

Oregon Department of Aviation (ODA)

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***“SUPPORTING OUR
COMMUNITIES BY
PRESERVING AND
ENHANCING AVIATION”***



Oregon Department of Aviation

MISSION

Support Oregon communities by preserving and enhancing aviation safety, infrastructure, and development.

The Oregon Department of Aviation serves the state of Oregon through its three-fold focus of advocating for the growth, improvement and safe operation of aviation in Oregon.



ODA Duties & Roles

- Tall Tower Evaluation Program
- Airport Licensure and Registration
- Oregon Pilot & Aircraft Registration
- Manage the statewide Pavement Maintenance
- Sponsor 28 airports – 12 NPIAS
- Conduct FAA mandated airport Inspections
- Technical Assistance
- Airport Compatibility/Land Use Planning
- Pavement Maintenance Program
- Statewide System Planning



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.



Oregon Aviation Board

ORS 835.102 State Aviation Board; members.

(1) There is established the State Aviation Board consisting of seven members appointed by the Governor, subject to confirmation by the Senate pursuant to ORS 171.562 and 171.565. The Governor shall appoint members of the board in compliance with all of the following:

(a) Members shall be appointed with consideration of the different geographic regions of the state, with one member being a resident of the area east of the Cascade Range.

(b) Not more than four members shall belong to the same political party. Party affiliation shall be determined by the appropriate entry on official election registration cards.

(2) The board membership shall represent diverse aviation interests from both the private and public sectors.

(3) The term of office of each member is four years. Before the expiration of the term of a member, the Governor shall appoint a successor whose term begins on July 1 next following. A member is eligible for reappointment. In case of a vacancy for any cause, the Governor shall appoint a person to fill the office for the unexpired term.



Board Powers

ORS 835.035 General board powers; rules; United States facilities exempt from board orders.

(1) The State Aviation Board may perform such acts, adopt or amend and issue such orders, rules and regulations, and make, promulgate and amend such minimum standards, all consistent with the provisions of this chapter, as it considers necessary to carry out the provisions of this chapter and to perform its duties thereunder.

(2) No such rule, regulation or order of the board shall apply to airports or air navigation facilities owned or operated by the United States.

(3) All authority, power and duty delegated to the board by the provisions of this section shall be exercised and performed in all respects commensurate with and for the **purpose of protecting and insuring the general public interest and safety, the safety of persons receiving instruction concerning, or operating, or using or traveling in aircraft, and of persons or property on land or water, and to develop and promote aviation in this state.**



Airport Value

Important Uses include:

- Community access
- Emergency Services
 - Fire suppression (U.S Forest Service, BLM, ODF)
 - Medical Evacuation (Medevac and Air Ambulance)
 - Forced/precautionary landing strip
 - Oregon Emergency Management Search & Rescue
 - Staging area for Disaster Relief (FEMA)
 - Law Enforcement (OSP, DHS, TSA, FBI, etc.)
- Recreation
- Tourism
- Business (air freight, air taxi, etc.)
- Agriculture
- Government agencies (USGS, USDA, ODFW, etc.)

Oregon's System of Airports

- **97 Public Use Airports in Oregon**
 - 28 are State Sponsored
 - 54 receive FAA funding
- **357 Private Use Airports**
- **8 Air Carrier Airports**



- **4200 Registered Aircraft**
- **5200 Pilots**

System Planning

- 2007 Aviation System Plan
- Modal element of Oregon Transportation Plan
- Role of each airport in Oregon's system
- Economic Impact Analysis of each airport and entire system
- Individual Airport Reports
- http://www.oregon.gov/Aviation/docs/system_plan/2007_oregon_system_plan_details.shtml



Oregon Public-Use Airport System

The primary goal of the 2007 Oregon Aviation System Plan (2007 OAP) is to provide a comprehensive plan which addresses all public-use airports in the state of Oregon and which identifies how to improve individual airports as part of the larger state aviation system.



