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Clackamas County
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Airport Plan

Why adopt an Airport Plan?

ORS 836.608 directs local governments to recognize private use and privately owned public use airports not listed in ORS 836.610 in their "planning documents". Airport boundaries are to be shown in "planning documents". Publicly owned and privately owned, public use airports listed pursuant to ORS 836.610 are to be accommodated in local government Comprehensive Plans. OAR 660-013-0040 lists specifics about what needs to be included (the airport boundary and expansion plans) in Comprehensive Plans for public use airports.

A map of state-registered airports in Clackamas County is included in Chapter 5 of the Comprehensive Plan. They are categorized by type of airport as required by ORS 836.608 and 836.610.

Types of airports

Public use airports
Airports recognized by the state under ORS 836.610

These include publicly owned airports and privately owned, publicly used airports. The Portland-Mulino airport is the only publicly owned airport sited in Clackamas County. In addition, the safety/compatibility zones for publicly owned Aurora airport (195.7' above MSL at the north end and 194' MSL at the south end), sited in Marion County, extend into Clackamas County. The northern end of their primary surface is 2000 feet south of the County line.

	Runway length, width, surface, and elevation
• Portland-Mulino Airport	3600' x 100' paved, 244.4' MSL north, 257.3' MSL south

Privately owned, public use airports located in Clackamas County are:

	Runway length, width, surface, and elevation
• Lenhardt's Airport	3150' x 40' paved, 155.3' MSL north, 173.4' MSL south
• Valley View Airport	3773' x 32' paved, 712.62' MSL north, 717.80' MSL south
• Country Squire Airport	3095' x 32' paved, 1114.76' MSL west, 1134.89' MSL east
• Sandy River Airport.	2115' x 100' turf, 711' MSL east, 697' MSL west

These Public Use airports have been recognized by the State pursuant to ORS 836.610. As the statute provides, they have been identified as providing important links in air traffic in this state, providing essential safety or emergency services, or are of economic importance to the county where the airport is located.

Private use airports, registered with three (3) or more based aircraft on December 31, 1994. Airports recognized by the County under ORS 836.608.

These include private use airports as shown in the state's records as having three (3) or more based aircraft on December 31, 1994. These are:

	Runway length, width, surface, and elevation
• Aeroacres Airport	1750' x 250' turf, 415.63' MSL north, 410.92' MSL south
• Auberge des Fleurs	1850' x 50' turf, 510.63' MSL west, 515.19' MSL east
• Beaveroaks Airport	1730' x 76' turf, 404.49' MSL south, 394.85' MSL north
• Dietz Airport	2636.15' x 65' turf, 184.32' MSL north, 182.78' MSL south
• Fairways Airport	2900' x 250' turf N/S, 480.76' MSL north, 501.13' MSL south 2500' x 250' turf E/W, 486.01' MSL east, 465.88' MSL west
• Happy Valley Airport	2264' x 25' paved, Approximately 797' MSL (Not zoned)
• McKinnon Airport	3000' x 100' turf, 604' MSL west, 654' MSL east
• Nielson's Airport	1150' x 90' turf, 492.8' MSL west, 504.8' MSL east
• Skydive Oregon Airport	2995' x 30' paved, 324.94' MSL north, 364.25' MSL south
• White Oak Airport	1886' x 200' turf, 401' MSL north, 412' MSL south
• Workman Airpark	2240' x 100' turf, 206.3' MSL west, 215.1 MSL east
• Eagle's Nest Airport	2763' x 100' turf, 404' MSL north, 418' MSL south

(Eagle's Nest Airport was added to the list of Airports in this category by the Board of County Commissioners in September 2001, File # ZDO-178.)

Private use airports, registered with two (2) or fewer based aircraft
See ORS 836.608(7).

This statute allows, but does not require, the County to adopt standards and requirements for the regulation of uses and activities at these airports. The County declines to apply airport zoning to these airports; however, the County does need to identify those registered with the State Department of Aviation on December 31, 1994. They are identified on Map V-11 in Chapter 5 of the Comprehensive Plan. The nonconforming use provisions of Section 1206 of the Zoning and Development Ordinance may apply to these airports, and new airports of this category may be established as conditional uses where permitted in the underlying zone.

Personal use airports
See ORS 215.213(2)(h).

These airports do not need to be identified in the County's Comprehensive Plan. They may continue to operate as nonconforming or conditional uses, or new personal use airports may be allowed as conditional uses without the benefits of airport zoning.

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Personal use airports for airplanes and helicopter pads include associated hangar, maintenance and service facilities. A personal-use airport means an airstrip restricted, except for aircraft emergencies, to use by the owner, and, on an infrequent and occasional basis, by invited guests, and by commercial aviation activities in connection with agricultural operations. No aircraft may be based on a personal-use airport other than those owned or controlled by the owner of the airstrip. Exceptions to the activities permitted under this definition may be granted through waiver action by the State Department of Aviation in specific instances. A personal use airport lawfully existing as of September 13, 1975, shall continue to be permitted subject to any applicable rules of the Department of Aviation or any conditions stipulated by the County during the airport's review as a conditional use.

Coordination

Coordination with the State of Oregon

The Oregon Department of Aviation, formerly the Aeronautics Division of the Oregon Department of Transportation has a statutory role in preparing and adopting a state Aviation System Plan (ASP). The ASP provides policy guidance and a framework for planning and operation of a convenient and economic system of airports, and for land use planning to reduce risks to aircraft operations and nearby land uses. The ASP encourages and supports the continued operation and vitality of Oregon's airports. The Department has a role in coordinating with local governments and airport sponsors.

The State has delegated zoning authority to the Counties. The Oregon Administrative Rules (OAR 660-013-0030(2)) requires that local comprehensive plans and land use regulations be coordinated with acknowledged transportation system plans and consistent with adopted elements of the state ASP, and shall be coordinated with affected state and federal agencies, local governments, airport sponsors, and special districts.

Coordination with cities

Several airports now under Clackamas County's land use jurisdiction are within or adjacent to the cities' Urban Growth Boundaries. Several more are close enough to be of concern to cities, or their Safety/Compatibility zones extend over a city. Recognizing this fact, cities were invited to participate in the County's airport planning process, were kept informed during the process, and were notified of public hearings. The County zoning regulations for airports will be offered as models to cities for adoption at the city level. The goal is to standardize the administration of zoning provisions related to airports within the County, and smooth the transition upon annexation to a city of properties containing an airport.

Coordination with FAA

The FAA was notified of the County's public hearings on the Airport Planning Project. Coordination with FAA is ongoing. The County is committed to comply with FAR 77

which requires that notice be sent to FAA when applications are received for objects to be constructed that would affect navigable airspace. Data gathered for this project, and the establishment of Safety Overlay Zones will make notice to FAA more certain and precisely administered.

Airport uses existing at Private Use Airports at any time during 1996.

The standard of "uses that existed at any time during 1996" is established by ORS 836.608(3). The Private Use Airport Special Use Zoning District allows for the continuation and growth of the uses existing in 1996 without limitation. The construction of additional hangars or tie-downs by the owner of the airport, basing of additional aircraft and increases in flight activity shall be permitted.

List of airport uses

A. Customary and usual aviation-related activities, including but not limited to takeoffs and landings; aircraft hangars and tie-downs; construction and maintenance of airport facilities; fixed-base operator facilities; one (1) single family residence in conjunction with an airport (if there is not one there already) for an airport manager, caretaker or security officer; and other activities incidental to the normal operation of an airport. Except as provided in this ordinance, "customary and usual aviation-related activities" do not include residential, commercial, industrial, manufacturing and other uses.

B. Air passenger and air freight services and facilities, at levels consistent with the classification and needs identified in the Oregon Department of Aviation Airport System Plan.

C. Emergency medical flight services, including activities, aircraft, accessory structures, and other facilities necessary to support emergency transportation for medical purposes. Emergency medical flight services include search and rescue operations but do not include hospitals, medical offices, medical labs, medical equipment sales, and other similar uses.

D. Law enforcement, military, and firefighting activities, including aircraft and ground-based activities, facilities and accessory structures necessary to support federal, state or local law enforcement or land management agencies engaged in law enforcement or firefighting activities. Law enforcement and firefighting activities include transport of personnel, aerial observation, and transport of equipment, water, fire retardant and supplies.

E. Search and rescue operations, including aircraft and ground based activities that support the orderly and efficient conduct of search or rescue related activities.

