AIRPORT REQUIREMENTS

INVENTORY

History

The Aurora State Airport is a public airport owned and operated by the Oregon Aeronautics Division. The airport was constructed in 1943 by the State Highway Department to provide an emergency alternate field for air carrier aircraft. Thus, the airport has been in operation as an airport for approximately 33 years, although it has not and does not serve air carrier aircraft.

The airport has had a varied history. It has served military aircraft, crop dusters, gliders, as well as the full range of general aviation aircraft. Aurora State Airport began as a Federal Flight Strip Project. In the early years until 1953 the Bureau of Public Roads (BPR) administered the airport. In 1946 the Civil Aeronautics Administration included the Aurora Flight Strip in the National Airport Plan (now National Airport System Plan) where it has remained.

Legislation was passed in 1947 to permit the Board of Aeronautics (now Division of Aeronautics) to own and operate state airports, and in 1953 the Board signed a lease agreement with BPR to maintain and operate the airport. In 1973 the State Highway Commission transferred title to the Board of Aeronautics.

Location

The Aurora State Airport is located in the North Willamette Valley between Portland and Salem as shown on Figure 2, Location Map. The airport lies in Marion County, with the north property line bordering on the Marion-Clackamas County line. The Portland city center is about 20 miles north along Interstate Highway 5, and Salem lies 26 miles to the south.

Access

Airport access convenience plays a key role in determining the size of the area which the airport serves. Figure 3 shows travel times by car. The Aurora State Airport is reached by the local highway system. This system provides relatively good access to most of the airport service areas. However several major drawbacks exist as follows:

1) Several roads serving the airport are constructed to low standards and/or are in poor condition.

2) Only indirect routes are available for access, particularly in the immediate vicinity of the airport.

3) The indirect routes are further complicated by a deficiency in airport related signing.

4) The surface facilities currently serving the airport are exclusively automobile oriented.

The Freeway (I-5) is about a mile west of the airport. It has been and is undergoing improvement for most of its length between Portland and Salem. For this distance the Freeway is an excellent six lane divided highway. It provides convenient access to downtown Portland and southern and western suburbs. The interchange with State Highway 51 just south of Wilsonville affords superior access to the airport.

Travel from the Salem area, although utilizing I-5 for much of its distance, is hampered by the required use of the Fargo Road interchange. This interchange is the only one in the area allowing southern traffic to enter or leave the Freeway between Woodburn and Wilsonville. The result is that traffic must use a narrow, winding road to get from I-5 to Highway 51 in the vicinity of the airport.

Airport users from the southeastern portion of the service area have somewhat more convenient access. Both of the major facilities used, Highways 51 and 99E, have good quality two lane roadways. The access they provide to the impacted airport users is efficient and generally satisfactory.

Highway 99E between Aurora and the Southeastern Portland Communities is a recently improved, undivided four lane facility. It allows adequate mobility but is contrained at times by longer travel times because it passes through several communities on the surface street level as opposed to being grade separated. The adequacy of 99E will be improved in the future with the completion of I-205. The combination of 99E and I-205 will provide a higher level of service to the central and eastern Portland areas. Portland International Airport and southern Washington will also be more accessible by this route.

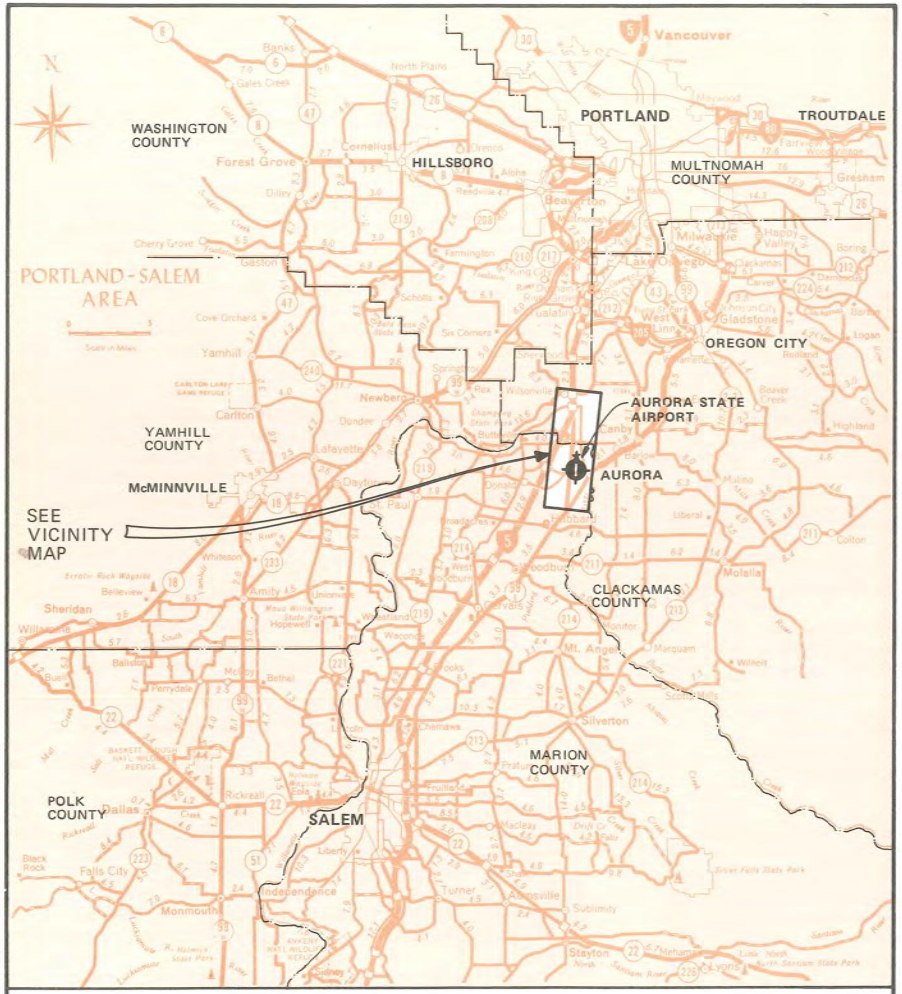
The major drawback of the northern 99E route is that the highway becomes a two lane facility outside of Aurora and enters town essentially as a surface street. The route then travels a circuitous path over city streets and county roads to reach the airport.