Oregon Public-Use Airport System

Types of facilities and services that should be provided at each category of airport have been determined in the 2007 OAP. Airport functional roles have been broken out into five categories utilizing the following criteria:

- Current airport infrastructure, facilities, and services
- Aviation activity levels and type of aviation demand served
- Ability to accommodate future growth
- Accessibility and geographic service area



Oregon Public-Use Airport System

The objective of the 2007 OAP is to:

- Assess aviation facilities.
- Assess the economic value of airport facilities.
- Provide guidance for the development of the Oregon system of airports.
- Enhance communication opportunities so that the future development of the state aviation system can be more readily accomplished.
- Provide each airport the direction to develop their airport to meet the needs of the state aviation system and local community.



Airport Classifications

Category I - Commercial Service

Function: accommodate scheduled major/national or regional/commuter commercial air carrier service.

Design Criteria: scheduled commercial service.

Commercial Service Airport Coverage

Figure 5.7

120 Minute Service Area

Level I - Commercial Service Airports

OAP 2007

120 Minute Service Area Population

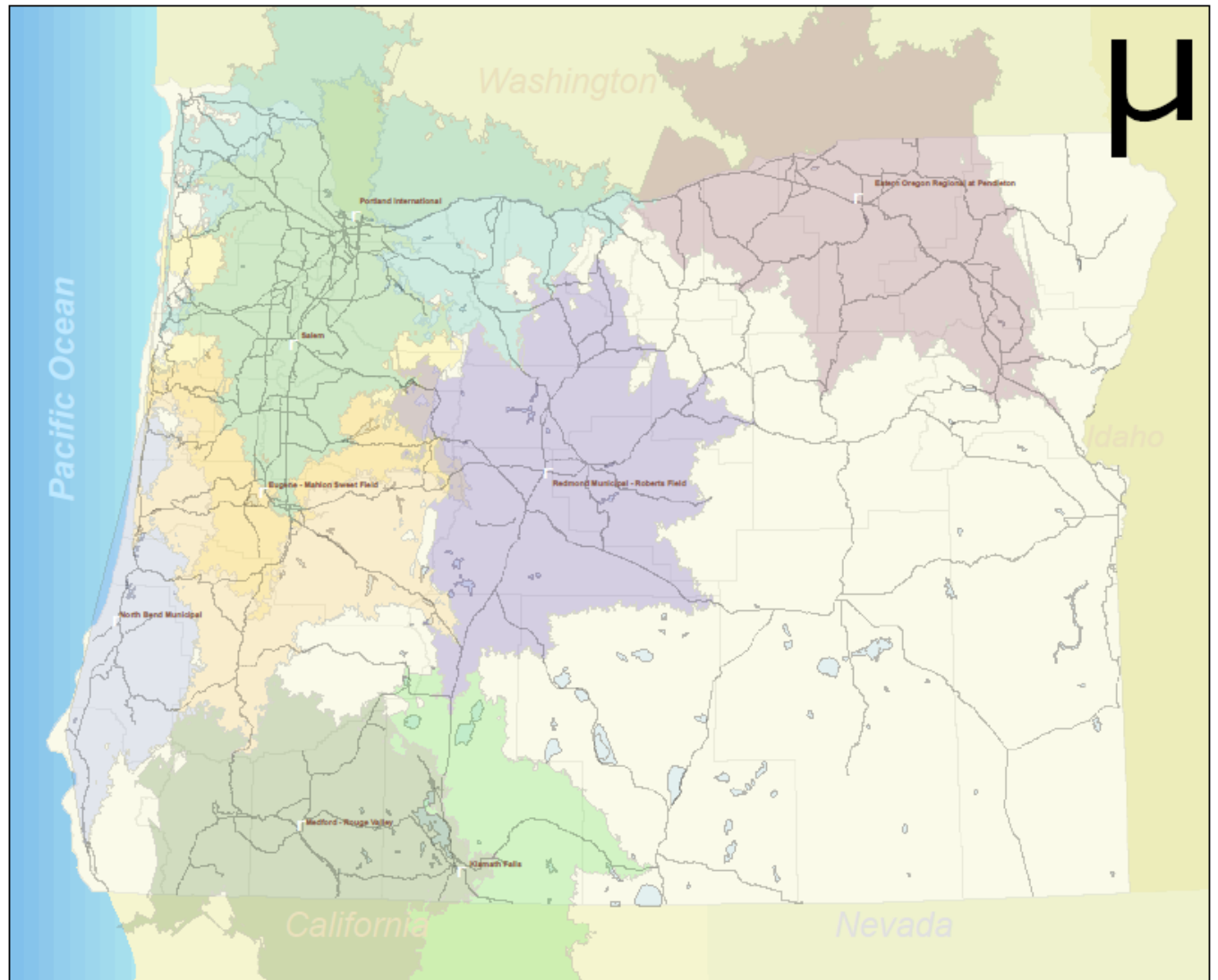
Level I - Commercial Service Airports

- ◆ Eastern Oregon Regional At Pendleton : 138,002 (4%)
- ◆ Klamath Falls International : 236,052 (6%)
- ◆ Portland International : 2,405,732 (65%)
- ◆ Mahlon Sweet Field : 2,274,159 (61%)
- ◆ Roberts Field : 160,787 (4%)
- ◆ Rogue Valley International-Medford : 398,709 (11%)
- ◆ Southwest Oregon Regional: 177,343 (5%)
- ◆ McNary Field: 2,387,833 (65%)

Airport: Population within Service Area (percent of state population)

Oregon Population per 2006 Census

Block Group Distribution



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.



Airport Classifications

Category III - Regional General Aviation (Roseburg)