F. Flight instruction, including activities, facilities, and accessory structures located at airport sites that provide education and training directly related to aeronautical activities. Flight instruction includes ground training and aeronautic skills training, but does not include schools for flight attendants, ticket agents or similar personnel.

G. Aircraft service, maintenance and training, including activities, facilities and accessory structures provided to teach aircraft service and maintenance skills and to maintain, service, refuel or repair aircraft or aircraft components. "Aircraft service, maintenance and training" includes the construction and assembly of aircraft and aircraft components for personal use, but does not include activities, structures or facilities for the manufacturing of aircraft, aircraft components or aircraft-related products for sale to the public.

H. Aircraft rental, including activities, facilities and accessory structures that support the provision of aircraft for rent or lease to the public.

I. Aircraft sales and the sale of aeronautic equipment and supplies, including activities, facilities and accessory structures for the storage, display, demonstration and sales of aircraft and aeronautic equipment and supplies to the public but not including activities, facilities or structures for the manufacturing of aircraft, aircraft components or other aircraft-related products for sale to the public.

J. Crop dusting activities, including activities, facilities and structures accessory to crop dusting operations. Crop dusting activities include, but are not limited to, aerial application of chemicals, seed, fertilizer, defoliant and other chemicals or products used in a commercial agricultural, forestry or rangeland management setting.

K. Agricultural and Forestry Activities, including activities, facilities and accessory structures that qualify as a "farm use" as defined in ORS 215.203 or "farming practice" as defined in ORS 30.390.

L. Aeronautic recreational and sporting activities, including activities, facilities and accessory structures at airports that support recreational usage of aircraft and sporting activities that require the use of aircraft or other devices used and intended for use in flight, are permitted subject to the acceptance of the airport sponsor. Aeronautic recreation and sporting activities include, but are not limited to, fly-ins; glider flights; hot air ballooning; ultralight aircraft flights; displays of aircraft; aeronautic flight skills contests; gyrocopter flights; flights carrying parachutists; and parachute drops onto an airport. As used herein, parachuting and parachute drops include all forms of skydiving.

Reserved for future use

Established Airport Uses
Aeroacres Airport
Airport Use "A".

Auberge des Fleurs Airport
Airport Use "A, E, F, G, I, K, L".

Beaveroaks Airport
Airport Use "A, C, D, E, F, G, H, I, J, K, L".

Dietz Airport
Airport Use "A, C, D, E, F, G, L".

Eagle's Nest Airport
Airport Use "A, B, C, D, E, F, G, H, I".

Fairways Airport
Airport Use "A, G, H".

McKinnon Airport
Airport Use "A, C".

Nielson's Airport
Airport Use "A".

Skydive Oregon Airport
Airport Use "A, B, C, D, E, F, G, H, I, J, K, L".

White Oak Airport
Airport Use "A, D, E, F, J, L".

Workman Airpark
Airport Use "A, C, D, E, F, G, I, K, L".

Airport uses, not listed above for a particular airport, must be authorized by the Land Use Hearings Officer after a public hearing before they can be approved.

Several of the airports may have nonconforming uses or uses otherwise approved through previous land use actions that are not "airport uses" established or permitted within their airport boundaries. The above list does not attempt to itemize them.

Airport Boundaries at Private Use Airports

Shown below are the boundaries of the private use airports. Any expansion of airport boundaries will require a Comprehensive Plan amendment. A request to add land to an

airport boundary shall be supported by evidence that the land is owned by the airport owner or is under long-term lease to the airport owner, and is developed or committed to airport uses. Expansion of airport boundaries shall demonstrate:

1 Compliance with Comprehensive Plan policies for new or expanded airports, and
2 Compatibility with established and permitted uses in the surrounding area.

Airport Uses Allowed at Public Use Airports

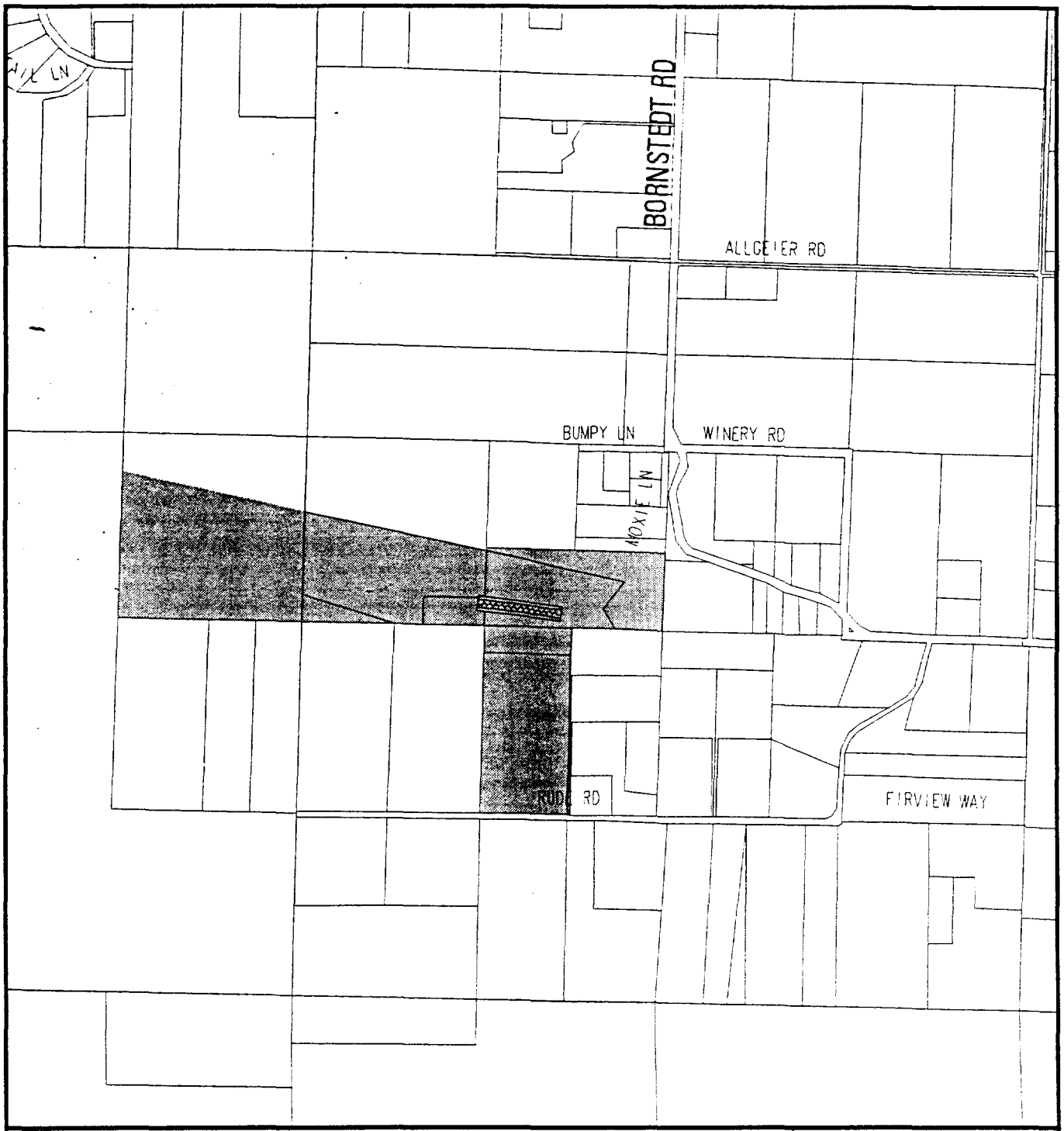
These are described in OAR 660-013-0100, they are included in the County's zoning ordinance, and they are the same airport uses listed under Private Use Airport Uses. For Public Use Airports all of the uses are allowed, without determining what was done in 1996.

Airport Boundaries at Public Use Airports

Shown below are the boundaries of the public use airports. Any expansion of airport boundaries will require a Comprehensive Plan amendment. A request to add land to an airport boundary shall be supported by evidence that the land is owned by the airport owner or is under long-term lease to the airport owner, and is developed or committed to airport uses. Expansion of airport boundaries shall demonstrate:

1 Compliance with Comprehensive Plan policies for new or expanded airports,
2 Compatibility with established and permitted uses in the surrounding area, and
3 Adequacy of existing public facilities needed to serve the proposed Expansion, or concurrent improvements to public facilities to planned operating standards necessary to serve the proposed Expansion.

