

# Corvallis Airport Handbook

## Rules, Regulations, Pilot Information, and Building Standards

Corvallis Municipal Airport  
City of Corvallis, Oregon

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## **Chapter I. Authority, Definitions, and Acronyms**

### **Section A. Authority**

Corvallis Municipal Airport is subject to the Corvallis Municipal Code and all City ordinances. The rules in this document are enforceable by Section 6.16 of the Corvallis Municipal Code.

#### **Compliance Required - Penalty for Violation**

Any person operating or handling aircraft on or in the vicinity of the airport, or traveling upon it by foot, automobile, bicycle, motorcycle or other conveyance, or occupying any building or otherwise using the airport for any purpose whatsoever, shall comply with the rules as set forth and stated herein. Any violations thereof shall be subject to penalties as identified in this section.

#### **Violations - Penalty**

Any person violating any provision made punishable by these rules shall, upon conviction thereof, be punished in accordance with the penalty provisions of Municipal Code 6.16.030.

### **Section B. Definitions**

#### **Airport**

“Airport” as used herein shall mean any and all of the properties as pertains to Corvallis Municipal Airport, excluding the Airport Industrial Park, as shown in the attached Appendix A of this document.

#### **Airport Administrator**

The Airport Administrator is the Corvallis City Manager or his/her designee, and shall have authority to appoint an Airport Manager.

The Airport Administrator or his/her designee shall have authority to:

1. Take such action as may be necessary to safeguard the public in attendance at the Corvallis Municipal Airport;
2. Suspend or restrict any or all operations without regard to weather conditions whenever such action is deemed necessary in the interest of safety;
3. Suspend, as a means of safeguarding this airport and the public, the privileges of this airport and its facilities to any person refusing to comply with these rules and regulations;
4. Issue permits for special events and/or demonstrations; no such event or demonstration shall be conducted by anyone without such written permission; and
5. In contingencies or emergencies not specifically covered by these rules, to make such decisions that to him/her may seem proper.

## **Airport Advisory Board**

The Airport Advisory Board is made up of eight persons appointed by the Mayor and an ex officio City Councilor and shall provide advice to the City Council, Airport Administrator, and Airport Manager on management, care, and control of the Municipal Airport; required rules and regulations in connection therewith; and the expenditure of such funds as shall be appropriated by the Council.

## **Airport Manager**

The Airport Manager shall have the right to exercise all of the authority granted to the Airport Administrator in the physical operation of the airport for aeronautical purposes, grass seed farming activities, and in the enforcement or application of these rules subject to the paramount right of the Airport Administrator to supervise or overrule his/her action, inaction, or decision.

## **Air Operations Area**

The Air Operations Area (AOA) is the area of the Airport used for aircraft landing, takeoff, and surface maneuvering, including the runways, taxiways, taxi-lanes, and aprons.

## **Movement Area**

The Movement Area includes all taxiways and runways, and their associated protected safety areas and object free areas. Movement Areas require specific authorization from the Airport Administrator for access to be granted to any person.

## **Person**

“Person” as used herein shall mean and include any individual, firm, partnership, corporation, association, joint stock association, and body politic that uses the airport and shall include any trustee, receiver, assignee, or other representative thereof.

## **Taxiway and Taxi-lane**

Taxiway - A defined path established for the taxiing of aircraft from one part of an airport to another.  
Taxi-lane - A taxiway designed for low speed and precise taxiing. Taxi-lanes are usually, but not always, located outside the movement area, providing access from taxiways (usually an apron taxiway) to aircraft parking positions and other terminal areas.

## **Section C. Acronyms**

AAB – Airport Advisory Board  
ADRC – Airport Design Review Committee  
AFD – Airport Facilities Directory  
AGL – Above Ground Level  
AIM – Aeronautical Information Manual  
AOA – Air Operations Area  
AWOS – Automated Weather Observing System

CTAF – Common Traffic Advisory Frequency  
CVO – Identifier for Corvallis Municipal Airport  
FAA – Federal Aviation Administration  
FAR – Federal Aviation Regulations  
FBO – Fixed Base Operator  
FCC – Federal Communications Commission  
FSS – Flight Service Station  
MALSR – Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights  
MSL – Mean Sea Level  
MSP – Mobile Service Provider  
NOTAM – Notice to Airmen  
SASO – Specialized Aviation Service Operation  
UAV – Unmanned Aerial Vehicle  
UNICOM – Universal Communications  
VFR – Visual Flight Rules

