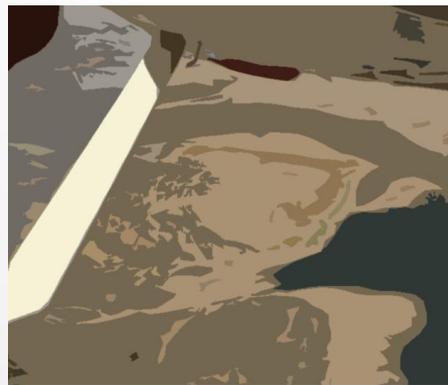




2017-2019 Budget Presentation

Ways & Means Transportation & Economic Development Subcommittee



Presented by: Mitch Swecker, Director
Oregon Department of Aviation
February, 2017

Mission

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



Sunrise over Mt. Jefferson at the Salem Office

Goals/Desired Outcomes

Strong System of Oregon Airports that enables:

- Statewide Transportation system with thriving commercial, charter, business, recreational Aviation
- Airport facilities that promote expeditious movement of air cargo, (FEDEX, UPS, USPS)
- Support for local community commerce: Businesses locate where there are airports
- Hubs for Emergency services (Medevac, Firefighting, Disaster relief)
- Thriving Pilot industry and community

Historical Perspective

Historical Perspective:

Oregon Bureau of Aeronautics - Oldest aviation agency in US (1921)

- First powered flight in 1903
- Air Mail Act of 1925 facilitated airline industry
- Bureau of Air Commerce 1934
- Civil Aeronautics Authority 1938
- FAA began in 1958



Aurora Airport circa 1950s



Agency Performance and Outcome Measures

Agency's Key Performance Measures KPMs

- The agency tracks 8 KPMs 
- 1. % of runways in good or better condition
- 2. % of Runways meeting or exceeding approach standards
- 3. State Airports with Current Inspections
- 4. % of Federal Funds available that have been allocated
- 5. Customer Satisfaction
- 6. % of Aircraft Registered
- 7. % of Pilots Registered
- 8. Board Best Practices



Summary of Programs

- ▶ **Operations Division** – Majority of Funding is fuel tax, other sources include leases, access agreements, and other fees.
 - **Statewide Services:** Direction and operations of agency (director, financial and administrative)
 - **State Airports Division:**
 - Operate 28 public use airports (12 federally funded) with 300 leases/access agreements
 - License and inspect 97 Public Use airports, of which 55 are federally funded and 12 are state owned
 - Register 360 + private airports
 - Registers 4,000 + pilots and aircraft
 - **Airport Maintenance:**
 - Maintain 28 state-owned airports to applicable federal and state safety standards



Summary of Programs- Operations con't

- **Planning Division:**

- Aviation System Planning (90% FAA funded)
- Coordinate with counties regarding airport land use (OAR 660 LCDC)
- Tall structure evaluation for safety of airports (FAA, cities, counties, private owners)
- Projects and capital improvements for 12 state owned FAA funded airports
- Statewide Capital Improvement Program (SCIP) for 49 federally funded airports (NPIAS) statewide (State, city, county and port owned.)
- Manages Grant Programs from 2016 Fuel Tax Increase

Summary of Programs

- ▶ **Pavement Maintenance Program (PMP)**: Funded with fuel tax, All 55 federally funded airports plus an additional 11 public use airports in Oregon (66 total paved) (serves cities, counties, ports and privately owned/public use airport owners)

- ▶ **General Aviation Entitlement**: Non-Capital (<\$1million) projects at 12 state owned federal funded airports, 90% FAA funded/10% Other Funds from aircraft registration)

- ▶ **Capital Projects**: (>\$1million) 90% FAA funded/10% Other funds from aircraft registration

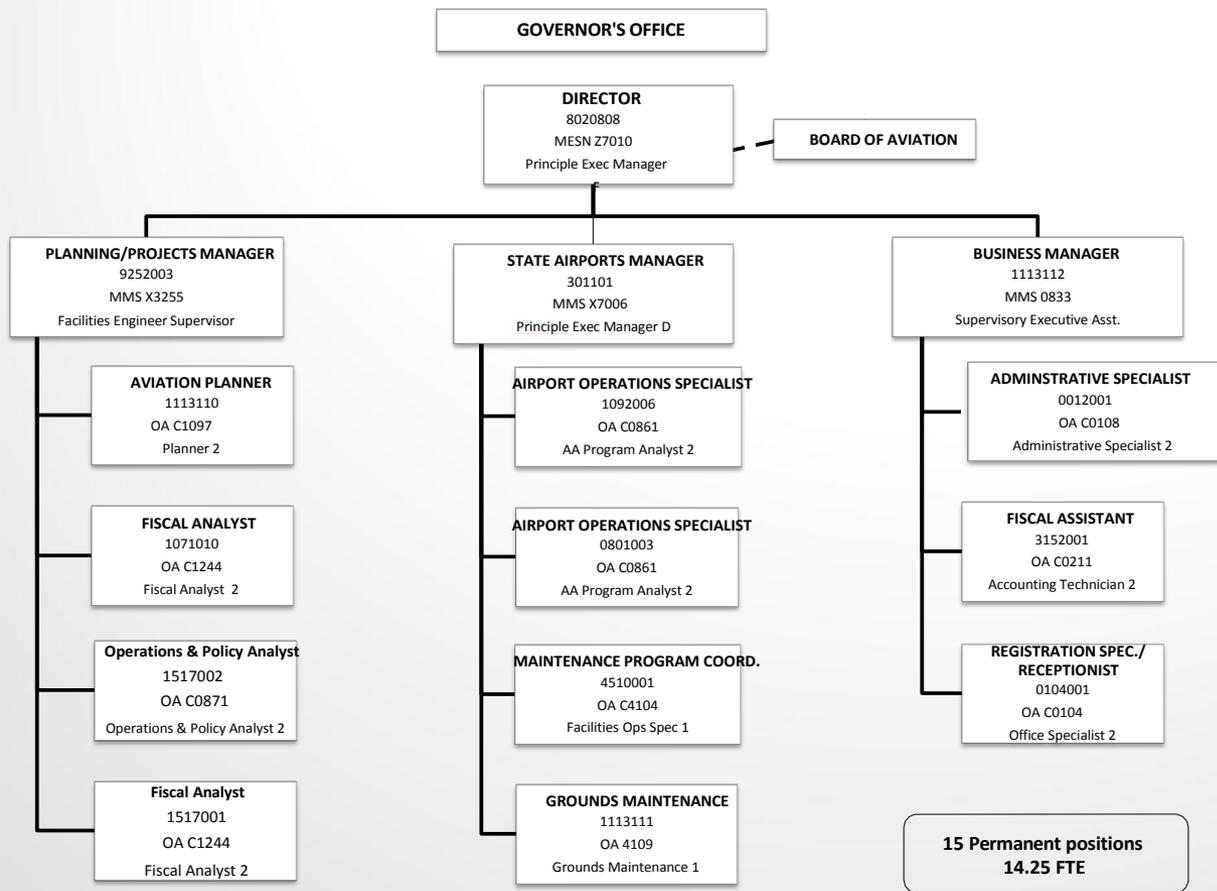
- ▶ **Aircraft Registration**: 4,000+ aircraft - (funds capital and entitlement projects plus 0.5 FTE position)

- ▶ **Pilot Registration/Search and Rescue**: 4,000+ pilots (funds 0.5 FTE position for program administration)
 - 52% of registration fees go to Oregon Emergency Management for Air Search and Rescue



Organizational Information

Organization Chart 2017-19



Major Budget Drivers

Budget Risks

Environmental Factors

▶ **Changes in revenue model for aviation fuel**

- Fewer commercial flights, maximized passengers
- NEXTGEN Flight Profiles reduce fuel consumption
- Newer aircraft are more fuel efficient