Geography

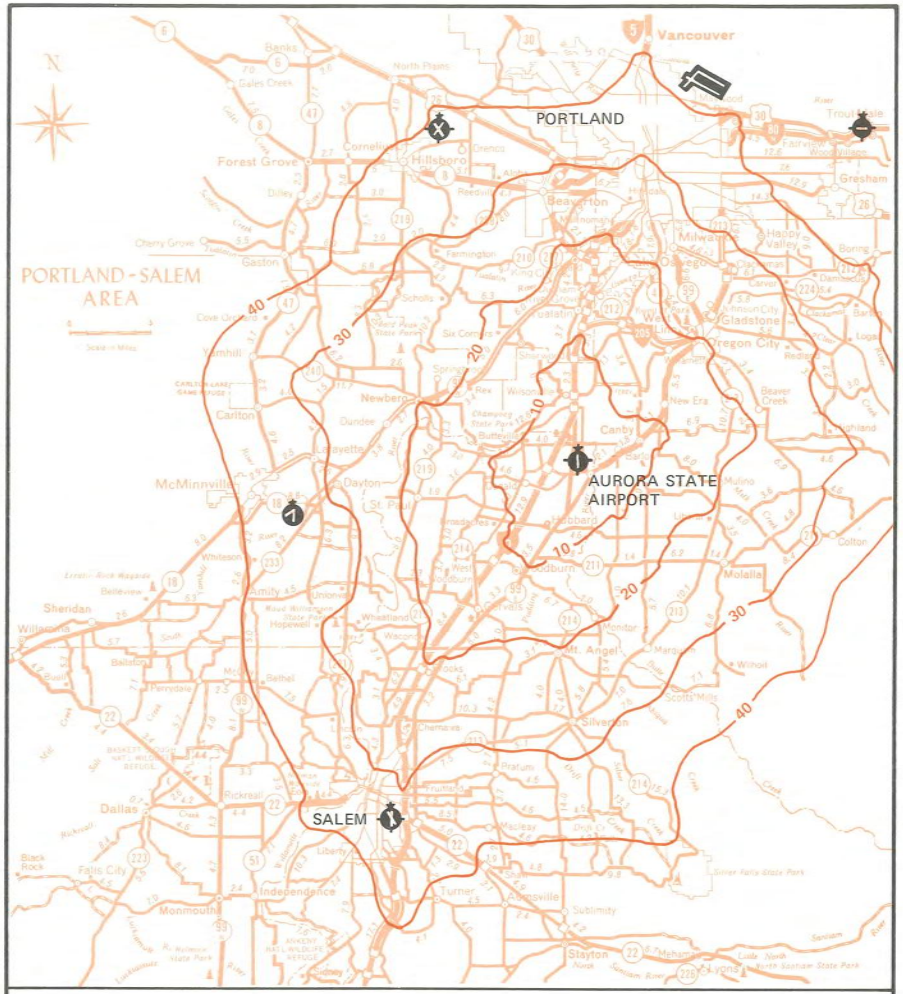
The airport site lies 3 miles south of the Willamette River about 195 feet above sea level. See Figure 4, Vicinity Map. Topography around the airport is generally level. This precludes a need for extensive grading for airport construction work. However, the flat gradients of the site do not permit good surface drainage, particularly during long rainy periods.

Less than a mile to the east is a large flood plain created by the Pudding River, but the airport site does not flood. The 100-year flood boundary approaches no closer than one-half mile from the airport. During this condition ground travel from the east is restricted but Interstate Five remains accessible to the west and provides adequate, short-term surface access to the airport.

The soil at the site is classified by the Soil Conservation Service (SCS) as Amity silt loam. The soil and its components tend to fall into the clayey-silt or silty-clay category. While such soil is not an ideal construction material, it can be utilized under proper construction procedures as a foundation for pavements and structures required at the airport. The soil has poor internal drainage characteristics and is often limited by a perched water table. Its suitability for septic disposal drain fields is marginal.

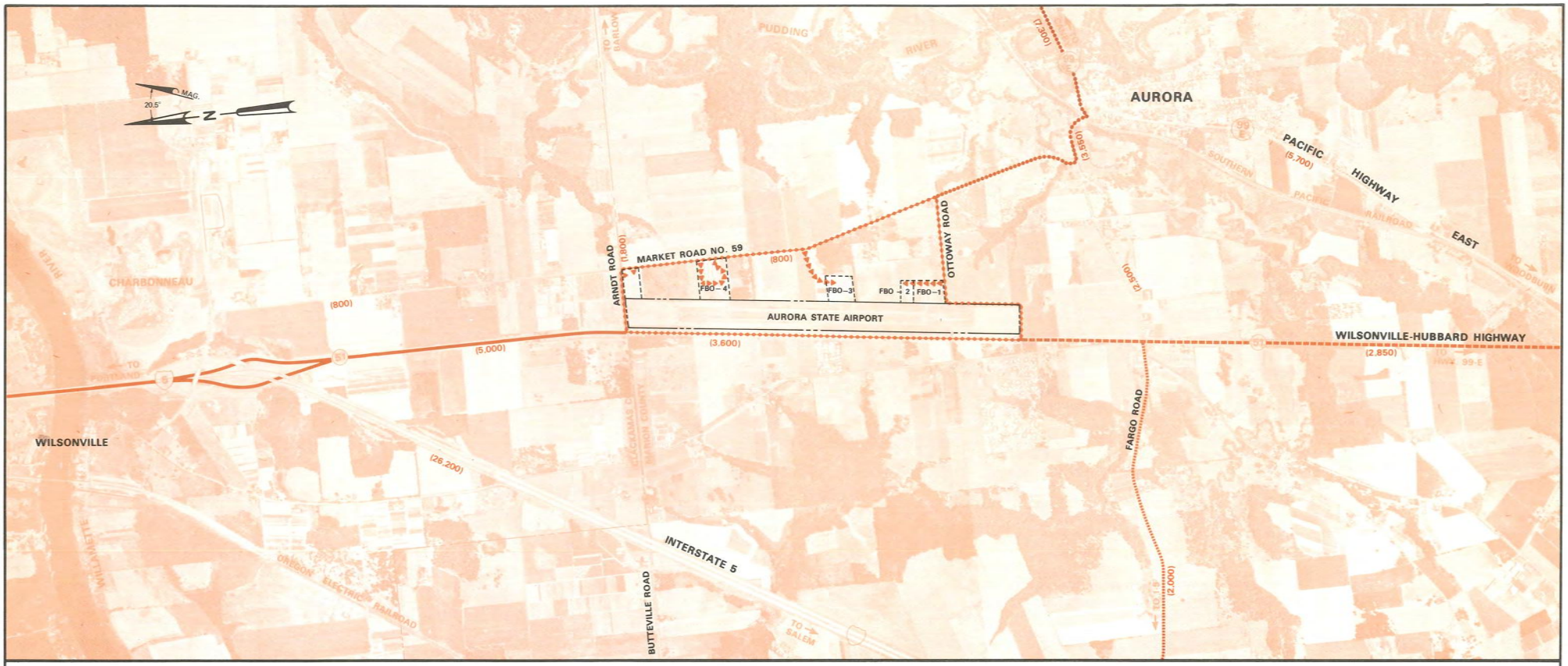


AURORA STATE AIRPORT
LOCATION MAP
FIGURE 2



40 TRAVEL TIME IN MINUTES VIA NORMAL SURFACE ROUTES AT AVERAGE SPEEDS

AURORA STATE AIRPORT
GROUND TRAVEL TIMES
FIGURE 3



EXISTING GROUND ACCESS FACILITIES

PRINCIPAL CITIES	FACILITIES	DISTANCE (MILES)
PORTLAND (DOWNTOWN)	I–5	23
BEAVERTON	I–5, HWY 217	20
LAKE OSWEGO	I–5	13
WILSONVILLE	I–5	3
PORTLAND–HILLSBORO AIRPORT	I–5, HWY 217, HWY 26	34
AURORA	FAS 678	1
CANBY	FAS 678, HWY 99E	5
OREGON CITY	FAS 678, HWY 99E	14
MILWAUKIE	FAS 678, HWY 99E	20
PORTLAND–INTERNATIONAL AIRPORT	FAS 678, HWY 99E, I–205, HWY 213	31
PORTLAND–TROUTDALE AIRPORT	FAS 678, HWY 99E, I–205, HWY 213, I–80	37
SALEM	HWY 51, FAS 128, I–5	27
EUGENE	HWY 51, FAS 128, I–5	91
WOODBURN	HWY 51, HWY 99E, HWY 214	8
SILVERTON	HWY 51, HWY 99E, HWY 214	17
AURORA STATE AIRPORT PERIMETER ROADS	HWY 51, FAS 117, FAS 678, COUNTY ROAD	4
AIRPORT ACCESS ROADS	A.C. PAVEMENT, GRAVEL	VARIES

NOTE:
NUMBER SHOWN AS (000) REPRESENT ANNUAL DAILY TRAFFIC.

