



Oregon

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From: Kenji Sugahara, Director

To: Joint Committee on Ways and Means
Subcommittee on Transportation and Economic Development

Subject: Response to Subcommittee Questions During the Agency Budget Presentation

We have provided responses to the questions asked during the agency budget presentation.
Please let us know if you have any further questions.

Thank you,

Kenji Sugahara
Oregon Department of Aviation



*Oregon Department of Aviation's mission is to provide infrastructure, financial resources,
and expertise to ensure a safe and efficient air transport system*

What are the federal approach surface standards?

Approach Standards:

Federal Approach Surface Standards are described in [14 CFR FAR Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace](#). This Part establishes standards to determine obstructions to air navigation, and navigational and communication facilities. It applies to airspace for any public-use airport in the US.

The Approach Surface is defined in Part 77.19(d), and the standards/dimensions of the Approach Surfaces depend on whether the runway has a visual, non-precision, or precision approach with varying visibility minimums.

During the meeting there was a request for federal standards for runway conditions:

Airport Pavement Condition Standards – FAA & ASTM PCI Ratings








The FAA (Federal Aviation Administration) and ASTM (American Society for Testing and Materials) use the Pavement Condition Index (PCI) to assess the structural health of airport pavements. The PCI rating, ranging from 0 to 100, helps determine maintenance needs, funding priorities, and overall pavement lifecycle planning.

FAA Pavement Standards

- Outlined in FAA [Advisory Circular 150/5380-7B](#) (Airport Pavement Management System).
- Requires federally obligated airports to conduct pavement inspections every three years.
- Prioritizes preventive maintenance and rehabilitation to extend pavement life.

The ASTM PCI scale categorizes pavement conditions as follows:

Table 3-1: ASTM PCI RATING SCALE

PCI Color Legend	PCI Range	PCI Rating and Definition
	86 – 100	GOOD: Pavement has minor or no distresses and should require only routine maintenance.
	71 – 85	SATISFACTORY: Pavement has scattered low-severity distresses that should require only routine maintenance.
	56 – 70	FAIR: Pavement has a combination of generally low- and medium-severity distresses. Maintenance and repair needs may range from routine to major.
	41 – 55	POOR: Pavement has low-, medium-, and high-severity distresses that probably cause some operational problems. M&R needs will be major.
	26 – 40	VERY POOR: Pavement has predominantly medium- and high-severity distresses that cause considerable maintenance and operational problems. M&R needs will be major.
	11 – 25	SERIOUS: Pavement has mainly high-severity distresses that may affect operational safety; immediate repairs are needed.
	0 – 10	FAILED: Pavement deterioration has progressed to the point that safe aircraft operations are no longer possible; complete reconstruction is required.

Oregon Airport Categories

Per the ODAV's [Oregon Airport Plan \(OAP\)](#), and Pavement Maintenance Program (PMP) policy guidelines; there are 5 airports categories that each have specific critical deterioration curves;

Critical PCI Values

	Airport Functional Category				
	1a & 1b	2	3	4	5
Runway	65	65	60	60	55
Taxiway	60	60	55	55	50
Apron / Helipad	50	50	50	50	45

Considerations

- FAA recommends maintaining a PCI of ≥ 70 for primary runways to ensure safe operations.
- Taxiways and aprons may have lower PCI thresholds depending on traffic levels and funding.
- Regular PCI assessments inform statewide pavement maintenance programs (e.g., Oregon's Pavement Maintenance Program – PMP).

Maintaining pavement conditions at a high standard ensures safe, efficient airport operations and helps airports secure FAA funding for rehabilitation projects.