Maps showing the boundaries of the Private Use and Public Use Airports.



Country Squire Airport

Privately Owned/Public Use

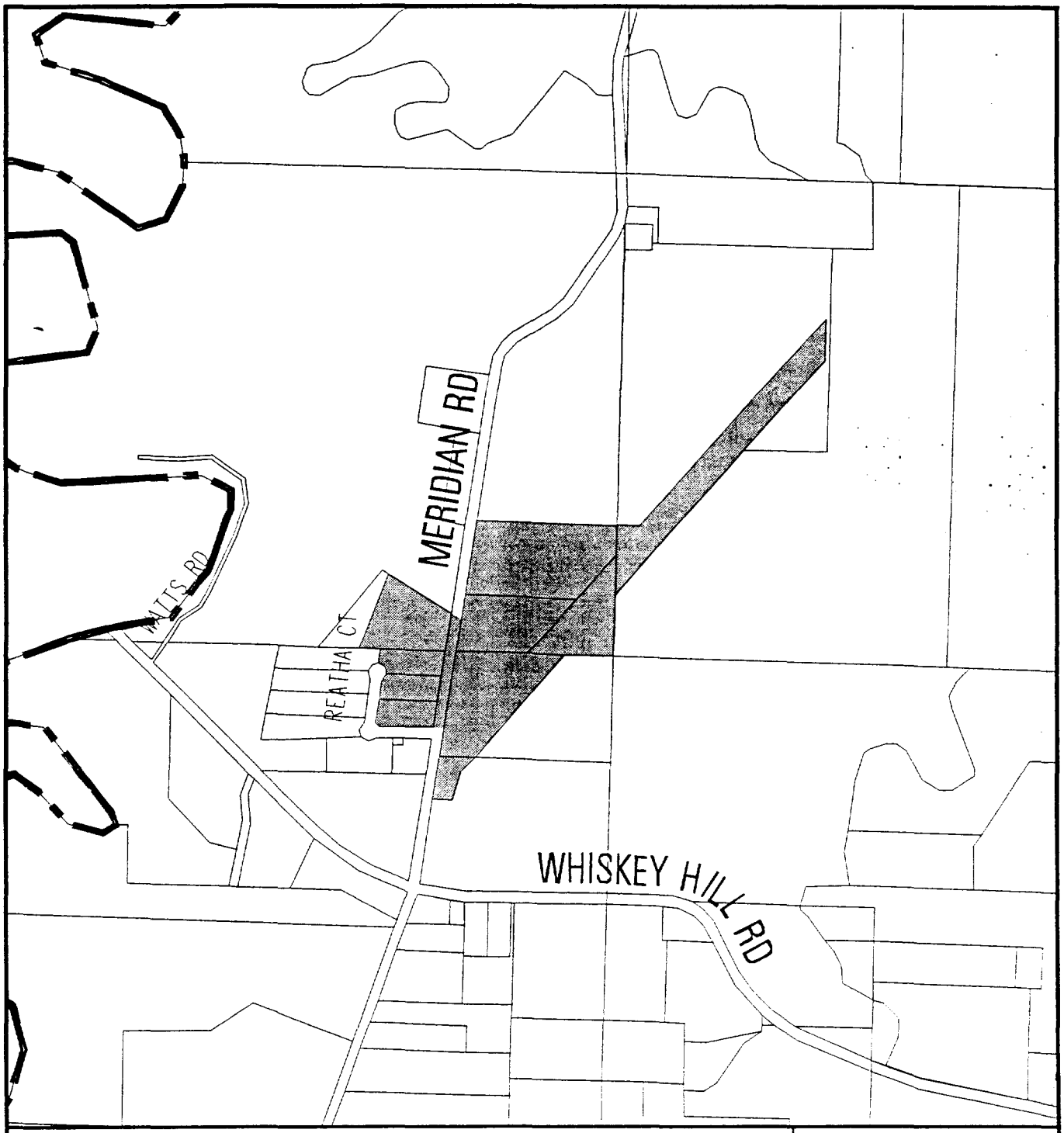
CLACKAMAS COUNTY
AIRPORT PLAN

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Lenhardt's Airport

Privately Owned/Public Use

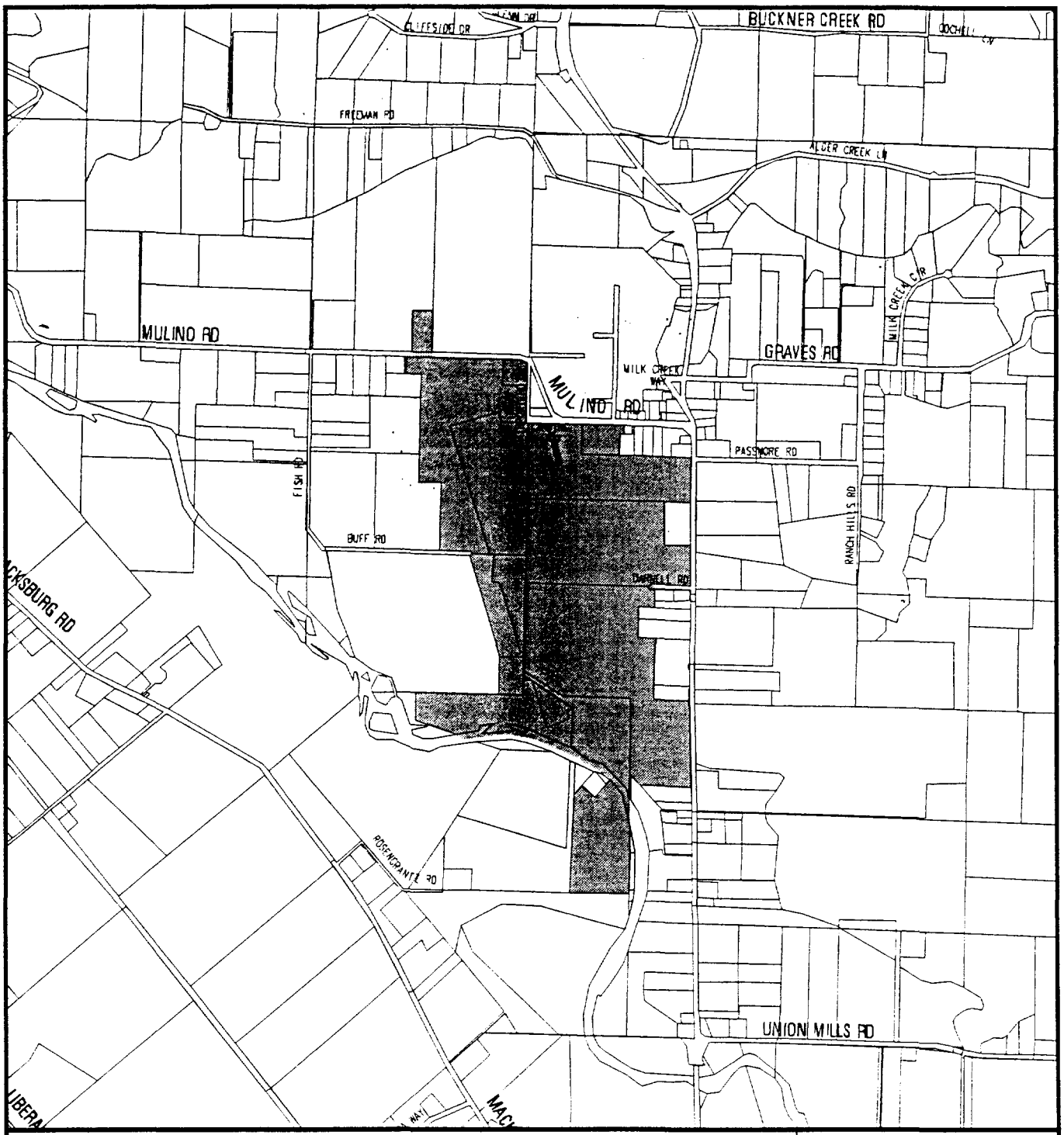
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Portland-Mulino Airport