1000 0 1000 2000
SCALE IN FEET

AURORA STATE AIRPORT
VICINITY MAP
FIGURE 4

CH2M HILL

The climate is a modified marine climate influenced by the Coast Range to the west. Total annual precipitation, usually in the form of rain, has averaged 42 inches (107 cm) at the Agricultural Experiment Station just north of the airport. Most of the rainfall occurs from November to March and summers are dry. Winds are rarely of more than moderate force.

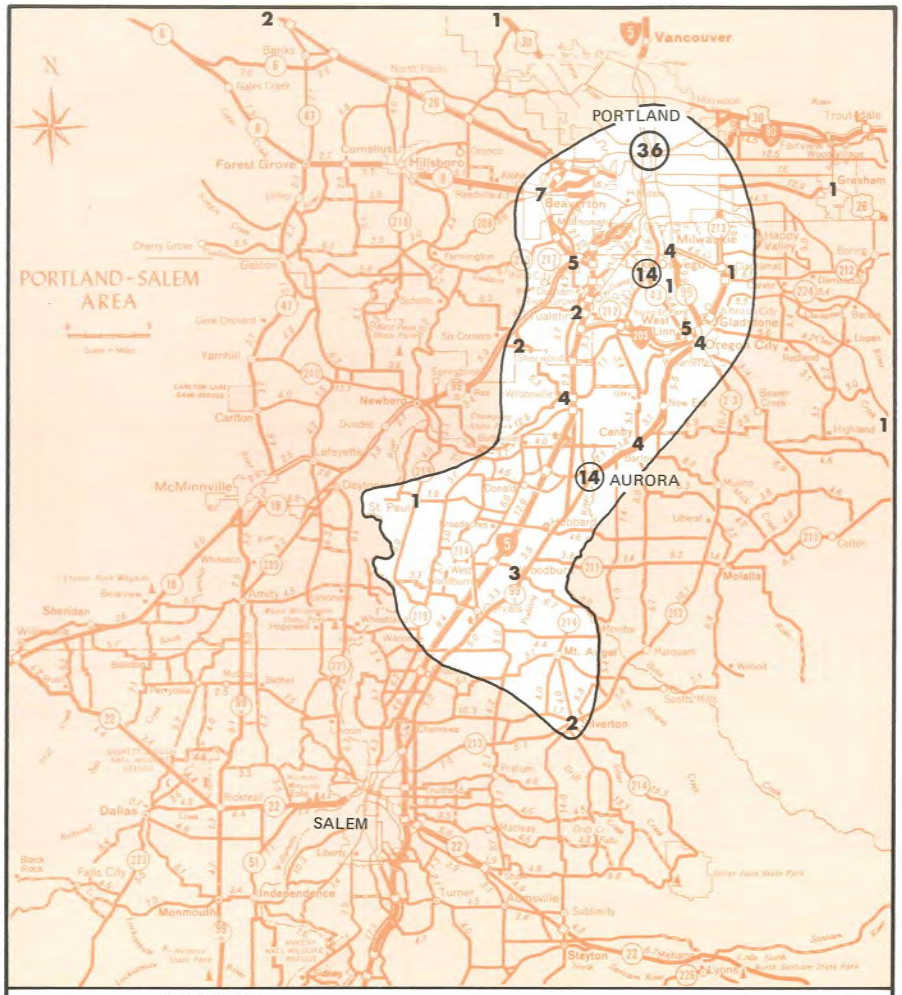
Weather data has been gathered both at the airport and at stations nearby. The normal maximum temperature, 28.7° Celsius (83.6° F) occurs in July. Minimum temperatures below 0° Celsius occur an average of 15 days out of the month during the month of January. Wind analysis is discussed later. Wind data is found in the Appendix.

Ceiling and visibility data are not available for any location in the immediate vicinity of the Aurora State Airport. However, local pilots indicate that Aurora weather is better than average regarding visibility conditions when compared with those airports nearer the Columbia River.

The area from which the airport draws most users is shown on Figure 5. This service area shows the location of owners of aircraft which are based at the Aurora State Airport. The principal population concentration within the service area is generally north of the airport. In 1970, the approximate population within that area was 710,100 people.

Outside of the Portland metropolitan area including suburbs, the remainder of the service area, which contains several outlying communities in Marion and Clackamas Counties, is largely rural in character. Non-agricultural industries are located mostly to the north around Portland and its suburbs.

The greater Portland metropolitan area tends to generate considerable demand for air transportation airport activity there is well above state and national averages. Figure 6, Existing Airport System shows other airports serving the region and making up a regional system of airports. This figure illustrates paved airports, airports with improved facilities, and airports open to the public. A few private airports are also indicated. There are also many small unimproved private fields in the region which are not shown on the figure.