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 (Myrtle Creek)

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

(Toketee)

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.



Toketee Economic Impact

Airport Role in Economy

Airport: Toketee State
 Airport Code: 3S6

Evaluated for Year: 2005

Activity Data

Total Commercial Operations:	0
Total Commercial Emplanements:	0
Total Commercial Visitors:	0
Total GA Operations:	300
Total GA Passengers:	600
Total GA Visitors:	0
Total Military Operations:	0

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On-going Contribution to the Regional and State Economies

	Jobs		Wages		Business Sales	
	Local	State	Local	State	Local	State
Direct Effects of On Airport Activities and Visitor Spending						
1. On Airport (incl. FBO and air related tenants)	0	0	\$0	\$0	\$0	\$0
2. Off-Airport: Visitor Spending	0	0	\$0	\$0	\$0	\$0
Total Direct	0	0	\$0	\$0	\$0	\$0
Spin-off Effects: Supplier and Income Re-spending						
3. Due to On Airport Aviation	0	0	\$0	\$0	\$0	\$0
4. Due to Visitor Spending	0	0	\$0	\$0	\$0	\$0
Total Spin-off	0	0	\$0	\$0	\$0	\$0
Total Airport Aviation Related Impacts	0	0	\$0	\$0	\$0	\$0
Total Airport Generated Impacts - Not Aviation						
5. On Airport Non-aviation Activities	0	0	\$0	\$0	\$0	\$0
6. Spin-offs due to Non-aviation Activities	0	0	\$0	\$0	\$0	\$0
Total Airport Non-aviation Impacts	0	0	\$0	\$0	\$0	\$0
Total Aviation and Non-aviation Related	0	0	\$0	\$0	\$0	\$0



Myrtle Creek Economic Impact

Airport Role in Economy

Airport: Myrtle Creek Municipal
 Airport Code: 16S

County: Douglas

Region: Southwestern Oregon

Evaluated for Year: 2005

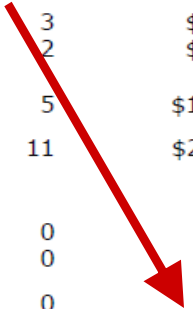
Activity Data

Total Commercial Operations:	0
Total Commercial Emplanements:	0
Total Commercial Visitors:	0
Total GA Operations:	2,280
Total GA Passengers:	4,560
Total GA Visitors:	1,880
Total Military Operations:	0

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On-going Contribution to the Regional and State Economies