Publicly Owned/Public Use

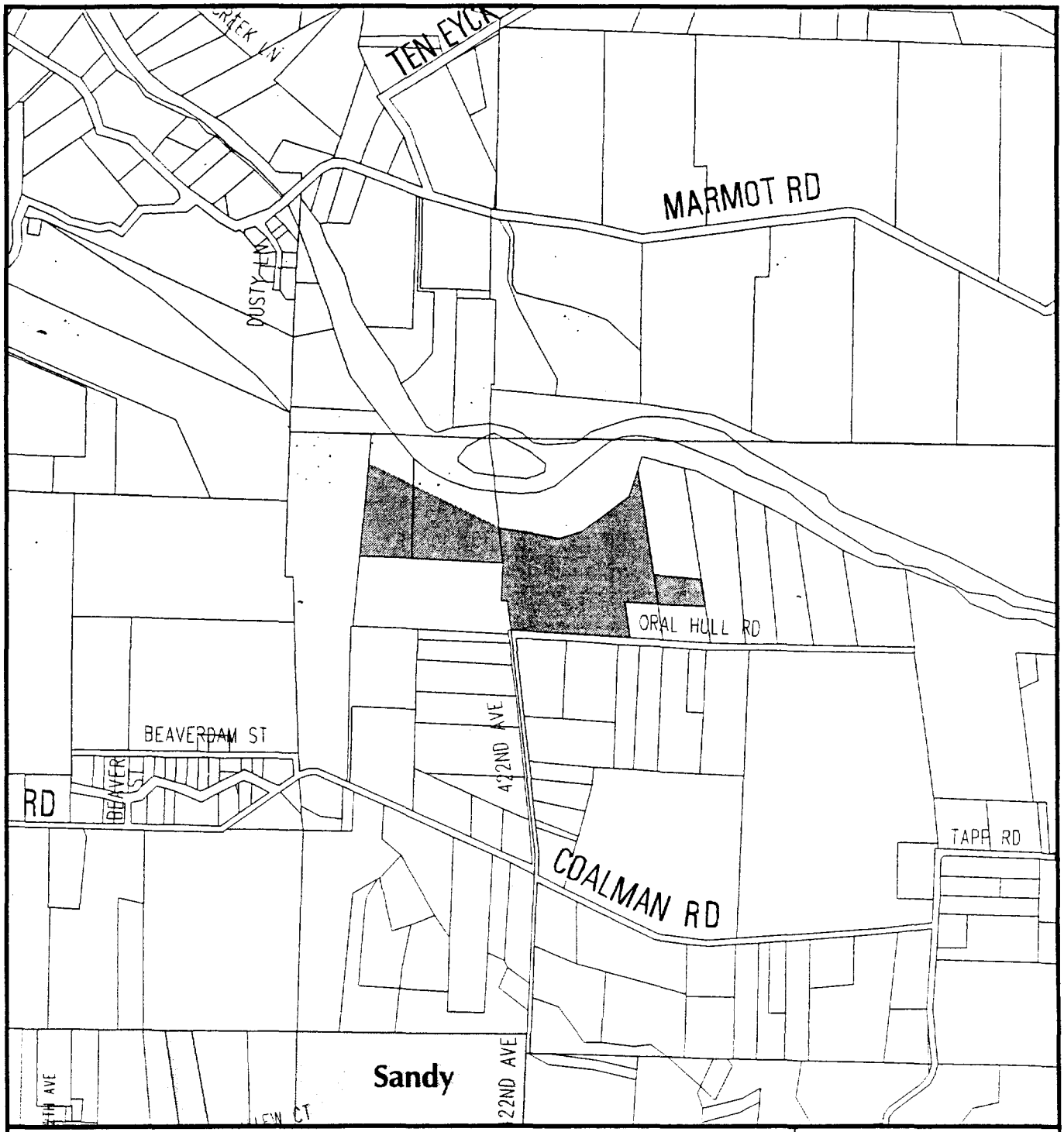
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Sandy River Airport

Privately Owned/Public Use

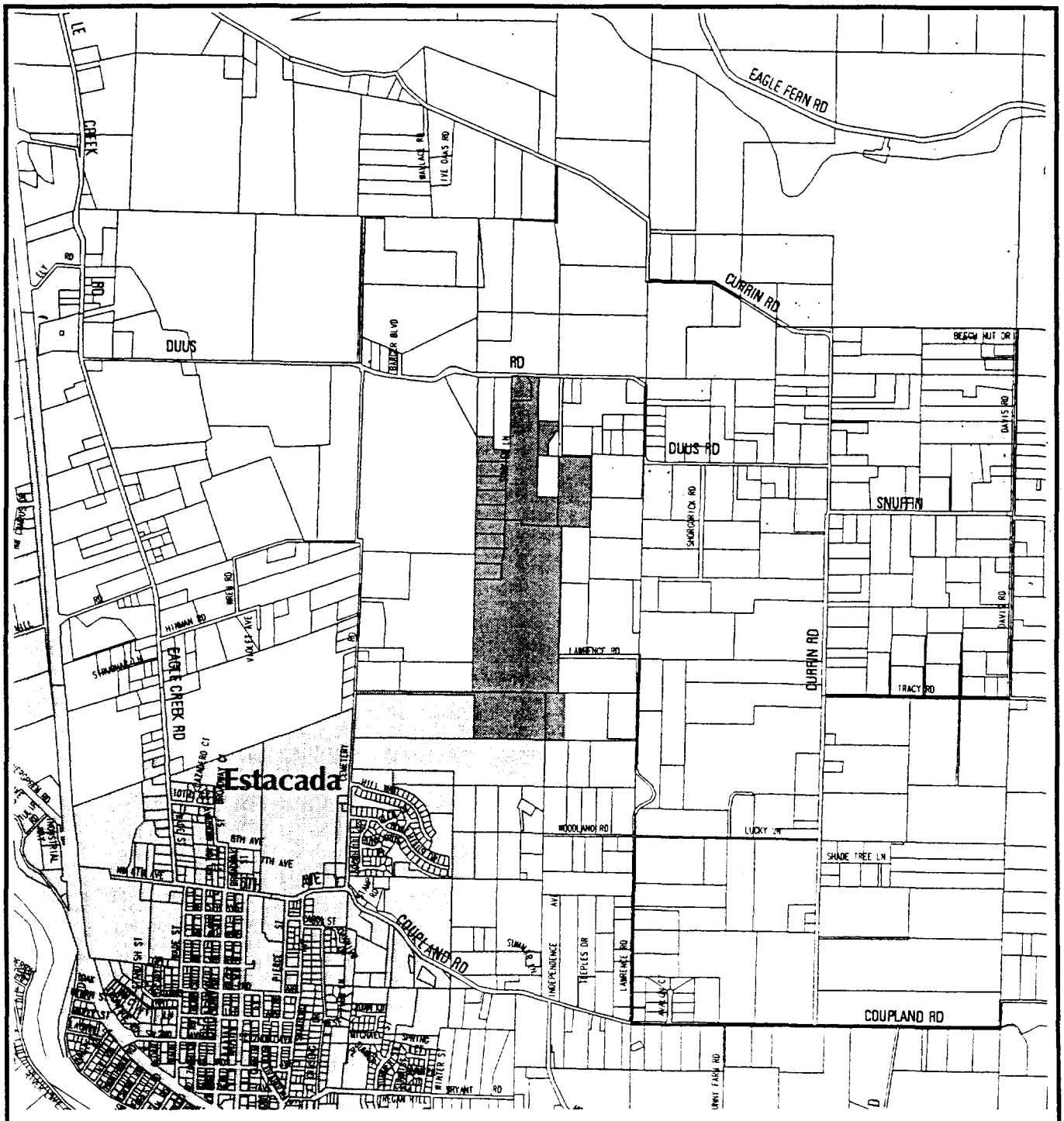
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Valley View Airport