LEGEND

BOUNDARY OF AREA IN WHICH ARE LOCATED 90% OF THE OWNERS OF AURORA STATE AIRPORT BASED AIRCRAFT

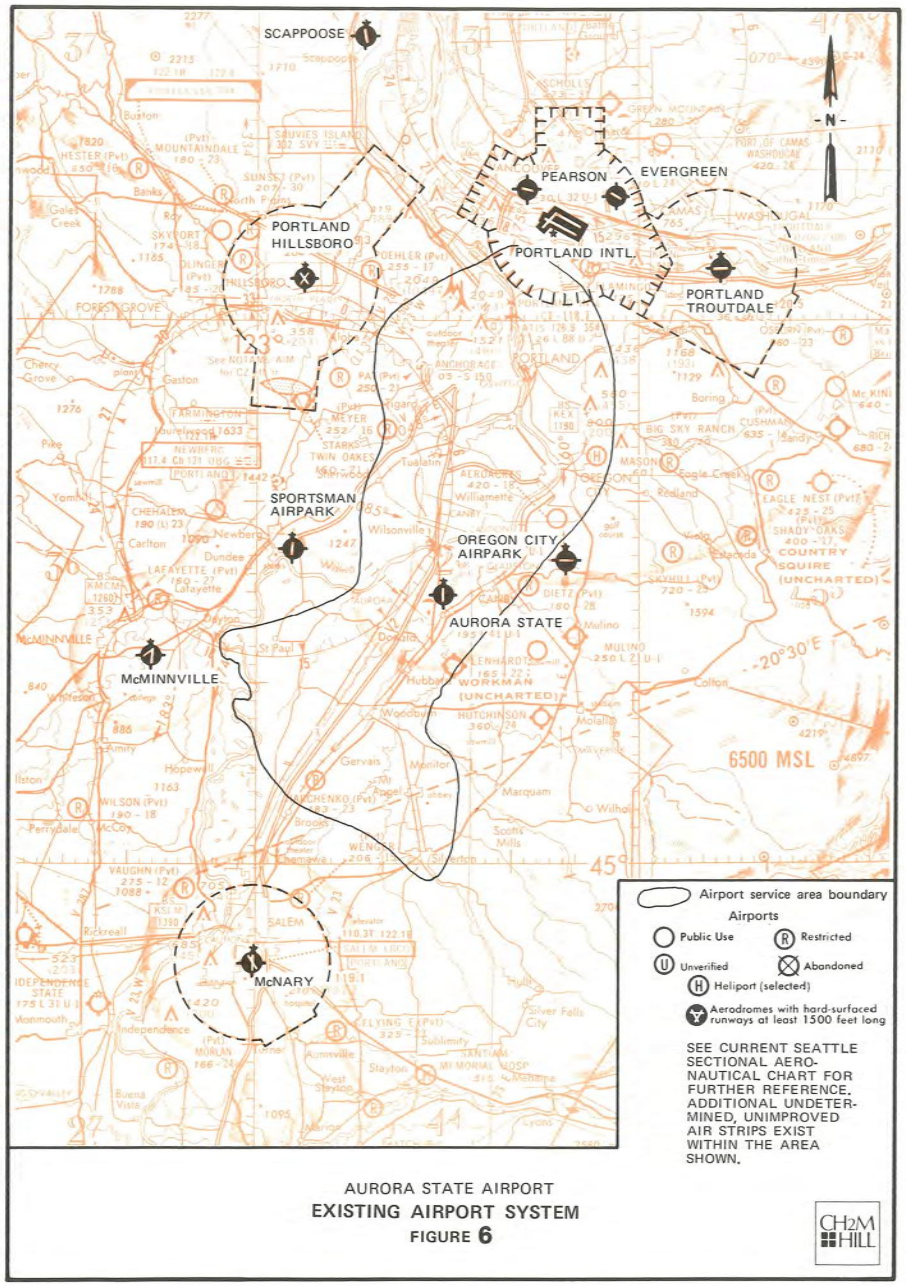
(14) NUMBER AND LOCATION OF AIRCRAFT OWNERS (1 PER AIRCRAFT) BASED AT AURORA STATE AIRPORT. THE NUMBERS REPRESENT 114 AIRCRAFT. THE ADDRESSES OF 13 OWNERS WERE UNAVAILABLE

AURORA STATE AIRPORT

SERVICE AREA

FIGURE 5

CH2M HILL



AURORA STATE AIRPORT
EXISTING AIRPORT SYSTEM
FIGURE 6

Area Planning - Land Use

The pattern of existing land use and the prospects for future development in the vicinity of the airport are prime considerations in assuring compatible land use as use as the airport grows.

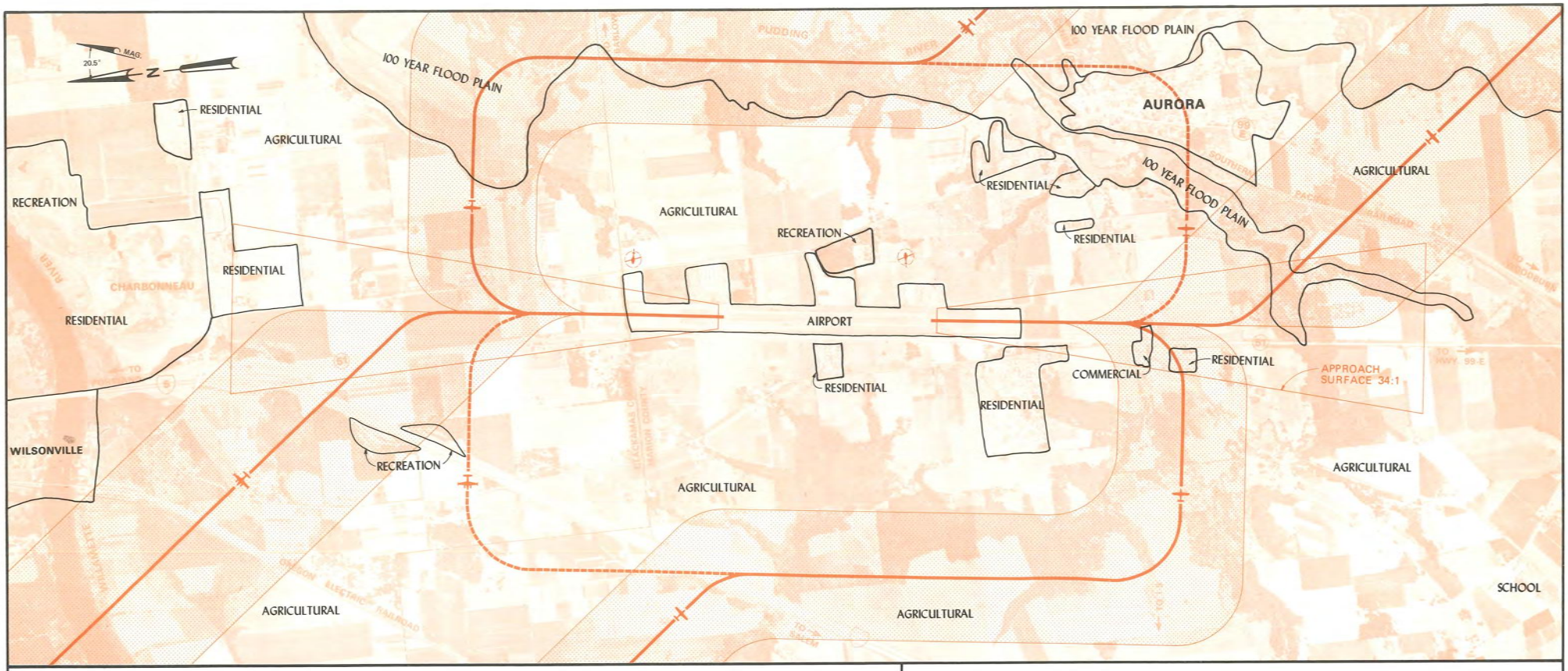
The existing land use pattern, as shown in Figure 7, is predominantly agriculture. The land capability class of the soils is mostly Class II, which is very good farm land. The average 1970 product value for land of this class in Marion County was in the range of $200 to $300 per acre. Typical local products include nursery stock, grass for grazing and for hay, grass seed, orchards, and turkeys.

Three small concentrations of more intensive use exist along the airport perimeter. The largest is a 60-acre residential area west of the Wilsonville-Hubbard Highway, Highway 51. Another is a 35-unit and a mobile home park to the west along the Highway 51. The third is a church retreat group camp located to the east between the runway and the road to Aurora. Figure 8, Existing Noise Exposure, shows the extent of aircraft noise on these areas.

The closest urban development, Aurora, population about 550, is about a mile to the southeast. The City is known locally for its historic founding in 1856 by Dr. William Keil as a religious colony based on communal living. A number of historic buildings are being preserved and antique shops are prevelant.