	Jobs		Wages		Business Sales	
	Local	State	Local	State	Local	State
Direct Effects of On Airport Activities and Visitor Spending						
1. On Airport (incl. FBO and air related tenants)	2	2	\$54,000	\$54,000	\$150,000	\$150,000
2. Off-Airport: Visitor Spending	5	5	\$68,000	\$68,000	\$212,000	\$212,000
Total Direct	6	6	\$122,000	\$122,000	\$362,000	\$362,000
Spin-off Effects: Supplier and Income Re-spending						
3. Due to On Airport Aviation	2	3	\$71,000	\$76,000	\$111,000	\$147,000
4. Due to Visitor Spending	2	2	\$48,000	\$63,000	\$152,000	\$205,000
Total Spin-off	4	5	\$119,000	\$139,000	\$263,000	\$352,000
Total Airport Aviation Related Impacts	10	11	\$241,000	\$261,000	\$625,000	\$714,000
Total Airport Generated Impacts - Not Aviation						
5. On Airport Non-aviation Activities	0	0	\$0	\$0	\$0	\$0
6. Spin-offs due to Non-aviation Activities	0	0	\$0	\$0	\$0	\$0
Total Airport Non-aviation Impacts	0	0	\$0	\$0	\$0	\$0
Total Aviation and Non-aviation Related	10	11	\$241,000	\$261,000	\$625,000	\$714,000





Roseburg Economic Impact

Airport Role in Economy

Airport: Roseburg Regional
 Airport Code: KRBG

County: Douglas

Region: Southwestern Oregon

Evaluated for Year: 2005

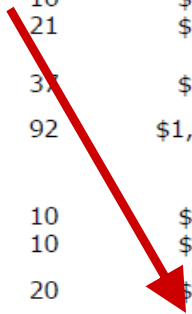
Activity Data

Total Commercial Operations:	0
Total Commercial Emplanements:	0
Total Commercial Visitors:	0
Total GA Operations:	23,653
Total GA Passengers:	47,306
Total GA Visitors:	16,450
Total Military Operations:	0

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On-going Contribution to the Regional and State Economies

	Jobs		Wages		Business Sales	
	Local	State	Local	State	Local	State
Direct Effects of On Airport Activities and Visitor Spending						
1. On Airport (incl. FBO and air related tenants)	15	15	\$505,000	\$505,000	\$1,617,000	\$1,617,000
2. Off-Airport: Visitor Spending	39	39	\$596,000	\$596,000	\$1,852,000	\$1,852,000
Total Direct	54	54	\$1,101,000	\$1,101,000	\$3,469,000	\$3,469,000
Spin-off Effects: Supplier and Income Re-spending						
3. Due to On Airport Aviation	13	16	\$372,000	\$483,000	\$1,056,000	\$1,483,000
4. Due to Visitor Spending	17	21	\$417,000	\$550,000	\$1,331,000	\$1,798,000
Total Spin-off	31	37	\$789,000	\$1,033,000	\$2,387,000	\$3,281,000
Total Airport Aviation Related Impacts	85	92	\$1,890,000	\$2,134,000	\$5,856,000	\$6,750,000
Total Airport Generated Impacts - Not Aviation						
5. On Airport Non-aviation Activities	10	10	\$238,000	\$238,000	\$977,000	\$977,000
6. Spin-offs due to Non-aviation Activities	8	10	\$186,000	\$250,000	\$595,000	\$806,000
Total Airport Non-aviation Impacts	18	20	\$424,000	\$488,000	\$1,572,000	\$1,783,000
Total Aviation and Non-aviation Related	103	112	\$2,314,000	\$2,622,000	\$7,428,000	\$8,533,000





Airport Planning and Development

Proper planning is Key to Success

- Get started Early
- Prepare 5 year and beyond Capital Improvement Plan (CIP) and submit to FAA and ODA. Prioritize work in accordance with FAA guidance and State System Plan.
- Stay in contact with FAA representative.
- Learn what area airports are doing and build cooperation.



Airport Planning and Development

- Consider entitlement transfer/loan
- Keep a current Airport Layout Plan and Master Plan
- Proper grant management. I.e. draw requests, closure, etc.
- Keep the community informed and involved. Let them know the VALUE of your Airport.



Protections, Easements, and Agreements

Protect your Investment. Planning jurisdictions should consider the following to help ensure continued airport operations.

- Implement OAR 660-013 Airport Planning.
- Require submission of Form 7460 to FAA and ODA for construction.
- Require from adjacent and nearby properties:
 - » Avigation easements
 - » Hold harmless agreements
 - » Noise impact acknowledgements



For further Information...

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Visit our Website At:

<http://www.oregon.gov/Aviation/index.shtml>