Privately Owned/Public Use

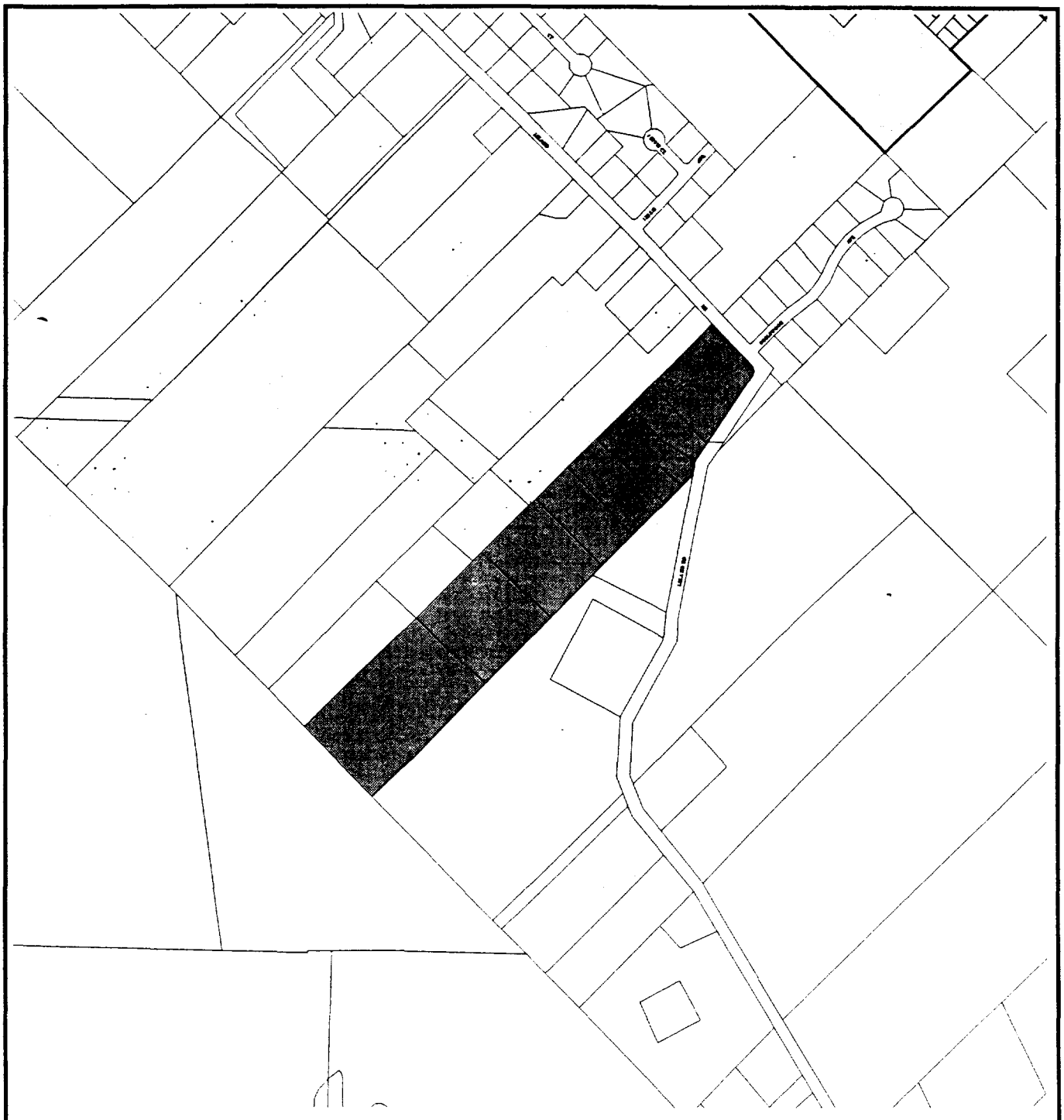
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Aeroacres Airport

Privately Owned/Private Use 3 or More Based Aircraft

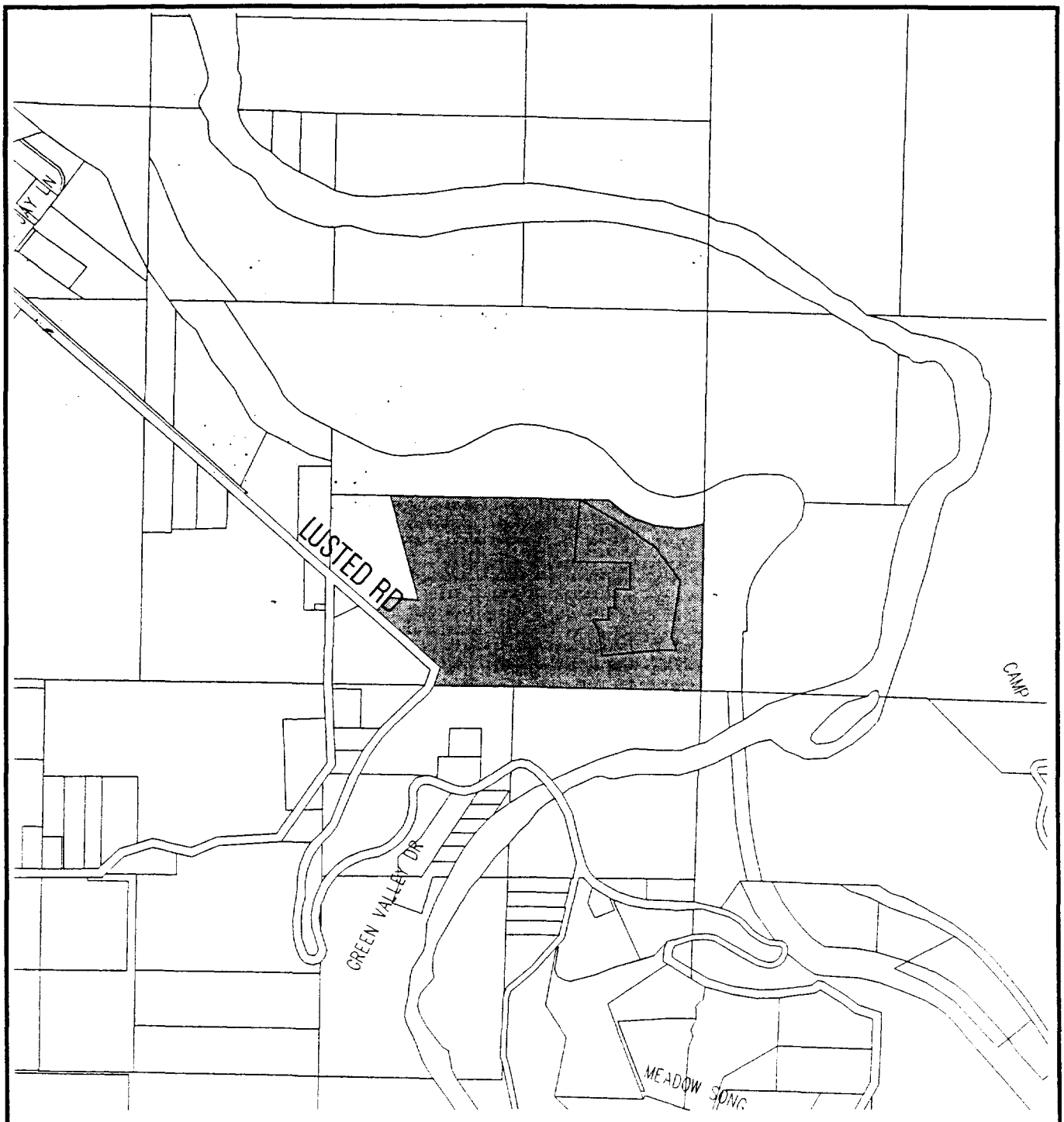
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Auberge des Fleurs Airport

