboro Airport	2	2
Portland	Portland Mulino Airport	4	4
Portland	Portland Troutdale Airport	2	2
Powers	Powers Hayes Field	-	5
Prineville	Prineville Airport	4	4
Prospect	Prospect State Airport	5	5
Redmond	Redmond Municipal - Roberts Field	1	1
Rome	Rome State Airport	-	5
Roseburg	Roseburg Regional Airport	2	3
Roseburg	George Felt Airport	-	5
Salem	McNary Field	2	1
Sandy	Country Squire Airpark	-	5
Sandy	Sandy River Airport	-	5
Santiam Junction	Santiam Junction State Airport	5	5
Scappoose	Scappoose Industrial Airpark	2	2
Seaside	Seaside Municipal Airport	-	4
Silver Lake	Silver Lake USFS Strip	-	5
Sisters	Sisters Eagle Air Airport	4	4
Sunriver	Sunriver Airport	4	4

Table 4-3 Airport System Classification (Continued)

Associated City	Airport Name	2000 OAP	OAP 2007
The Dalles	Columbia Gorge Regional Airport/The Dalles Municipal Airport	3	3
Tillamook	Tillamook Airport	4	3
Toledo	Toledo State Airport	-	5
Vale	Miller Memorial Airpark	5	5
Vernonia	Vernonia Airfield	5	5
Waldport	Wakonda Beach State Airport	-	5
Wasco	Wasco State Airport	4	4

Source: ODA & Mead & Hunt, Inc.

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