Wilsonville is located about 3 miles to the north of the airport in Clackamas County. The City originally developed as a farm community and later as a freeway service center. More recently, the City has started to grow as a suburb of Portland. One major addition stimulating growth is a new plant built by Tektronix employing 900 to 1100 employees.

The Clackamas County Comprehensive Plan designates the land adjoining the airport on the north as agricultural and to the east as a flood plain. The Plan provides for growth in Wilsonville including a growth area south of the Willamette River, but that will be deleted from the Plan. Charbonneau is a 770-acre planned community for 5,000 people located just south of the Willamette River, and is shown on Figure 7.



EXISTING LAND USES

AGRICULTURAL:

CHARACTERIZED BY DIVERSIFIED AGRICULTURAL USES AND CROPS INCLUDING VEGETABLES, TREE FRUITS AND NUTS, BERRIES, GRASS AND LEGUME SEED, HAY, GRAIN, NURSERY STOCK, LIVESTOCK AND DAIRYING.

RESIDENTIAL:

RANGES FROM THE CITIES OF AURORA AND WILSONVILLE, THROUGH CONCENTRATED DEVELOPMENTS SUCH AS CHARBONNEAU AND DEER CREEK ESTATES TO SCATTERED SUBDIVISIONS AND MOBILE HOME COURTS.

RECREATION:

IMPROVED FACILITIES INCLUDE THOSE AT CHARBONNEAU, THE CHURCH GROUP CAMP NEAR THE AIRPORT AND THE REST AREA ALONG INTERSTATE 5. OTHER ACTIVITIES RELATED TO THE WILLAMETTE AND PUDDING RIVERS ALSO PREVALENT.

COMMERCIAL:

MOSTLY RESTRICTED TO CITIES WITH ONLY A FEW, SCATTERED POCKETS OF DEVELOPMENT, THE LARGEST OF WHICH IS JUST OFF THE SOUTH END OF THE AIRPORT.

SCHOOL:

GENERALLY LIMITED TO CITIES, WITH NORTH MARION UNION HIGH SCHOOL AS AN EXCEPTION.

FLOOD PLAIN:

DEFINED BY LIMITS OF 100 YEAR FLOOD. AGRICULTURAL, CONSERVATION AND RECREATIONAL USES.

AIRPORT:

INCLUDES RUNWAY, TAXIWAY, CLEAR ZONES AND AIRPORT RELATED, FIXED BASE OPERATIONS. ACTIVITIES INCLUDED ARE FUELING, AIRCRAFT SALES, STORAGE AND REPAIR, AIRCRAFT CHARTER AND RENTAL, AND FLIGHT INSTRUCTION.

AURORA STATE AIRPORT

EXISTING LAND USE

FIGURE 7

CH2M HILL

Although Marion and Clackamas Counties have adopted Comprehensive Land Use Plans, both are general in nature, and are currently undergoing a revision and updating process. The City of Aurora has recently prepared a comprehensive plan indicating urban expansion outside of current city boundaries but not up to the airport.

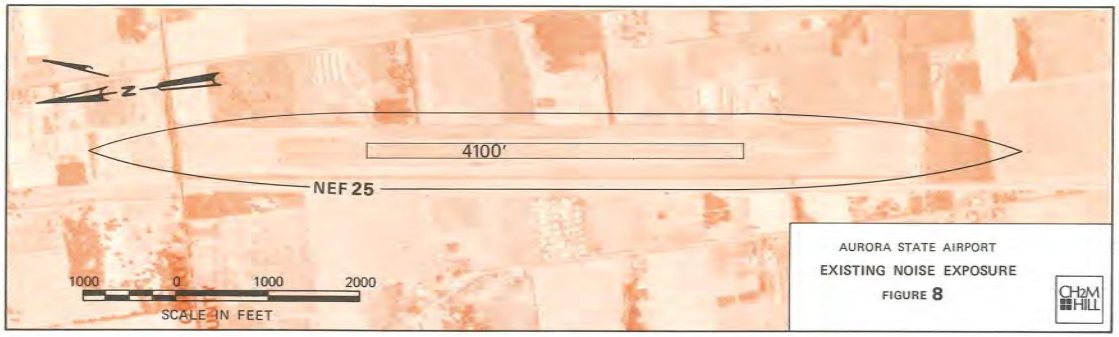
With the exception of the three small residential developments west of the airport the existing land use conforms closely to the adopted Comprehensive Plans. All plans adopt the intent to preserve productive farm land, which includes most of the land around the Aurora State Airport.

Zoning

The Marion County Zoning Ordinance designates a specific zoning district for the Aurora State Airport called "Public Amusement and Recreation" (PA). The provisions of this district are primarily confined to other permitted uses which are incompatible with an airport. This is because nearly all of the other uses permitted outright in the district (amusement park, auditorium, exposition, stadium, and zoo) are incompatible with airport operations due to their typical concentrations of people and noise sensitive activities. In addition, the current district, PA, lacks specific provisions for airport related commercial uses and height obstructions in the surrounding airspace.

Nearly all the land in Marion County surrounding the airport is currently zoned "Residential Agricultural," (RA). The provisions of this district enable the development of country estate, or acreage residential, development in addition to farming. The primary permitted uses include single-family dwellings and farming. Minimum lot area requirements for residential development depend on the nature of sewerage service. In areas served by subsurface sewage disposal, minimum lot area is set by the County Health Department, with no minimum area specified.

Marion County is initiating a program to rezone the Woodburn-Hubbard Area with the purpose of assuring preservation of prime farm land in conformity with the Marion County Comprehensive Plan and Oregon State Land Conservation and Development Commission



(LCDC) Guidelines. The County is rezoning as much land as practical to the "Exclusive Farm Use" (EFU) or "Farm-20" (F-20) classifications. These districts will assure lower density development than currently permitted in the RA zone.

The Marion County Zoning Ordinance does not currently contain provisions to limit building heights as they relate to airspace obstruction surfaces. Buildings in the RA zone are limited in height to 35 feet, except for public and semi-public buildings which may be as high as 70 feet. The EFU and F-20 zones have no height limitations.

The Clackamas County Zoning Ordinance applies to the area north of the airport. This area is currently zoned "Residential Agricultural" (RA-1). Under this classification, residential densities up to two dwelling units per acre are permitted where either public water or sewerage service are provided. For the area in the vicinity of the airport densities lower than two dwellings per acre will be required in the future in order to conform with comprehensive plan policies. Consequently, small acreage residential areas like the one currently under development just south of Charbonneau should not be permitted in the future. Zoning in Clackamas County does not include height limitations.