Privately Owned/Private Use 3 or More Based Aircraft

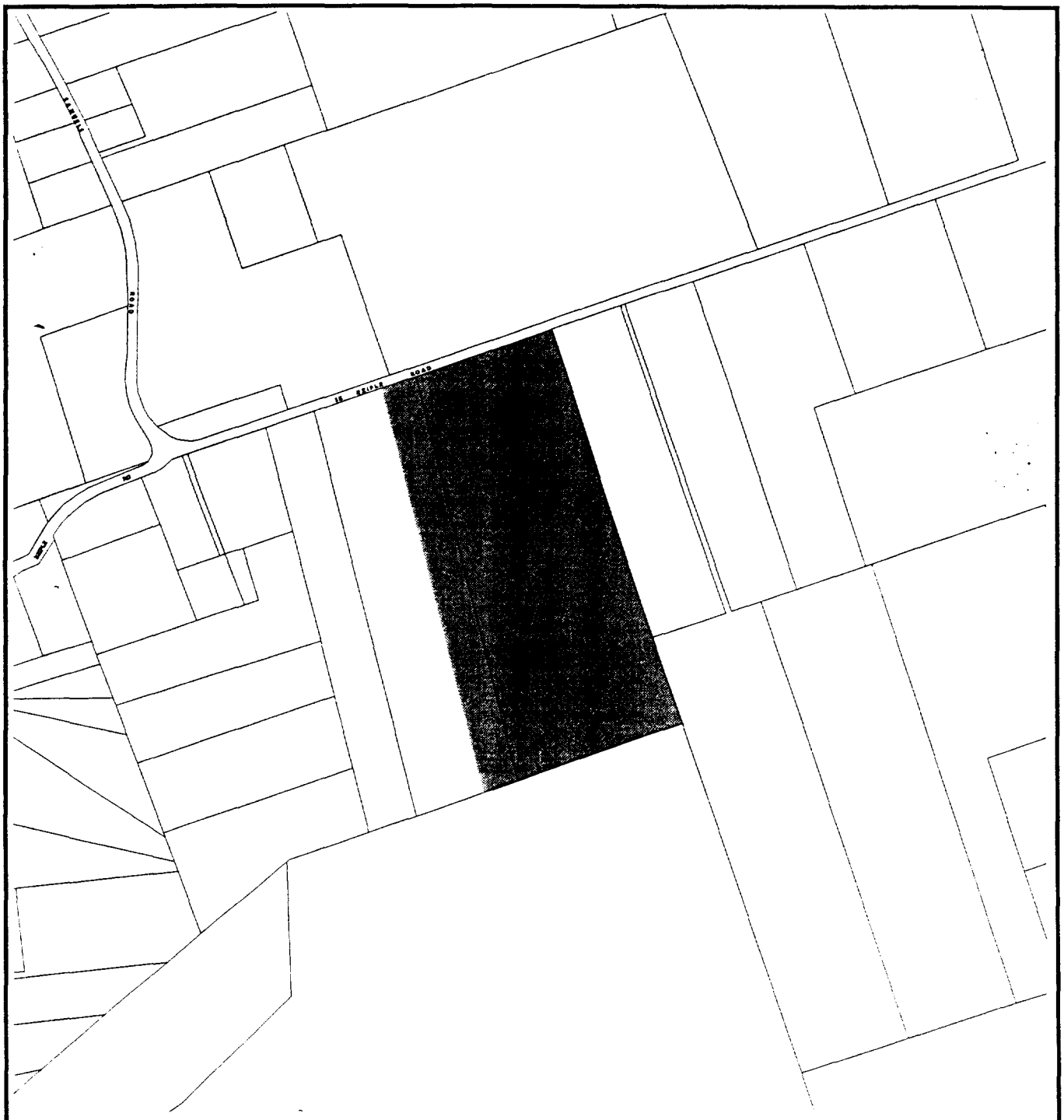
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Beaveroaks Airport

Privately Owned/Private Use 3 or More Based Aircraft

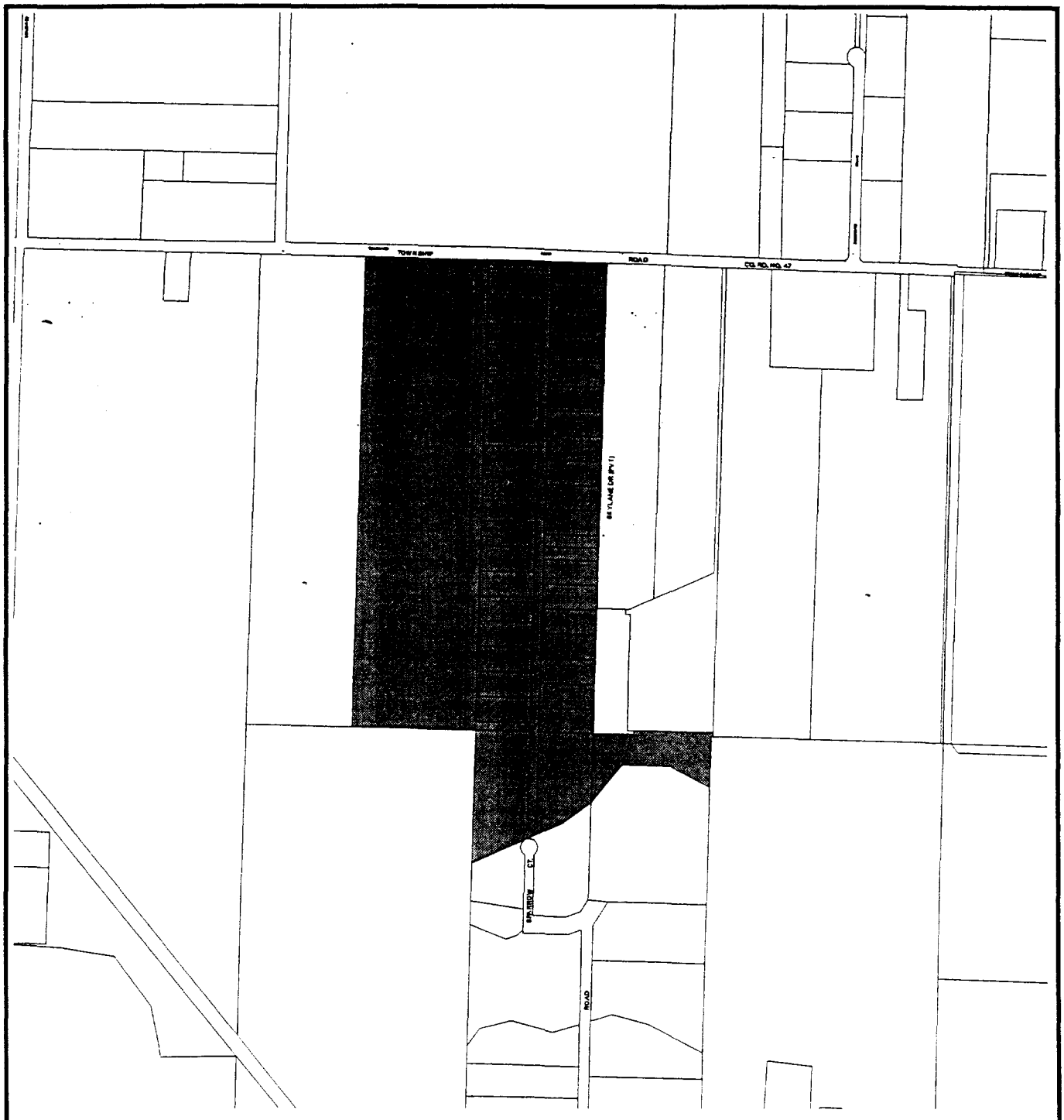
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Dietz Airport