▶ **Change in pilot population**

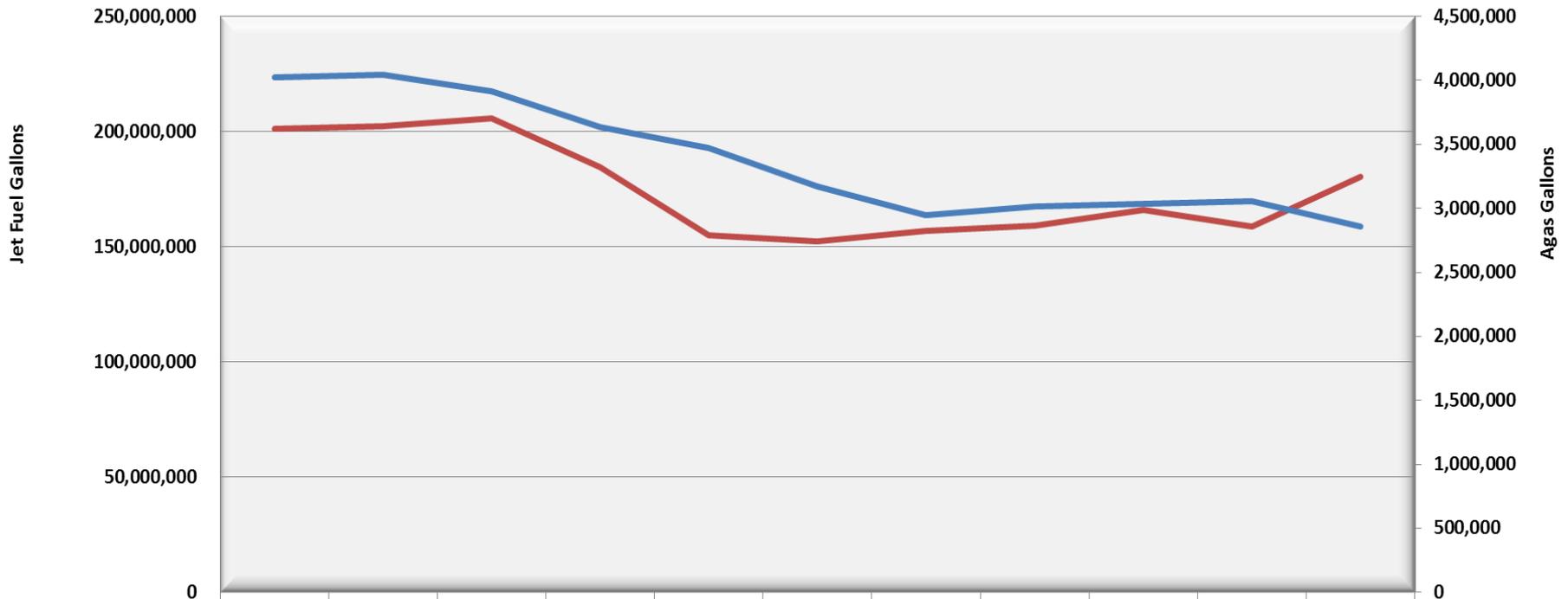
- Age
- Cost of fuel
- Time to train
- Price of aircraft and maintenance
- Nationwide pilot shortage

▶ **UAS – Increased number of businesses**

- Over 200 in Oregon
- UAS test sites in Oregon
- Paradigm shift in aviation - More FAA drones registered than manned aircraft

Major Budget Drivers

Annual Jet Fuel and Avgas Gallons



— Jet Fuel Gallons	201,077,90	202,395,59	205,824,62	184,516,05	154,944,45	152,224,26	156,770,02	159,061,2	165,808,6	158,897,9	180,490,0
— AV Gas Gallons	4,020,161	4,045,352	3,917,539	3,633,730	3,470,324	3,171,346	2,949,657	3,014,534	3,032,044	3,054,022	2,861,258

Major Changes in Agency

Program Changes

- **Biennium 11-13**
 - Transition of Central Services to ODOT from DAS in 2011
 - FAA Reauthorization increase in grant match from 5% to 10% in 2012
- **Biennium 13-15**
 - Statewide Capital Improvement Program (SCIP)
 - Tri-state initiative with FAA, Federally funded airports in Oregon (55)
 - Ability to influence FAA funding for Oregon
 - Close to \$1 million kept in state via SCIP inter-airport transfers
 - FAA funded economic impact study of aviation in Oregon
- **Biennium 15-17**
 - HB 2075 Jet and AVGAS fuel tax Increase for airport improvements.
 - FAA funded Update to the 2007 Oregon Aviation Plan
 - FAA sanctioned UAS test sites in Oregon
 - Pendleton, Warm Springs, Tillamook
 - Stimulated UAS growth in the state



Specific actions to contain costs and improve programs and services

▶ Alignment with Other Agencies

- Coordination with Business Oregon:
 - Aviation Industry Cluster
 - Unmanned Aerial Vehicle Consortium
 - Economic impact study of Aviation in Oregon
- Work with Regional Solutions Teams:
- SCIP Program with FAA/Counties/Cities
- Central Services provided by ODOT
- Strategic Review of agency roles and mission - 2017

▶ Proposed Statutory, Rule, or Process Changes

- Policy Option Package 100– Abolish State Pilot (SB 27)
 - Resistance by Pilot Community
 - Drone registrations increasing
 - Diminishing returns on chasing registration
 - Funds OEM Search and Rescue from Aircraft Registration

Major Budget Information

▶ **Construction Projects**

- GA Entitlement projects – Policy Option Package #103 
- McDermitt runway and lighting renovation - Policy Option Package #104
- Bandon obstructions, fencing, electrical upgrades - Policy Option Package #105
- Chiloquin taxiway renovation and fencing– Policy Option Package #106 
- Lebanon taxiway and parking apron renovation – Policy Option Package #108

▶ **Historical & Projected Spending for Programs** 

▶ **Summary of Revenues** 

▶ **Proposed Changes in Revenue Sources or Fees**

- Eliminating Pilot Registration - Policy Option Package #100 (SB 27)

Summary of Proposed Legislation

▶ Summary of Proposed Legislation Affecting Agency Operations

- HB 5504 - Oregon Department of Aviation Budget Bill
- HB 5506 – Capital Construction Bill
 - Bandon – Electrical Gates, obstruction removal
 - McDermitt – Runway and taxiway renovation
 - Chiloquin – Taxiway and parking apron renovation
 - Lebanon – Taxiway and parking apron renovation
- SB 27 – Abolish state pilot registration
 - Forecasted to decrease revenue by **\$161,257**
 - Aircraft Registration Revenue will be used to offset Rev loss In Pilot Registration
 - Aircraft Registration Rev was increased in 15 Session leading to a forecasted increase in revenue of **\$202,257**.