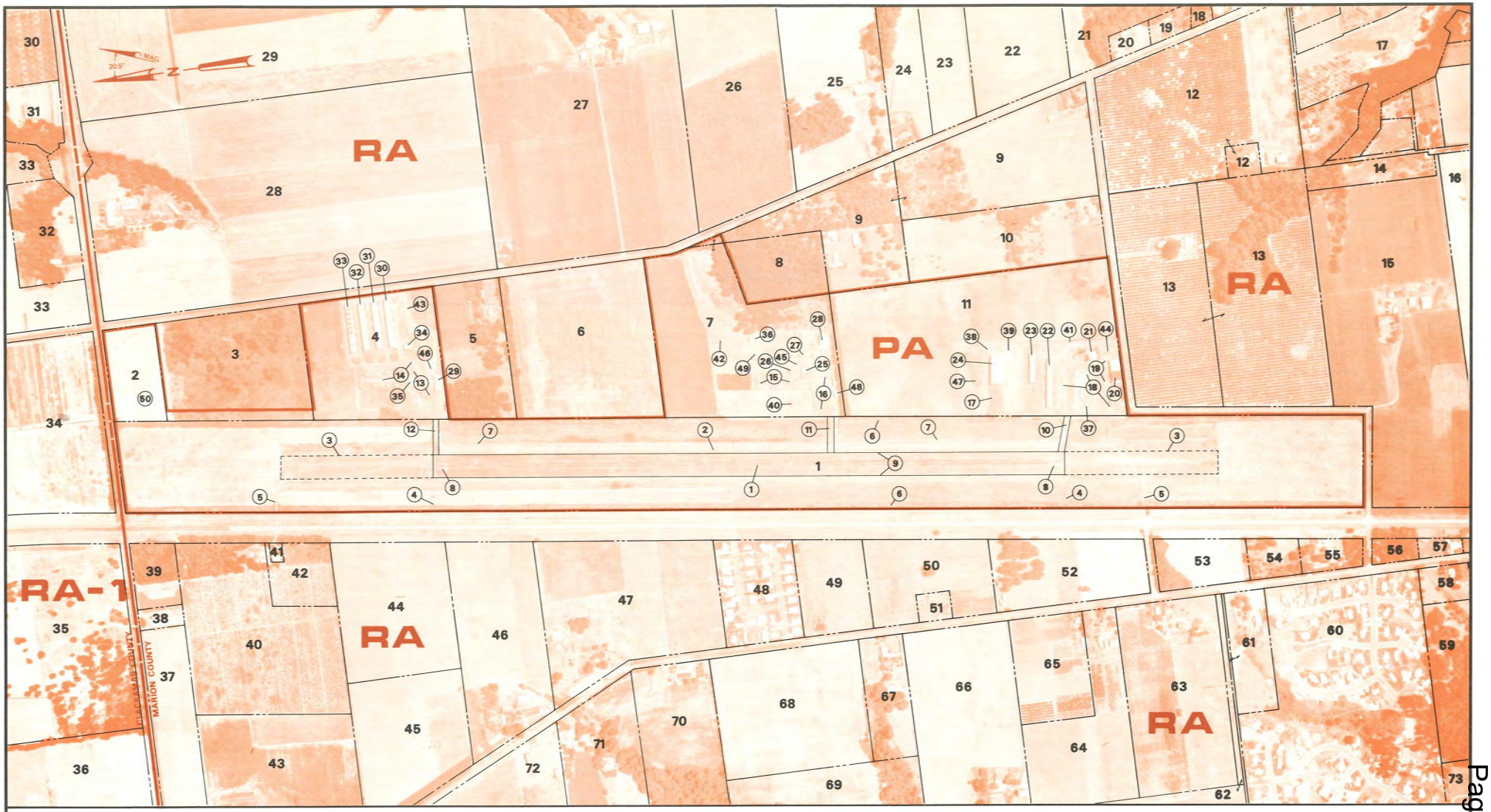
In the future, Clackamas County will be rezoning the RA-1 area to either "Exclusive Farm Use" (EFU) or "Residential Farm-Forest" (RF-F) in keeping with comprehensive plan and LCDC Guidelines. The EFU and RF-F designations would more adequately assure compatible land use in the airport vicinity; requiring 20 and 10 acre minimum lot areas respectively.

Figure 9 shows existing zoning districts on and around the Aurora State Airport.

Existing Airport - 1975

The present Aurora State Airport is the original Aurora Flight Strip. This consists of a single runway oriented north and south on a 113 acre parcel. Except for three privately constructed taxiway exits there are no other facilities provided on the airport property.

The runway is 4100 feet by 150 feet, designated 17/35, and is paved and lighted. It occupies State owned property 600 feet wide and about 8100 feet long paralleling Highway 51. An instrument approach procedure utilizing the Newberg VOR allows limited IFR operations during instrument weather. The airport is shown on Figure 9.



AURORA STATE AIRPORT

EXISTING AIRPORT FACILITIES

FIGURE 9

CH2M HILL

Various private facilities open to the public and located on private lands east of the airport complement the Aurora State Airport facilities. As a public-use airport facility several deficiencies exist. The airport has no main entrance or terminal area. There is no public aircraft parking apron, and there are no FAA facilities on the airport. Table 1 describes the existing facilities, Table 2 provides property information, and Figure 10 shows some of the facilities and conditions existing. General data is provided by Table 3.

The absence of a parallel taxiway system combined with the lack of an FAA traffic control tower poses a rather serious problem as to safety and runway capacity. Taxiing must be conducted on or beside the runway. Since only the runway is State owned and there are three different FBO areas, traffic procedures that would insure safe aircraft are difficult to establish.

Many transient pilots are confused as to which FBO area is their destination and taxi unnecessarily. Often taxiing aircraft are forced to give way to landing aircraft and must leave the runway pavement. This spreads loose aggregate on the runway increasing the potential for propeller damage.

Key points concerning airport layout are:

- The runway length accommodates all aircraft using the airport, which are light twin aircraft and smaller. Occasionally turbo-jets use this runway. There are all weather 1000- x 150-feet gravel overruns on both ends.
- The airport has no parallel taxiway system or turnarounds. However, the runway width, 150 feet, allows adequate space for turning most aircraft.
- The taxiway system is limited to three stub-entrance taxiways not connected to each other. They serve three apron areas, which are mostly turf.