Privately Owned/Private Use 3 or More Based Aircraft

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Eagle's Nest Airport

Privately Owned/Private Use 3 or More Based Aircraft

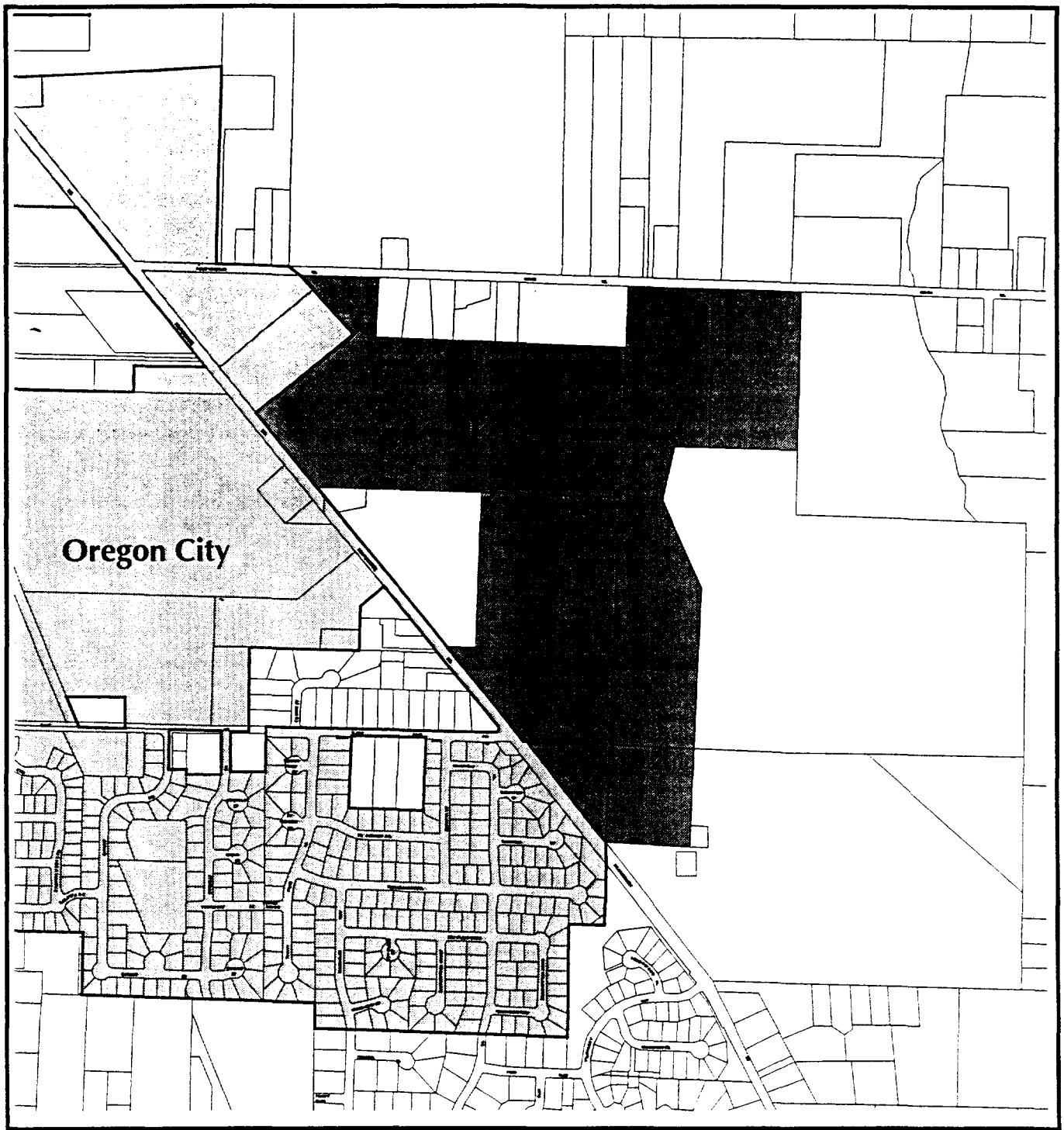
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Fairways Airport

Privately Owned/Private Use 3 or More Based Aircraft

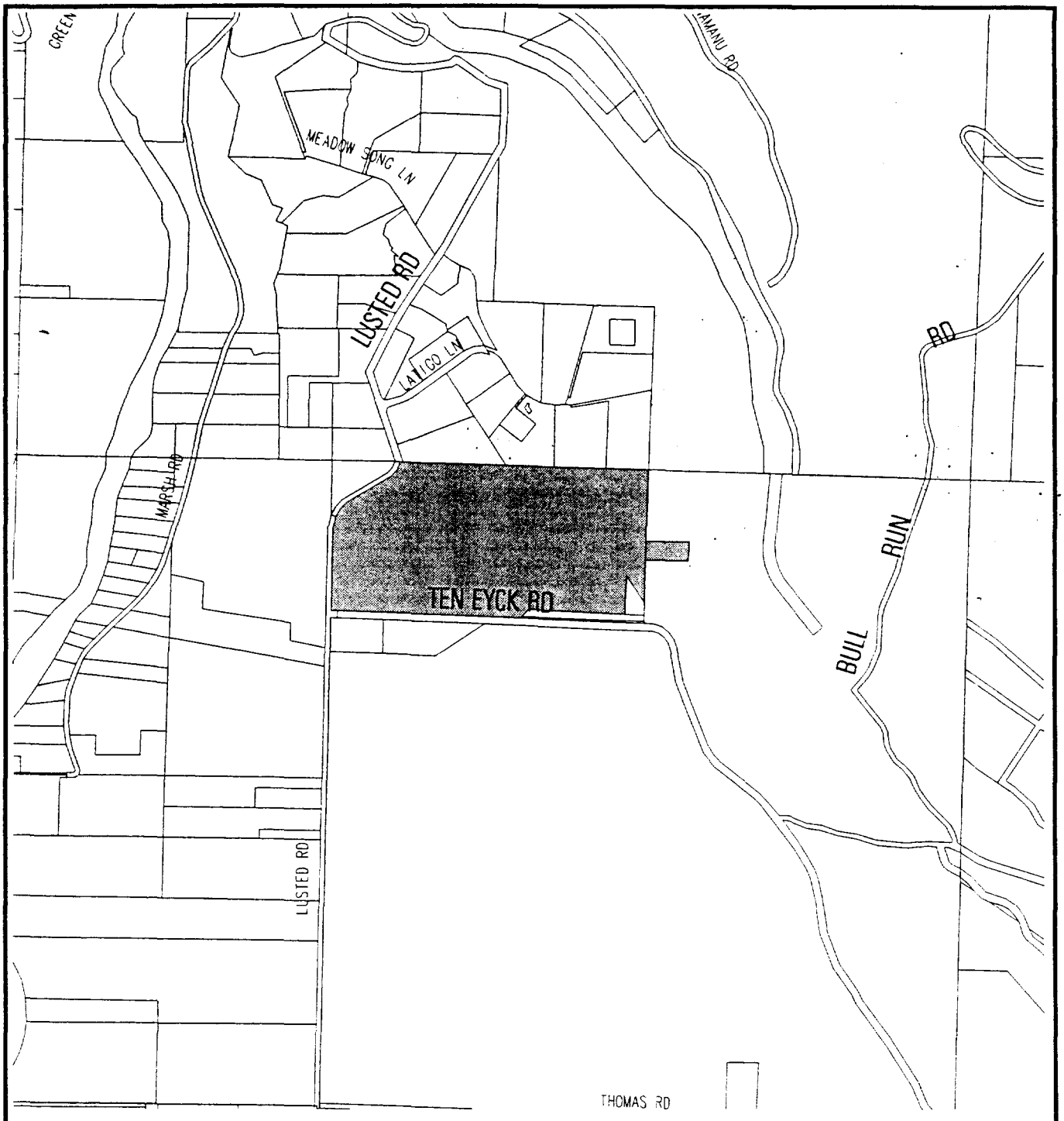
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McKinnon Airport

Privately Owned/Private Use 3 or More Based Aircraft

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Nielson's Airport

Privately Owned/Private Use 3 or More Based Aircraft

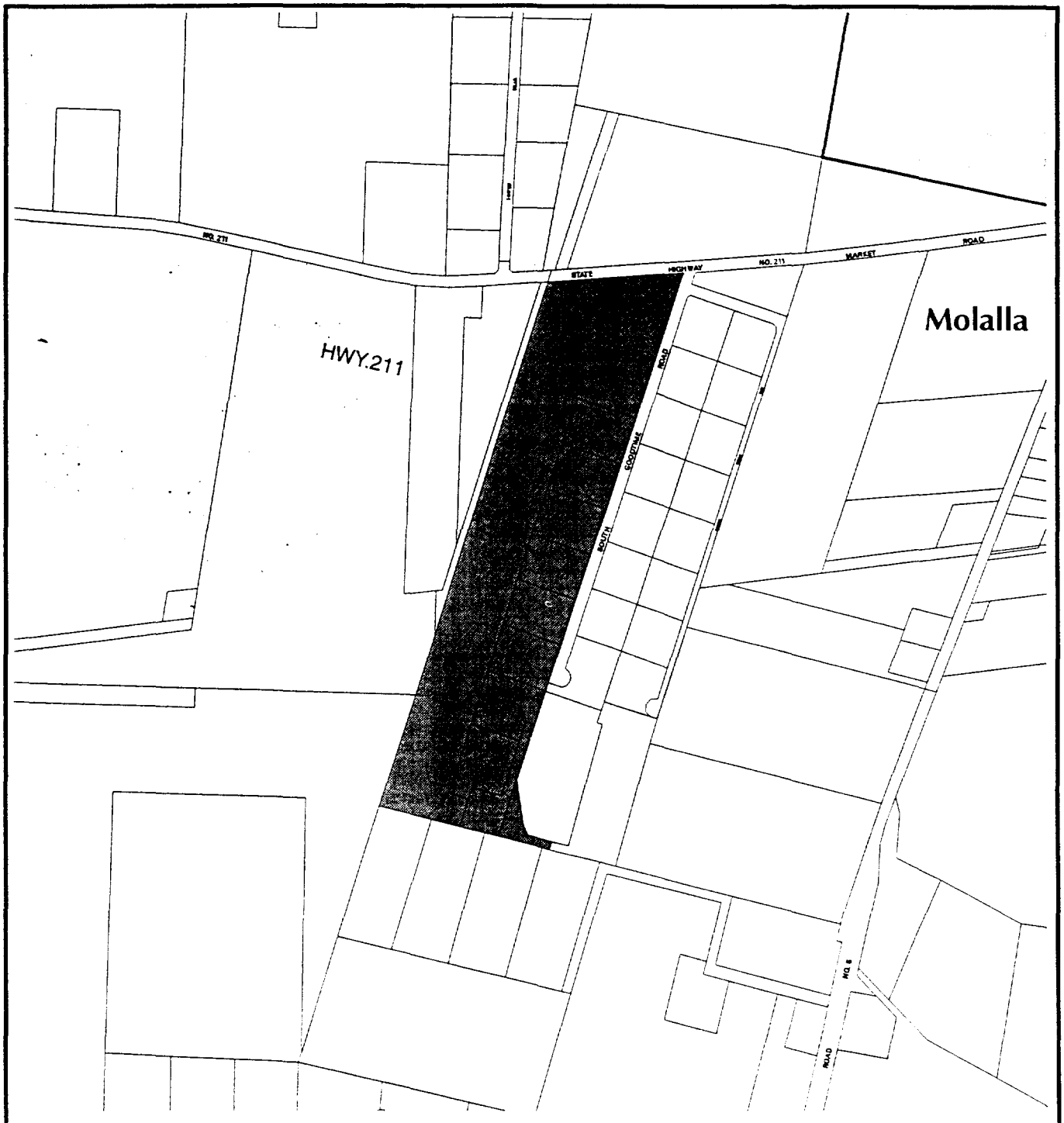
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Skydive Oregon Airport