* Additional legislation affecting Oregon aviation



Appendices

- **Changes to Agency Budget impact on Operations**
 - **HB 2075 aviation jet and AVGAS fuel tax increase (2 cents Jet, 2 cents AVGAS)**
 - **50% to**
 - **Grants to assist airports with FAA grant match**
 - **Resiliency grants for Cascadia Playbook airports**
 - **Economic development grants**
 - **25% to assist rural air service**
 - **25% for maintenance and safety at state owned airports**
 - **Program off to a good start – sunsets in 2022.**

Appendices

- **Summary of capital construction projects**
 - McDermitt Runway Renovation and lighting replacement
 - Bandon Runway Electrical Replacement, Automated Gate, Obstruction Removal
 - Chiloquin Taxiway Rehab & Fencing
 - Lebanon Taxiway and Apron Rehab

- **Other Funds ending balance form**



Ending Balance Form

Other Fund Type	Program Area (SCR)	Treasury Fund #/Name	Category/Description	Constitutional and/or Statutory reference	2015-17 Ending Balance		2017-19 Ending Balance		Comments
					In LAB	Revised	In CSL	Revised	
Limited	10900-001-00-00-00000	17000 - Operating OF	Operations	ORS 835.035 ORS 836.025	566,966	819,588	672,987	875,609	The revised EB in 15-17 is higher than LAB due to higher actual revenues than budgeted. This will directly translate to a higher EB in 17-19. 50,000 was subtracted from the EB in 17-19 due to POP 102. (POPS not included in CSL)
Limited	10900-002-00-00-00000	18000 - Search & Rescue	Other	ORS 837.020	25,335	25,335	22,264	0	The Revised EB in 17-19 of zero is due to the fact that POP 100 eliminates the Search and Rescue Appropriation and the EB in Search and Rescue will be transferred to the Aircraft Registration Appropriation.
Limited	10900-003-00-00-00000	17000 - Operating OF / GA Entitlement	Operations	ORS 836.020	60,758	3,027,633	1,634,411	4,601,286	A new grant program was established in 15-17. Close to \$3 million dollars of the jet fuel tax revenue will be allocated to grant recipients and projects scheduled at state-owned airports. The grants are paid on a reimbursement basis so though encumbered the cash will not all have been spent by the end of 15-17. The higher EB in 17-19 is a direct result of the higher EB in 15-17.
Limited	10900-004-00-00-00000	17000 - Operating OF / Pavement Maintenance	Operations	ORS 836.072	308,741	959,058	418,061	1,008,378	The revised EB in 15-17 is higher due to higher actual Fuel Tax Revenues than budgeted. The higher EB in 17-19 is a direct result of the higher EB in 15-17. 60,000 was subtracted from the 17-19 revised EB due to POP 101.
Limited	10900-005-00-00-00000	17000 - Operating OF / aircraft registration	Operations	ORS 837.020 & ORS 837.040	13,374	365,005	694,490	96,039	Aircraft Registration revenue is used to match GA Entitlement and Capital Construction Projects. The 15-17 revised EB is higher due to higher actual revenues than budgeted and less transfers out in 13-15. 17-19 revised EB includes the calculation for the higher EB in 15-17 and then subtracts 950,082 for all GA Entitlement and Capital Construction Projects included as POPs in 17-19.
Cap Construction	10900-089-00-00-00000	17000 - Operating OF / Capital	Operations	ORS 835.025	0	0	0	0	No Change Needed

Questions?

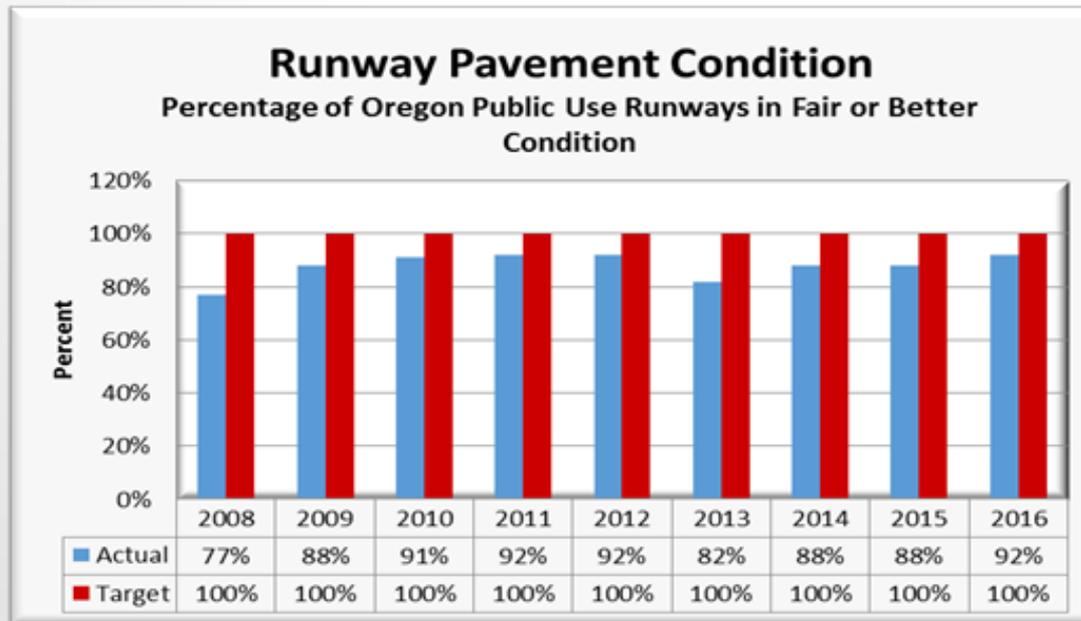


Discussion of 15% Reduction Options & Long-Term Vacancies

- ▶ **Program or service reductions included in the Governor's Budget, 15% reduction options requested by the Legislative Fiscal**
- ▶ **15% Reduction Options**
 - Pavement Maintenance Program
 - A severe reduction in the Pavement Maintenance Program would reduce the number of Airports receiving runway and taxiway pavement maintenance.
 - Amount and Fund Type - \$1,963,418 OF (av gas and jet fuel revenue) This is 15% reduction from CSL. This would reduce PMP funding by 87%.
 - This reduction would prevent state PMP funds from assisting local airport sponsors around the state with funding of FAA required pavement maintenance. Communities would use own airport or general funds to maintain their airport pavement to FAA standards
- ▶ **Long-Term Vacancies**
 - None

Key Performance Measures

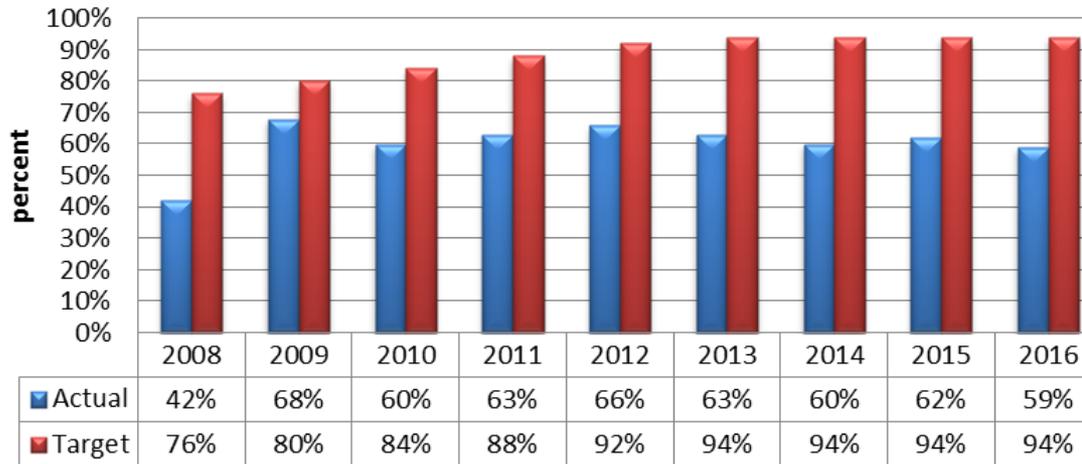
KPM # 1	Percent of runways in good or better condition.	Measured since: 2008
Goal	All Oregon's public-use airports shall have runway pavements in good or better condition.	
Oregon Context	Not Applicable.	
Data source	Pavement Evaluation Program measures all public-use airports in Oregon once every three (3) calendar years. Use of Micropaver software provides fact-based data indicating order of priority, budget, and specific work requirements annually.	
Owner	Oregon Department of Aviation State Planning and Construction Manager, Heather Peck, 503.378.3168.	