## **Chapter II. Federal Regulations**

### **Section A. Federal Aviation Regulations - Adopted by Reference - Familiarity Required**

1. The Federal Aviation Act of 1958 as amended authorizes the FAA Administrator to prescribe Air Traffic Rules and Regulations governing the flight of aircraft.
2. The Federal Aviation Regulations as set forth by the Administrator cover all flights on or in the vicinity of the Corvallis Municipal Airport, and, by reference, the Federal Aviation Regulations are made a part hereof.
3. Aircraft operators, pilots and other users of this airport are required to be familiar with the Federal Aviation Regulations, and, in particular, Part 91, “General Operating and Flight Rules” of said Regulations.

### **Section B. Federal Aviation Regulations - Conformance Required**

All aeronautical activities at the Corvallis Municipal Airport and all flying of aircraft departing from or arriving at the Corvallis Municipal Airport shall be conducted in conformity with the pertinent provisions of the current Federal Aviation Regulations issued by the Federal Aviation Administration as now in effect or as hereafter amended.

## **Chapter III. General**

### **Section A. Aeronautical Activities**

Corvallis Municipal Airport, including all of its facilities, structures, land, and navigational equipment are to be used for aeronautical activities, and the promotion thereof. No activities shall take place on airport property that inhibit, preclude, or otherwise endanger aeronautical activities.

### **Section B. Aeronautical Services**

All aviation services and businesses at the Corvallis Municipal Airport, excluding non-based aircraft operations such as Air Cargo or Air Ambulance, shall be conducted in accordance with the Corvallis Municipal Airport Minimum Standards for Commercial Aeronautical Activities pursuant to Municipal Code 8.02.

### **Section C. Flight Instruction**

Certified Flight Instructors shall fully acquaint their students with these rules and be responsible for the conduct of students under their direction during dual instruction. When a student is flying solo, it shall be his/her sole responsibility to observe and abide by the rules.

### **Section D. Web Site References**

Appendix C, has web sites available for reference to documents supplementing or supporting the rules and regulations of this document.

## **Chapter IV. Ground Rules**

### **Section A. Aircraft Parking**

Transient aircraft shall park in designated tie-down, or otherwise suitable marked parking space on the ramp only.

Based aircraft, or aircraft located at the airport other than for transient parking purposes, must be kept within the hangar or leased area of the person harboring the aircraft when not in use.

Aircraft not suitably parked may be relocated and secured on the airfield by the Airport Administrator. The aircraft owner will be responsible for any costs associated with aircraft relocation.

### **Section B. Chock and Tying Down - Operator Duties**

It is the pilot's responsibility to properly chock and/or tie down their aircraft when parked.

### **Section C. Aircraft Parking - Special Events**

For special events, aircraft may be parked in special, designated areas as determined by the Airport Administrator.

### **Section D. Starting, Warming Up or Tuning of Engines**

At no time shall aircraft engines be started or operated when in hangars, shops, or other buildings, or when persons or aircraft are in the path of the propeller. Run-ups may be performed only in designated run-up areas located near the approach ends of each runway.

### **Section E. Entering Parking Area or Apron - Authorized Persons**

No persons except pilots, airport personnel, or other persons personally escorted by pilots or airport personnel, shall be permitted to enter only the apron and parking areas of the Air Operations Area. The privileges of any person or persons so excepted, are restricted to the necessary use of this space in connection with flights or related activities.

### **Section F. Vehicle Operation on Apron and Taxi-Lanes**

FBO vehicles, automobiles or light delivery trucks who meet the requirements of Section E of this chapter may go upon the apron and taxi-lanes as necessary for the specific purpose of delivering passengers, baggage, or other appropriate services to the aircraft and shall not park longer than the minimum time required for the purpose permitted. The driving speed limit on the apron and taxi-lanes is 20mph.

### **Section G. Taxiing Aircraft Right-of-Way**

Taxiing aircraft shall have the right-of-way over all persons and vehicles on the AOA.

## **Section H. Unauthorized AOA Access Prohibited**

All persons and vehicles including automobiles, bicycles, motorcycles, and any other transportation conveyances not meeting the requirements of Section E of this chapter are prohibited on the AOA, unless otherwise authorized by the Airport Administrator.

## **Section I. Access to Movement Area**

Access to the Movement Area is restricted to aircraft operations, and persons with specific prior authorization from the Airport Administrator, and who have successfully completed the appropriate training and insurance requirements, and have a sufficiently equipped vehicle with a flashing yellow beacon, and a two way aviation band radio for communicating on the Common Traffic Advisory Frequency (CTAF).