TABLE 1

EXISTING FACILITIES 1975

ITEM	DESCRIPTION	CONDITION	COMMENTS
(1) RUNWAY 17-35	150' x 4100' ASPHALT CONCRETE PAVEMENT	FAIR	NUMEROUS CRACKS
(2) PARALLEL TAXIWAY	50' x 4100' GRAVEL SURFACE	POOR	TOO CLOSE TO RUNWAY
(3) OVERRUN AREAS	150' x 1000' GRAVEL STABILIZED	GOOD	OVERGROWN WITH GRASS
(4) WIND CONES	YELLOW FABRIC CONES ON METAL POLE	GOOD	SOUTH WIND CONE IS LIGHTED
(5) CLEAR ZONE ACCESS ROADS	UNIMPROVED ROADS	FAIR	MAINTENANCE AND FARM ACCESS ONLY
(6) DRAINAGE DITCHES	40' WIDE x 4' DEEP, 275'± FROM RUNWAY CENTERLINE	FAIR	EVIDENCE OF STANDING WATER
(7) SERVICE ROAD	UNIMPROVED ROAD	POOR	USED FOR FUEL AND SERVICE TRUCKS
(8) RUNWAY MARKINGS	BASIC STANDARD-WHITE	POOR	MARKINGS ARE STANDARD FOR BASIC RUNWAY
(9) RUNWAY LIGHTING	STAKE MOUNTED, LOW INTENSITY LIGHTS	GOOD	TAXIWAYS ARE NOT ADEQUATELY LIGHTED. THRESHOLD LIGHTS ARE OFFSET TO THE WEST
(10) STUB TAXIWAY	30' WIDE ASPHALT CONCRETE PAVEMENT	GOOD	NON STANDARD MARKINGS
(11) STUB TAXIWAY	30' WIDE ASPHALT CONCRETE PAVEMENT	GOOD	DOES NOT EXTEND ACROSS GRAVEL PARALLEL TAXIWAY. NO MARKINGS
(12) STUB TAXIWAY	30' WIDE ASPHALT CONCRETE PAVEMENT	GOOD	NO MARKINGS
(13) AIRCRAFT PARKING APRON	100' x 200' ASPHALT CONCRETE PAVEMENT	GOOD	PARKING AND MANEUVERING AREA. PRIVATELY OWNED.
(14) AIRCRAFT PARKING AND TIE DOWN AREA	150' x 300' ROCK STABILIZED TURF. 20 TIE DOWN SPACES. 10 TO 12 ADDITIONAL PARKING SPACES.	FAIR	USED FOR TRANSIENT AND PRIVATE AIRCRAFT. PRIVATELY OWNED.
(15) AIRCRAFT PARKING AND TIE DOWN AREA	100' x 400' ROCK STABILIZED TURF. 14 TIE DOWNS	FAIR	USED FOR TRANSIENT AND NON-FBO AIRCRAFT. PRIVATELY OWNED
(16) AIRCRAFT PARKING APRON AND TIE DOWN AREA	100' x 130' AND 20' x 300' ASPHALT CONCRETE PAVEMENT AND 80' x 300' GRAVEL SURFACE. 15 TIE DOWNS 4 TO 6 PARKING POSITIONS.	FAIR	SERVICING AND PARKING AREA FOR FBO OWNED AIRCRAFT. PRIVATELY OWNED.
(17) AIRCRAFT PARKING APRON	100' x 150' ASPHALT CONCRETE PAVEMENT	GOOD	NO MARKED PARKING SPACES. PRIVATELY OWNED.
(18) AIRCRAFT PARKING AND TIE DOWN AREA	SEVERAL TURF AREAS. 18 TIE DOWNS. 6 TO 8 ADDITIONAL PARKING POSITIONS	FAIR	USED FOR FBO, PRIVATE AND TRANSIENT AIRCRAFT. PRIVATELY OWNED.
(19) AIRCRAFT PARKING APRON	75' x 300' ASPHALT CONCRETE PAVEMENT. NO TIE DOWNS. SEVEN PARKING POSITIONS	GOOD	PARKING AND MANEUVERING AREA FOR TIE DOWN AREA AND SHOPS. PRIVATELY OWNED.
(20) MAINTENANCE HANGER AND GROUND SCHOOL OFFICES	70' x 135' x 25' HIGH METAL COVERED WOOD STRUCTURE	GOOD	TRAILER ATTACHED TO WEST SIDE. OSAO BEACON MOUNTED ON ROOF. PRIVATELY OWNED.
(21) FBO ADMINISTRATION BUILDING	40 x 40' x 20' HIGH WOOD FRAME STRUCTURE	GOOD	APARTMENT ABOVE OFFICES. PRIVATELY OWNED.
(22) T HANGAR	30' x 290' x 16' HIGH METAL COVERED WOOD STRUCTURE. 10 PLANE CAPACITY	FAIR	NONCOMPARTMENTALIZED, NO ELECTRICITY. PRIVATELY OWNED.
(23) T HANGAR	34' x 190' x 16' HIGH METAL COVERED WOOD STRUCTURE. 6 PLANE CAPACITY	GOOD	NONCOMPARTMENTALIZED, NO ELECTRICITY. PRIVATELY OWNED.
(24) MAINTENANCE HANGAR	80' x 180' x 30' HIGH METAL STRUCTURE	EXCELLENT	PRIVATELY OWNED, TEMPORARILY LEASED FOR HELICOPTER MAINTENANCE
(25) FBO ADMINISTRATION BUILDING	30' x 40' x 14' HIGH WOOD STRUCTURE	GOOD	PRIVATELY OWNED
(26) FBO OFFICE ANNEX	12' x 65' OFFICE TRAILER	GOOD	PILOT AND FLIGHT INSTRUCTOR OFFICES. PRIVATELY OWNED.
(27) FBO OFFICE ANNEX	10' x 50' OFFICE TRAILER	FAIR	GROUND SCHOOL OFFICES PRIVATELY OWNED.
(28) MAINTENANCE HANGAR	50' x 60' x 20' HIGH METAL COVERED WOOD STRUCTURE, 20' x 20' LEAN-TO ATTACHED	EXCELLENT	MAINTENANCE SHOP AND PARTS STORAGE. PRIVATELY OWNED.
(29) AVIONICS SHOP	40' x 100' x 16' HIGH METAL COVERED WOOD STRUCTURE	EXCELLENT	PRIVATELY OWNED
(30) T-HANGAR	40' x 310' x 13' HIGH METAL COVERED, METAL FRAME STRUCTURE,10 PLANE CAPACITY	EXCELLENT	COMPARTMENTALIZED, ELECTRICITY, PRIVATELY OWNED.
(31) T-HANGAR	40' x 310' x 13' HIGH METAL COVERED, METAL FRAME STRUCTURE,10 PLANE CAPACITY	EXCELLENT	COMPARTMENTALIZED, ELECTRICITY, PRIVATELY OWNED.
(32) T-HANGAR	40' x 310' x 13' HIGH METAL COVERED, METAL FRAME STRUCTURE,10 PLANE CAPACITY	EXCELLENT	COMPARTMENTALIZED, ELECTRICITY, PRIVATELY OWNED.
(33) T-HANGAR	40' x 310' x 13' HIGH METAL COVERED, METAL FRAME STRUCTURE,10 PLANE CAPACITY	EXCELLENT	COMPARTMENTALIZED, ELECTRICITY, PRIVATELY OWNED.
(34) OFFICE BUILDING	35' x 50' x 12' HIGH WOOD FRAME STRUCTURE	GOOD	PRIVATELY OWNED. UNOCCUPIED.
(35) FUEL TANKS	UNDERGROUND TANKS FOR 80/87 AND 100/130 FUEL. 10,000 GALLON CAPACITY EACH TANK	GOOD	STORAGE FOR FBO AT SOUTH END OF FIELD. PRIVATELY OWNED.
(36) FUEL TANKS	ABOVE GROUND TANKS FOR 80/87 AND 100/130 FUEL	GOOD	PORTABLE TANKS. PRIVATELY OWNED.
(37) FUEL TANKS	TWO 10,000 GALLON UNDERGROUND TANKS	GOOD	CURRENTLY NOT USED PRIVATELY OWNED.
(38) FBO OFFICE	12' x 55' OFFICE TRAILER	GOOD	TEMPORARY OFFICE PRIVATELY OWNED.
(39) TRAILERS	THREE SMALL TRAILERS	UNKNOWN	PRIVATELY OWNED. UNOCCUPIED
(40) WIND TEE	20' LONG WIND TEE. PAINTED YELLOW AND LIGHTED	GOOD	NO SEGMENTED CIRCLE. PRIVATELY OWNED.
(41) ACCESS ROAD	12' WIDE ASPHALT CONCRETE	POOR	PRIVATELY OWNED
(42) ACCESS ROAD	18' WIDE ASPHALT CONCRETE	FAIR	PRIVATELY OWNED.
(43) ACCESS ROAD	20' WIDE GRAVEL SURFACED	POOR	PRIVATELY OWNED.
(44) AUTOMOBILE PARKING	60' x 100' ASPHALT CONCRETE, 20 CAR CAPACITY	FAIR	PRIVATELY OWNED.
(45) AUTOMOBILE PARKING	75' x 250' ASPHALT CONCRETE, 50 CAR CAPACITY	FAIR	PRIVATELY OWNED.
(46) AUTOMOBILE PARKING	75' x 100' GRAVEL SURFACED, 25 CAR CAPACITY	POOR	PRIVATELY OWNED.
(47) STRUCTURAL STEEL	MISCELLANEOUS STRUCTURAL STEEL MEMBERS PILED FOR STORAGE	NA	OWNERSHIP AND USE UNKNOWN
(48) MAINTENANCE SHED	40' x 50' x 12' HIGH WOOD FRAME STRUCTURE	POOR	PRIVATELY OWNED.
(49) STORAGE SHED	12' x 30' x 10' HIGH WOOD FRAME STRUCTURE	POOR	PRIVATELY OWNED.
(50) FBO AREA	HELICOPTER MAINTENANCE FACILITY UNDER CONSTRUCTION	NA	PRIVATELY OWNED.