Key Performance Measures

KPM # 2	Runways Meeting or Exceeding Approach Surface Standards	Measured since: 2008
Goal	All Oregon's public-use airports shall have runways meeting or exceeding approach surface standards.	
Oregon Context	Not Applicable.	
Data source	FAA part 77.25 standards require a 20:1 glide slope for visual meteorologic conditions (VMC) for public use airports. Federal dollars are available for NPIAS (National Plan of Integrated Airports System) for obstruction removal. Funding for nonNPIAS airports lags due to declining operations funding for obstruction removal.	
Owner	Oregon Department of Aviation State Airports Manager, Matt Maass, 503.378.2523.	

Runways meeting/exceeding approach standards (20:1)



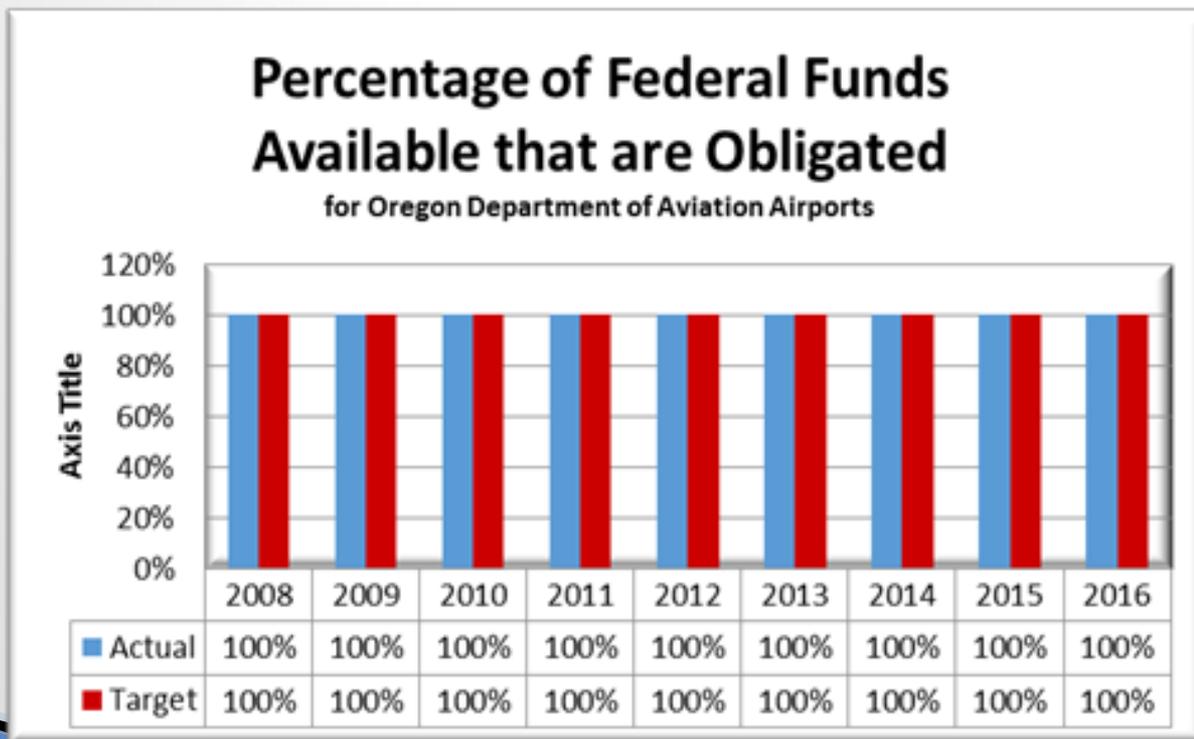
Key Performance Measures

KPM # 3	State airports with current inspections	Measured since: 2007
Goal	All Oregon's public-use airports shall have current FAA 5010 and state airports should have quarterly self inspections on file.	
Oregon Context	Not Applicable.	
Data source	FAA	
Owner	Oregon Department of Aviation State Airports Manager, Matt Maass, 503.378.2523.	



Key Performance Measures

KPM # 4	Percentage of total federal funds obligated or spent	Measured since: 2008
Goal	Obligate 100% of available federal funding. Adopt best business practices to administer an efficient and effective grant program.	
Oregon Context	Not Applicable.	
Data source	Departmental electronic data base and individual airport sponsor project/grant files.	
Owner	Oregon Department of Aviation State Planning and Construction Manager, Heather Peck, 503.378.3168.	



Key Performance Measures

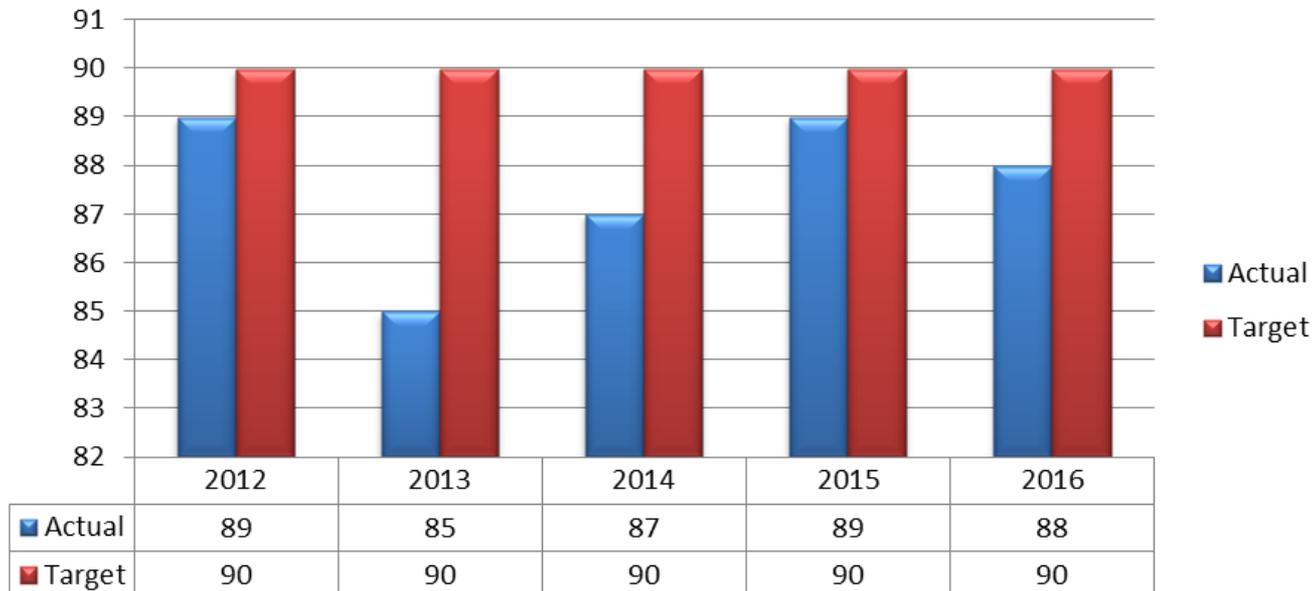
KPM # 5	Percent of customers rating their satisfaction with agency's customer service as "good" or "excellent"; overall customer service, timeliness, accuracy, helpfulness, expertise and availability of information	Measured since: 2007
Goal	Excellent Customer Satisfaction	
Oregon Context	Not Applicable.	
Data source	Customer Satisfaction Survey	
Owner	Department of Aviation Business Manager, Bryan Guiney, 503.378.2894	