Privately Owned/Private Use 3 or More Based Aircraft

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White Oak Airport

Privately Owned/Private Use 3 or More Based Aircraft

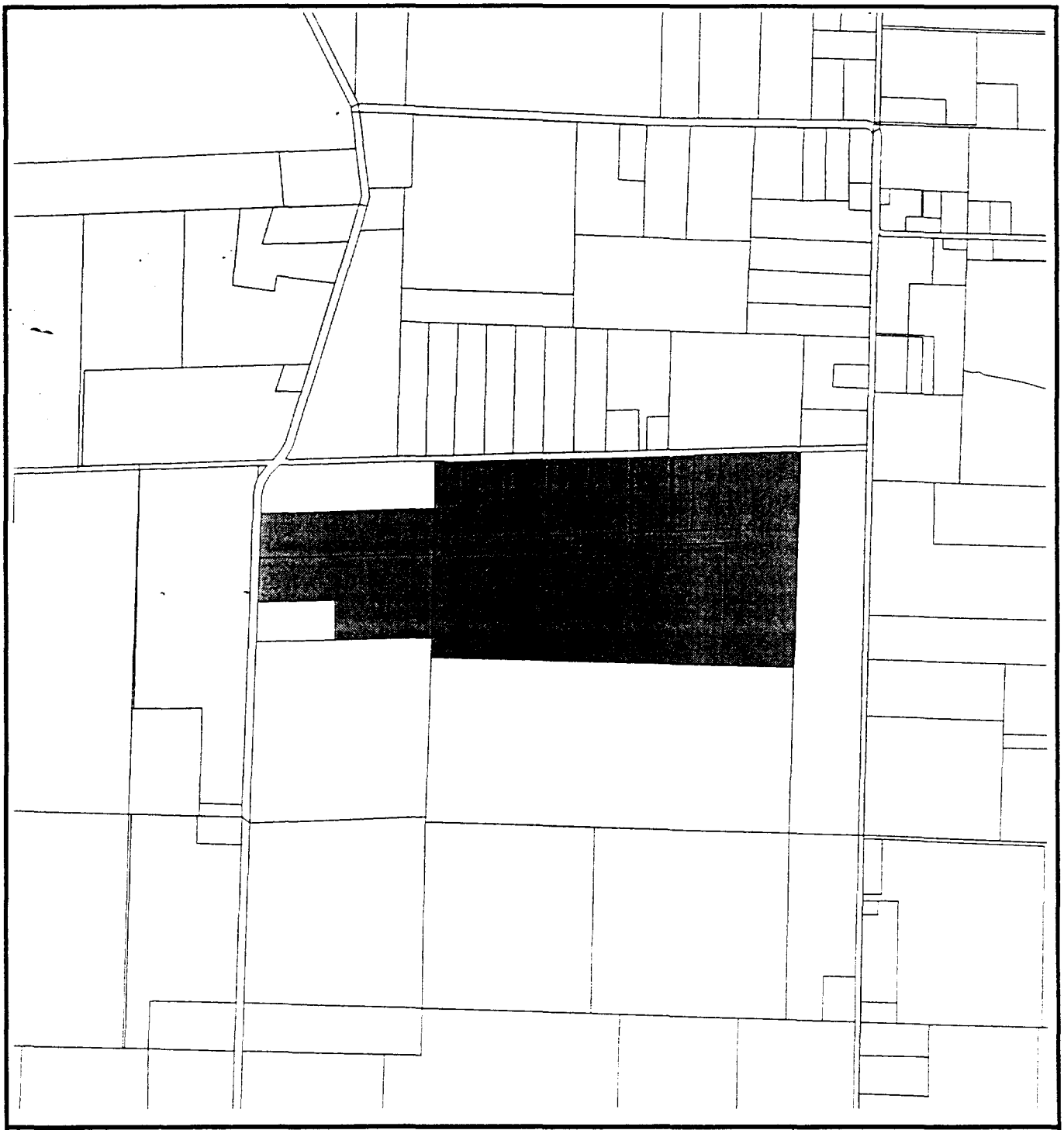
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Workman Airpark

Privately Owned/Private Use 3 or More Based Aircraft

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Airport Expansions at Public Use Airports

Airport Expansions shall be reviewed as Comprehensive Plan amendments. The following changes shall be considered Airport Expansions:

- Increases in the adopted Airport Boundary,
- Any change that would require a change in the dimensions of the Safety Overlay Zones, such as:
  - An increase of the runway in length or width,
  - Paving of a formerly unpaved runway,
  - Construction of a new runway,
  - A change in level of instrumentation,
- Addition of public assembly uses within the Airport Boundary,
- Addition of residential, commercial, restaurant, hospitality, industrial, or manufacturing uses exceeding those listed in OAR 660-013-0100, or exceeding those established prior to Year 2000,
- Changes within the Airport Boundary that would require the alteration of a County or Public Road.

Applications for Airport Expansions shall demonstrate:

1 Compliance with Comprehensive Plan policies for new or expanded airports,
2 Compatibility with established and permitted uses in the surrounding area, and
3 Adequacy of existing public facilities needed to serve the proposed Expansion, or concurrent improvements to public facilities to planned operating standards necessary to serve the proposed Expansion.

Heliports

Helicopter operations may be based at all public use airports. They may be based at private use airports with three or more based aircraft with the owner's permission. Helicopter operations at private use airports with 2 or fewer based aircraft or personal use airports are subject to nonconforming use criteria or conditions stipulated by the County during the airport's review as a conditional use. In addition, helicopters may operate under visual flight rules from any property with the owner's permission for less than 30 days with no more than 10 operations per day without state or county approval.

The Oregon Department of Aviation approves facilities solely for the use of helicopters (heliports). A heliport may be allowed as a conditional use by the county if first approved by the state. Alternatively, a heliport may be zoned with the Public or Private Use Airport & Safety Overlay Zones which include the application of Heliport Imaginary Surfaces. These surfaces are described in the definition section of the Public or Private Use Airport & Safety Overlay Zones.

In order to establish a separate area within an existing airport as a heliport, an airport boundary amendment may be necessary and a zoning action would be necessary to establish Heliport Safety Overlay Zones that exceed the boundaries otherwise established for the airport.

Implementation

Permitted uses and standards within Airport Boundaries shall be implemented by the application of Special Use Zoning Districts and Safety Overlay Zones to areas within Airport Boundaries.

Aviation safety and compatibility with surrounding land uses shall be enhanced by the application of Airport Special Use Zoning Districts and Safety Overlay Zones to lands around airports under identified imaginary surfaces.

The application of Airport Special Use Zoning Districts and Safety Overlay Zones shall be consistent with this Plan, relevant provisions of the Oregon Revised Statutes and Oregon Administrative Rules.