- The full width of runway pavement is asphalt-concrete of 3-inch thickness over a gravel base, total thickness 18 inches. Pavement strength has been designed for 30,000 lbs. single wheel loading. The surface condition is poor to fair because of oxidation, extensive cracking, and ravelling. There is considerable loose aggregate on the runway surface most of the time.
- Airport lighting consists of low-intensity runway edge lighting, a rotating beacon of marginal visibility and a lighted wind cone. There are no other visual aids to assist pilots during darkness or low visibility conditions.

TABLE 2

PROPERTY INFORMATION - 1975*

STUDY NO.	OWNER	ACRES	STUDY NO.	OWNER	ACRES
1	OREGON AERONAUTICS DIVISION	112.79	37	D.C. HEWITT	13.59
2	COLUMBIA HELICOPTERS INC.	5.70	38	D.C. HEWITT	0.89
3	W.G. & N.C. LEMATTA	14.35	39	D.C. HEWITT	3.06
4	W.O. REEL	16.77	40	CASCADE XMAS TREE FARM CO.	22.20
5	W. & C. JESKEY	9.28	41	CASCADE XMAS TREE FARM CO.	0.23
6	C.W. SNYDER	21.07	42	CASCADE XMAS TREE FARM CO.	3.77
7	W.M. & V.L. BENNETT	25.10	43	HOEHNKE NURSERY CO.	19.52
8	SAN GABRIEL GOSPEL TEMPLE	5.12	44	FREEMAN, JR. ETAL	15.00
9	SAN GABRIEL GOSPEL TEMPLE	28.18	45	ELMER O. & MARGARET JESKEY	13.92
10	G.W. & K.L. JESKEY	12.62	46	ELMER JESKEY	16.55
11	NORTHWEST AIRMOTIVE	38.56	47	F.R. & E. KAHLE	16.73
12	M.W. & R.L. NAGL	27.74	48	SUNSET HAVEN SUBDIVISION	7.0
13	D.L. DONNELLY	44.32	49	F.R. & E. KAHLE	6.20
14	W. & L. TRAGLIO	2.97	50	R.H. KEIL	9.50
15	R.P. & J.B. JENKS	40.13	51	S.D. & C.J. KENNEY	1.00
16	G. & H. PARDY	57.98	52	W. & H. KEIL	10.02
17	MISCELLANEOUS RESIDENTIAL PARCELS	–	53	W.R. & D. SEELY	4.59
18	D.& M. CATTON	32.14	54	W.R. & D. SEELY	2.00
19	J.P. & M.V. MYERS	1.21	55	H.W. & G.J. McCUNE	2.33
20	R.L. KOCH	1.20	56	W. & H. KEIL	1.05
21	R. & E. REUBEN DALL	70.63	57	A. WATTS	1.00
22	L.H. & M.B. THOMPSON	28.60	58	R.L. & D. BRAND	2.00
23	F.B. SNYDER	13.86	59	R.L. & D. BRAND	13.87
24	C.W. SNYDER	12.77	60	DEER CREEK ESTATES	52.46
25	F.B. SNYDER	34.88	61	J.D. & L.M. PHILLIPS	5.00
26	C.W. SNYDER	37.94	62	L.W. & B.H. PETERS & C.L. PETERS	21.91
27	A.M. & E.M. HESS	80.99	63	W. & N. RUSSELL	20.19
28	M. & E. STAEHLY	76.16	64	W.S. & E.L. MOELLER	13.56
29	H. STAEHELY	79.40	65	L. & V. KLEVE	8.00
30	NOT OBTAINED	68.19	66	R.H. & B. KEIL	42.57
31	ROBERT I. COLVIN	4.50	67	E.B. & D. KNORR	5.14
32	HENRY W.B. & DORTHY L. COLVIN	6.15	68	E.B. & D. KNORR	17.75
33	HENRY W.B. & DORTHY L. COLVIN	70.48	69	F. ANDERSON & D. KNORR	52.02
34	CROWN ZELLERBACH CORP	23.96	70	E.L. DERR	51.76
35	EARL H. & MARILYN R. STOLLER	43.40	71	G.H. & S.L. EROFF	10.00
36	EARL H. & MARILYN R. STOLLER	79.52	72	N.J. McDONALD	60.98
			73	CEDAR FIELD ESTATES	7.00

* COUNTY RECORDS AUGUST 1975

- The private facilities which connect to and serve Division of Aeronautics property are not constructed to uniform specifications. Pavement strength and quality varies and geometrical standards are non-uniform.

- Entrance roads have been constructed to suit individual requirements, and are not interconnected. Utilities consist of electric power, telephone, water from wells and individual septic disposal systems.

TABLE 3

EXISTING AIRPORT DATA

ELEVATION	195 FEET MSL
LATITUDE	45°14′ 43″
LONGITUDE	122°46′ 07″
ACREAGE	113 ACRES
MEAN MAXIMUM TEMPERATURE (HOTTEST MONTH)	84° F (29° C)
NAVAIDS	NONE
INSTRUMENT APPROACH PROCEDURE	VOR/DME
RUNWAY 17-35	N 07° 08′E TRUE BEARING
LENGTH	4,100 FEET (1250 M)
WIDTH	150 FEET (46 M)
GRADIENT	0.07%
APPROACH SLOPE	34:1
OBSTRUCTION	TREES AT 2,100′ FROM RW 17 THRESHOLD
PAVEMENT	ASPHALT CONCRETE
STRENGTH	30,000 LBS, SINGLE GEAR (13,600 KILOGRAMS)
LIGHTING	LOW INTENSITY
MARKING	BASIC

- There are three conventional hangars, 56 tee-hangar bays, and various other buildings, some mobile. The fixed base operators provide both 80 and 100 octane gasoline, but no jet fuel is available.

- Space for expansion at this time is mainly dependent upon private lease arrangements by the fixed base operators. Between the highway which lies east of the airport and the east property line of the Division of Aeronautics, there are about 177 acres of land held in private ownership. The 113 acres owned by the Division of Aeronautics provides room for runway lengthening, but not for other types of expansion.