Key Performance Measures

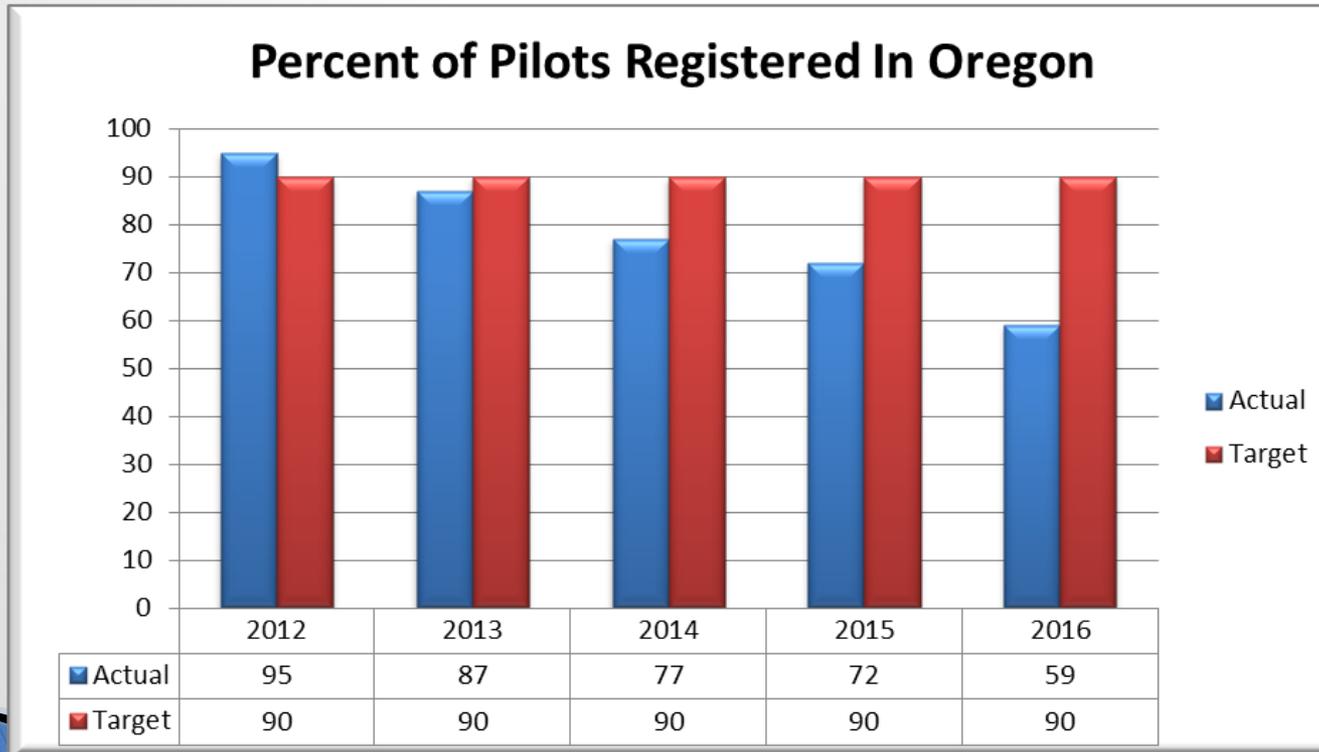
KPM # 6	Percent of Aircraft Registered	Measured since: 2008
Goal	Enroll all eligible Oregon based aircraft into ODA database	
Oregon Context	Not Applicable.	
Data source	ODA Electronic Database	
Owner	Oregon Department of Aviation Business Manager, Bryan Guiney, 503-378-2894	

Aircraft Registration



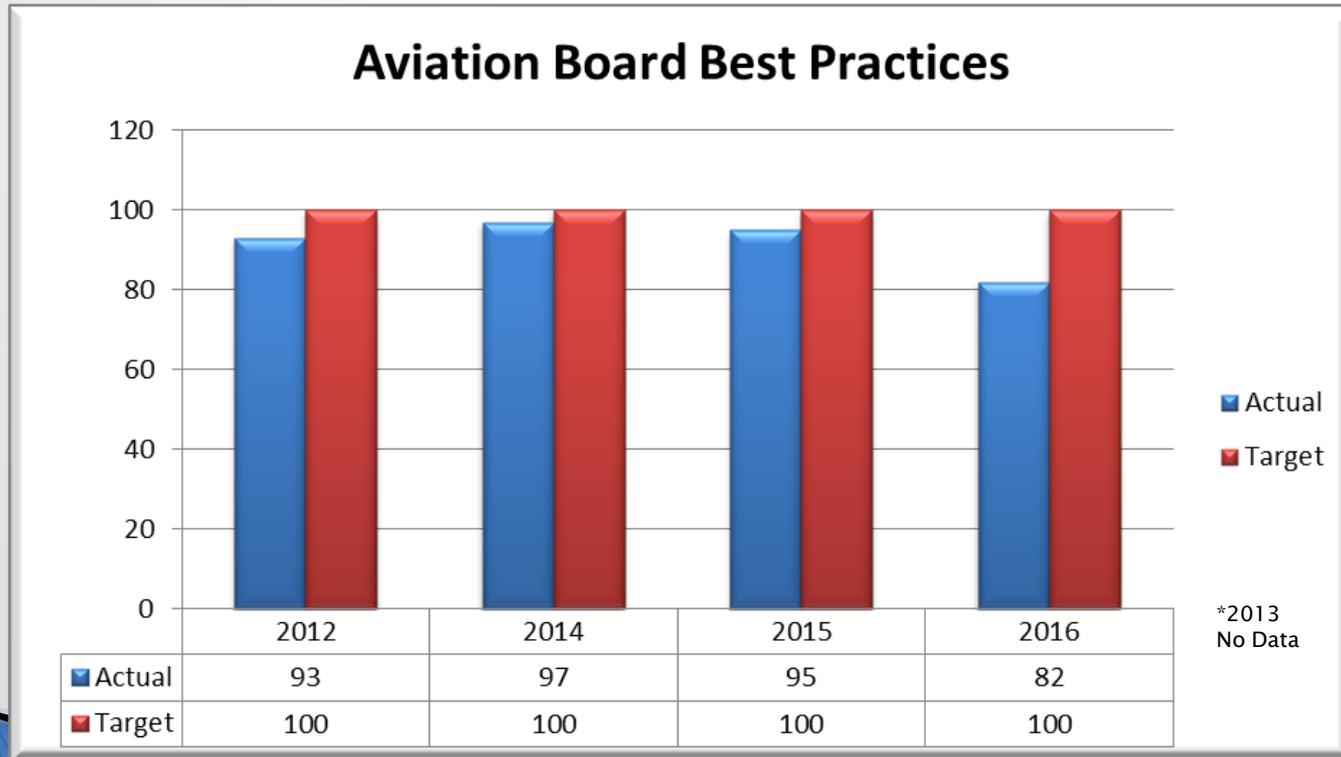
Key Performance Measures

KPM # 7	Percent of Pilots Registered	Measured since: 2008
Goal	Reconcile with FAA data and register all pilots with Oregon addresses	
Oregon Context	Not Applicable.	
Data source	ODA Electronic database	
Owner	Oregon Department of Aviation Business Manager, Bryan Guiney, 503-378-2894	



Key Performance Measures

KPM # 8	Percent of total best practices met by the board.	Measured since: 2008
Goal	Governance Best Practices.	
Oregon Context	Not Applicable.	
Data source	Aviation Board Best Practices survey	
Owner	Oregon Department of Aviation Business Manager, Bryan Guiney, 503.378.2894	



Major Budget Drivers

Categories:

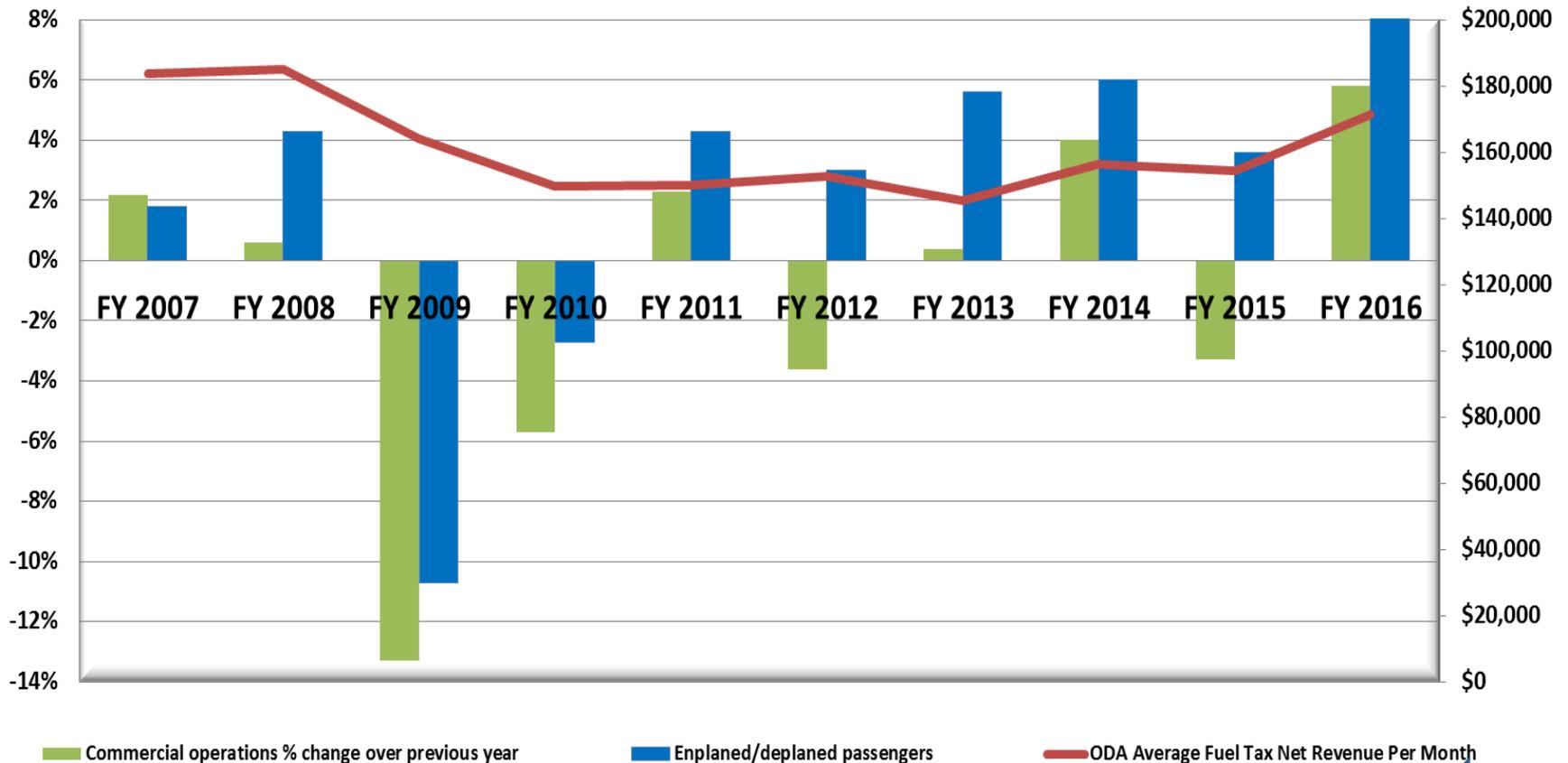
1. Currently Critical
2. Potentially Critical
3. Necessary, Not Yet Critical
4. Recommended Improvements
5. New Code Requirements /Standards

AIRPORT	Outstanding Deferred Maintenance		Total
	Cat 1-2	Cat 3-5	
Alkali Lake	81,000	35,000	116,000
Aurora	650,000	-	650,000
Bandon	165,000	2,500	167,500
Cape Blanco	165,500	96,000	261,500
Cascade Locks	119,500	40,500	160,000
Chiloquin	250,000	2,500	252,500
Condon	265,000	-	265,000
Cottage Grove	85,000	2,500	87,500
Crescent Lake	498,500	6,000	504,500
Independence	12,000	2,500	14,500
Joseph	235,000	2,500	237,500
Lebanon	-	26,000	26,000
McDermitt	45,000	6,000	51,000
McKenzie Bridge	120,000	16,000	136,000
Mulino	363,500	-	363,500
Nehalem	58,500	100,000	158,500
Oakridge	126,000	11,000	137,000
Owyhee	29,000	7,500	36,500
Pacific City	391,500	20,000	411,500
Pinehurst	383,500	9,500	393,000
Prospect	418,500	29,000	447,500
Rome	27,500	26,000	53,500
Salem Airport Office	235,000	390,000	625,000
Santiam Junction	44,000	12,500	56,500
Siletz Bay	17,000	-	17,000
Toketee	107,500	14,500	122,000
Toledo	548,500	11,000	559,500
Wakonda Beach	90,000	31,000	121,000
Wasco	5,000	2,500	7,500
	\$ 5,536,500	\$ 902,500	\$ 6,439,000



Environmental Factors

Aviation Commercial Operations vs. Department of Aviation Fuel Tax Revenue by Fiscal Year



Summary of Proposed Legislation

▶ Summary of Proposed Legislation Affecting Agency Operations

- HB 2288 – Lottery Bonds for ConnectOregon
- HB 2709 – Permits Law Enforcement agency to use Unmanned aircraft system for investigation unlawful taking of wildlife.
- HB 2715 – Creates Hillsboro and Troutdale Airport Authority as division of Port of Portland
- HB 2437 – Increases aviation fuel tax for aviation related education and training programs.
- SB 27 – Abolishes Pilot Registration fees
- SB 115 – Prohibits sale of leaded avgas after January 1, 2022
- SB 189 – Establishes Legislative Task Force on benefits of Airport Subsidies
- SB 2109 Prohibits sale of leaded avgas after January 1, 2022
- SB 5504 - Oregon Department of Aviation Budget Bill
- SB 5506 – Capital Construction Bill
- Other UAS bills? (Stakeholders work group)



Major Budget Information

POLICY PACKAGE #103 General Aviation Entitlement Projects

State-Owned Airport	Proposed Projects, FFY 2017	Federal Amount	Match Requirement 10%	Project Cost	Source of Matching Fund
Aurora	AGIS-Obstruction Removal - Environmental - Phase 1	100,000	11,111	111,111	AC FEE
Cottage Grove	Master Plan	250,000	27,778	277,778	AC FEE
Independence	Master Plan	300,000	33,333	333,333	AC FEE
Siletz Bay	Master Plan	250,000	27,778	277,778	AC FEE
FFY 2017 Total		900,000	100,000	1,000,000	
State-Owned Airport	Proposed Projects, FFY 2018	Federal Amount	Match Requirement 10%	Project Cost	Source of Matching Fund
Aurora	AGIS-Obstruction Removal - Construction - Phase 2	350,000	38,889	388,889	AC FEE
Cottage Grove	Install Fence-Environmental & Design - Phase 1	100,000	11,111	111,111	AC FEE
Independence	Install Fence - Construction - Phase 2	500,000	55,556	555,556	AC FEE
Mulino	Obstruction Removal - Construction - Phase 2	300,000	33,333	333,333	AC FEE
Various Airports	2018 Pavement Maintenance Program	100,000	11,111	111,111	AC FEE
FFY 2018 Total		1,350,000	150,000	1,500,000	
State-Owned Airport	Proposed Projects, FFY 2019	Federal Amount	Match Requirement 10%	Project Cost	Source of Matching Fund
Cottage Grove	Install Fence - Construction - Phase 2	350,000	38,889	388,889	AC FEE
Mulino	Fence - Environmental & Design - Phase 1	100,000	11,111	111,111	AC FEE
Various Airports	2019 Pavement Maintenance Program	100,000	11,111	111,111	AC FEE
FFY 2019 Total		550,000	61,111	611,111	AC FEE
Grand Total 17-19 Biennium		2,800,000	311,111	3,111,111	





Major Budget Information

17-19 Capital Construction Projected Projects

POP #104 McDermit State Airport

Federal Fiscal Year	Project: Runway Rehab, Beacon and Lighting -Increase in Budget from 15-17	Federal Funds	Match Requirement 10% (OF)	Total Funds	Source of Matching Fund
FFY17	Phase 2 Construction	1,080,000	120,000	1,200,000	AC FEE

POP #105 Bandon State Airport

Federal Fiscal Year	Project: Runway Electrical, Obstruction Removal & Fencing	Federal Funds	Match Requirement 10% (OF)	Total Funds	Source of Matching Fund
FFY17	Phase 1 Environmental	110,000	12,222	122,222	AC FEE
FFY18	Phase 2 Design	247,500	27,500	275,000	AC FEE
FFY19	Phase 3 Construction	1,375,000	152,778	1,527,778	AC FEE
	Total	1,732,500	192,500	1,925,000	

POP #106 Chiloquin State Airport

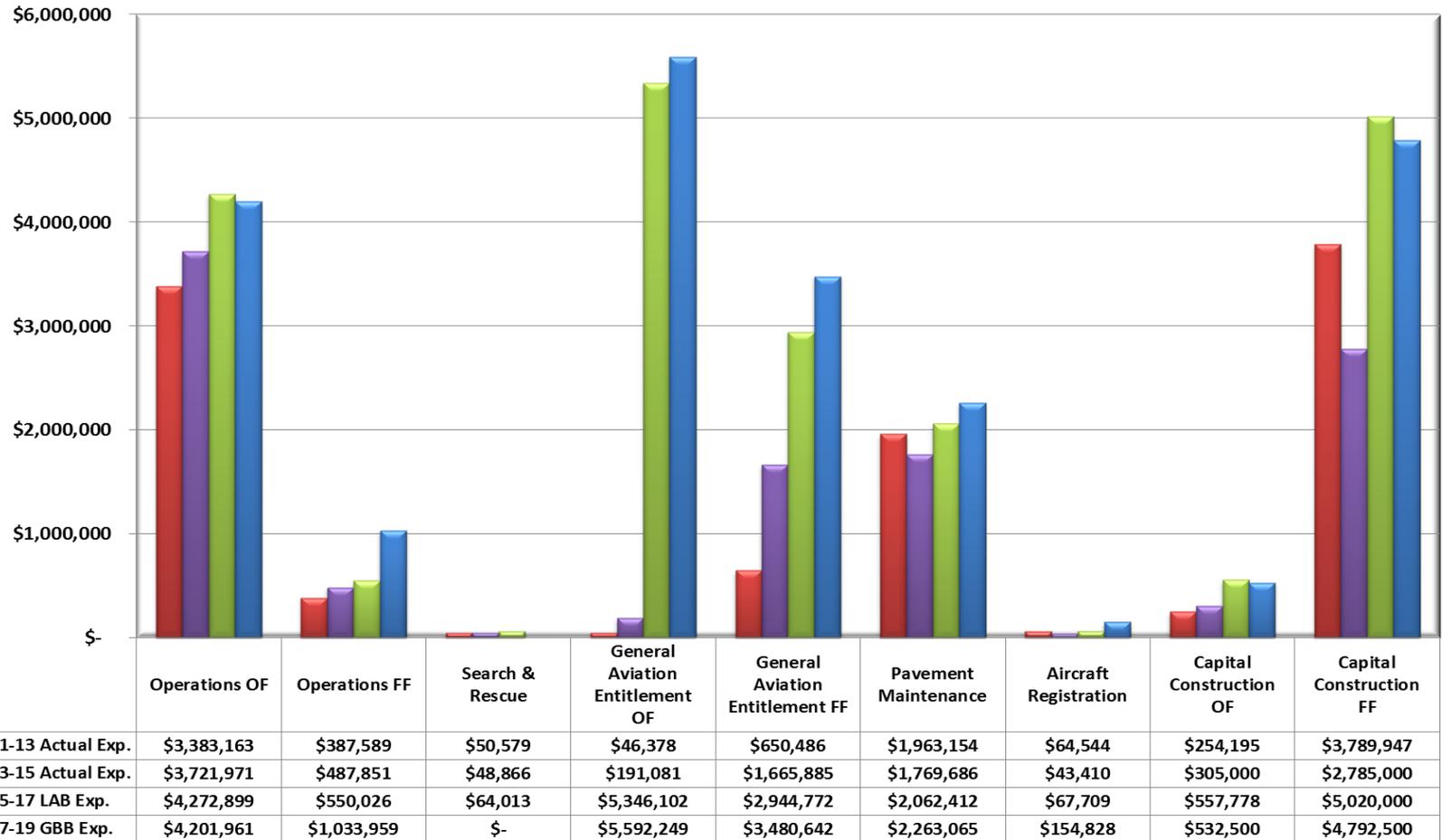
Federal Fiscal Year	Project: Taxiway Rehabilitation & Fencing	Federal Funds	Match Requirement 10% (OF)	Total Funds	Source of Matching Fund
FFY17	Phase 1 Design	198,000	22,000	220,000	AC FEE
FFY18	Phase 2 Construction	792,000	88,000	880,000	AC FEE
	Total	990,000	110,000	1,100,000	

POP #108 Lebanon State Airport

Federal Fiscal Year	Project: Taxiway & Apron Rehabilitation	Federal Funds	Match Requirement 10% (OF)	Total Funds	Source of Matching Fund
FFY18	Phase 1 Environmental & Design -	165,000	18,333	183,333	AC FEE
FFY19	Lebanon State Airport Taxiway & Apron Rehabilitation -Co	825,000	91,667	916,667	AC FEE
	Total	990,000	110,000	1,100,000	
	Grand Total	4,792,500	532,500	5,325,000	

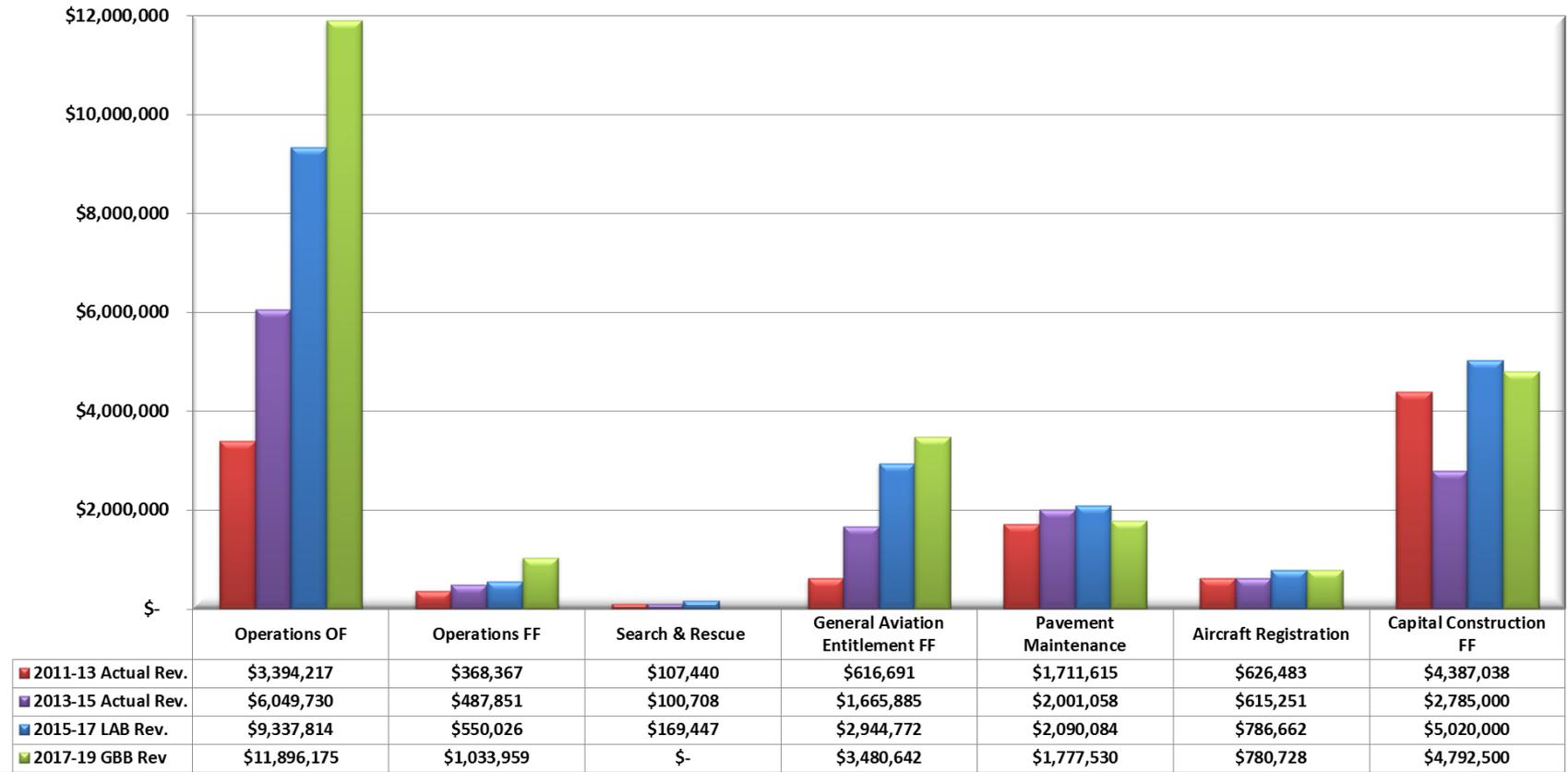


Historical & Projected Spending



Summary of Revenues

Historical and Projected Revenue



Proposed Changes in Fees

POP 100- Abolishes Pilot Registration Fee

- Provides no added Safety beyond FAA Requirements
- Low Customer Satisfaction
- Costly to Administer

Pilot Registration Revenue currently covers cost to OEM for Air Search and Rescue Activities

Aircraft Registration Revenue will be used to cover the expenses of Air Search and Rescue incurred by OEM

Aircraft Registration Fees were increased in the 15 Session

- AC Fee Increase will lead to forecasted **\$202,257** increase in revenue
- Abolishing Pilot Registration will decrease revenue by **\$161,375**





Appendices

17-19 Capital Construction Projected Projects

POP #104 McDermit State Airport

Federal Fiscal Year	Project: Runway Rehab, Beacon and Lighting -Increase in Budget from 15-17	Federal Funds	Match Requirement 10% (OF)	Total Funds	Source of Matching Fund
FFY17	Phase 2 Construction	1,080,000	120,000	1,200,000	AC FEE

POP #105 Bandon State Airport

Federal Fiscal Year	Project: Runway Electrical, Obstruction Removal & Fencing	Federal Funds	Match Requirement 10% (OF)	Total Funds	Source of Matching Fund
FFY17	Phase 1 Environmental	110,000	12,222	122,222	AC FEE
FFY18	Phase 2 Design	247,500	27,500	275,000	AC FEE
FFY19	Phase 3 Construction	1,375,000	152,778	1,527,778	AC FEE
	Total	1,732,500	192,500	1,925,000	

POP #106 Chiloquin State Airport

Federal Fiscal Year	Project: Taxiway Rehabilitation & Fencing	Federal Funds	Match Requirement 10% (OF)	Total Funds	Source of Matching Fund
FFY17	Phase 1 Design	198,000	22,000	220,000	AC FEE
FFY18	Phase 2 Construction	792,000	88,000	880,000	AC FEE
	Total	990,000	110,000	1,100,000	

POP #108 Lebanon State Airport

Federal Fiscal Year	Project: Taxiway & Apron Rehabilitation	Federal Funds	Match Requirement 10% (OF)	Total Funds	Source of Matching Fund
FFY18	Phase 1 Environmental & Design -	165,000	18,333	183,333	AC FEE
FFY19	Lebanon State Airport Taxiway & Apron Rehabilitation -Co	825,000	91,667	916,667	AC FEE
	Total	990,000	110,000	1,100,000	
	Grand Total	4,792,500	532,500	5,325,000	

Supplemental Information

Oregon Airports (by type of ownership)

City

- ▶ Albany Municipal
- ▶ Arlington Municipal
- ▶ Ashland Municipal - Sumner Parker Field
- ▶ Baker City Municipal
- ▶ Bend Municipal
- ▶ Burns Municipal
- ▶ Columbia Gorge / The Dalles
- ▶ Corvallis Municipal
- ▶ Creswell Hobby Field
- ▶ Eastern Oregon Regional @ Pendleton
- ▶ Enterprise Municipal
- ▶ Eugene Mahlon Sweet Field
- ▶ Florence Municipal
- ▶ Hermiston Municipal
- ▶ Klamath Falls / Kingsley Field
- ▶ Lakeside
- ▶ Madras City - County
- ▶ Malin
- ▶ McMinnville Municipal
- ▶ Miller Memorial Airpark
- ▶ Monument Municipal
- ▶ Myrtle Creek Municipal
- ▶ Newport Municipal
- ▶ Ontario Municipal
- ▶ Portland Downtown Heliport
- ▶ Redmond Municipal - Roberts Field
- ▶ Roseburg Regional
- ▶ Salem McNary Field
- ▶ Seaside Municipal
- ▶ Vernonia Airfield

Oregon Airports (by type of ownership)

County

- ▶ Curry Coast Airpark
- ▶ Grant County Regional / Ogilvie Field
- ▶ Grants Pass
- ▶ Illinois Valley
- ▶ LaGrande / Union County
- ▶ Lake County
- ▶ Lexington
- ▶ Paisley
- ▶ Prineville
- ▶ Rogue Valley International - Medford

Federal

- ▶ Memaloose (USFS)
- ▶ Silver Lake (USFS)

Airport Dist

- ▶ Southwest Oregon Regional

Other

- ▶ Christmas Valley

Port

- ▶ Astoria Regional
- ▶ Boardman
- ▶ Gold Beach Municipal
- ▶ Hillsboro
- ▶ Ken Jernstedt Airfield (Hood River)
- ▶ Portland International
- ▶ Powers
- ▶ Scappoose Industrial Airpark
- ▶ Tillamook
- ▶ Troutdale

Oregon Airports (by type of ownership)

State

- ▶ Alkali Lake State
- ▶ Aurora State
- ▶ Bandon State
- ▶ Cape Blanco State
- ▶ Cascade Locks State
- ▶ Chiloquin State
- ▶ Condon State
- ▶ Cottage Grove State
- ▶ Crescent Lake State
- ▶ Independence State
- ▶ Joseph State
- ▶ Lebanon State
- ▶ McDermitt State
- ▶ McKenzie Bridge State
- ▶ Mulino State
- ▶ Nehalem Bay State
- ▶ Oakridge State
- ▶ Owyhee Reservoir State
- ▶ Pacific City State
- ▶ Pinehurst State
- ▶ Prospect State
- ▶ Rome State
- ▶ Santiam Junction State
- ▶ Siletz Bay State
- ▶ Toketee State
- ▶ Toledo State
- ▶ Wakonda Beach State
- ▶ Wasco State

Oregon Airports (by type of ownership)

Private

- ▶ Beaver Marsh
- ▶ Chehalem Airpark
- ▶ Country Squire Airpark
- ▶ Davis
- ▶ George Felt
- ▶ Lake Billy Chinook
- ▶ Lake Woahink Seaplane Base
- ▶ Lenhardt Airpark
- ▶ Sandy River
- ▶ Sisters Eagle Air
- ▶ Skyport
- ▶ Sportsman Airpark
- ▶ Stark's Twin Oaks Airpark
- ▶ Sunriver
- ▶ Valley View