Persons with authorization to access the Movement Area shall access these areas only when there is a work related need to do so, and shall not access the Movement Area for longer than the minimum time necessary to complete their work.

Authorization for access to the Movement Area of any and all persons may be revoked at the Airport Administrator's discretion.

## **Section J. Automobile Parking**

Automobile parking shall occur in designated areas only. No vehicle shall be parked on any surface in the Air Operations Area, including the Movement Area, except where designated by striping, and in accordance with Sections E through I of this chapter. Pilot's vehicles should be parked inside hangars or in designated parking areas adjacent to their hangars.

Public vehicle parking is located in front of the main hangar, at the end of Airport Place. Designated public parking is for airport related business. No vehicle shall park on airport property for more than 48 hours at a time without permission from the Airport Administrator. Vehicles parked beyond 48 hours may be towed at owner's expense per City Municipal Code 6.10.040.040.

## **Section K. Passenger and Freight Loading**

No passengers or freight shall be loaded or unloaded on aircraft while the aircraft engine is running. Helicopter operations are excepted.

## **Section L. Public Intoxication Prohibited**

No person shall be in an intoxicated condition upon the airport premises per ORS 813.

### **Section M. Habitation on the Airport**

The Airport shall not be used for habitation per Corvallis Municipal Code 5.03.080.080, unless otherwise authorized by the Airport Administrator.

### **Section N. Surface Closures**

Aircraft operations on or in low flight above closed surfaces are prohibited. Surface closures, limitations, or other restrictions, will be disseminated via Notice to Airmen (NOTAMs), and may be communicated over the Common Traffic Advisory Frequency. Closures may also be designated with signage, barricading, cones, or Runway Closure Xs. It is the pilot's responsibility to check active NOTAMs.

In the event of an accident, incident, or other emergency at the airport, the affected areas will automatically be considered closed to aircraft operations until the areas are returned to normal operating condition.

### **Section O. Emergency Deviation**

Persons may deviate from these rules to the extent necessary in emergency situations, to assist in preventing injury, death, and damage to property, or to preserve life, and property. All deviations must be reported in writing to the Airport Manager within 14 days of occurrence.

No person shall interfere with the operation of emergency responders, or otherwise hinder their access to any area of the airport during emergencies.

## **Chapter V. Taxiing**

### **Section A. Taxiways and Runways**

Airport runways and taxiways are depicted in Appendix B.

Abandoned taxiways are closed to all aircraft except by special permission of the Airport Manager. The east and south closed taxiways may be used by ultralights. The west closed taxiway may be used for helicopter training.

### **Section B. Preparation for Take-Off**

All aircraft preparing for take-off shall use the appropriate taxiway for the purpose of taxiing to the ends of runways for take-off.

### **Section C. Runway Use on Take-Off and Landing**

All landing aircraft en-route to the apron shall leave the runway on the first available taxiway which is practical in order to keep the runways clear for approaching aircraft. Aircraft shall not make 180° turns on the runways after landing but shall continue straight ahead until reaching the first available taxiway and shall clear the runway as soon as possible.

All departing aircraft shall access runway ends via taxiways, except when otherwise obstructed or NOTAMed.

### **Section D. Speed and Safe Distance - Safety Precautions**

When taxiing an aircraft, the operator shall be responsible for maintaining reasonable speed, braking ability, and distance from other aircraft, buildings, persons or objects.

## **Chapter VI. Fire Regulations**

All persons using the airport area or the facilities of the airport for any purpose whatsoever shall comply with the Oregon Fire Code (see Appendix A) adopted by the City of Corvallis in Municipal Code 7.08.010, as amended.

Smoking at the airport shall occur in outdoor designated areas only.

No person shall fuel aircraft while the engine is running, turbine-powered helicopters excepted.

Welding and spray painting are restricted at the Airport as per the Oregon Fire Code.

## **Chapter VII. Hangar Rules**

### **Section A. Important Hangar Information**

All structures on airport property are subject to an annual Fire/Safety Inspection conducted by the City.

All sections in this chapter apply to both City and private hangars.

All based pilots and aircraft using the Corvallis Municipal Airport must be registered with the Oregon Department of Aviation.

### **Section B. Use of Premises**

All hangar lessees shall use the leased premises for the primary purpose of aircraft storage. An aircraft must be stored in the hangar, but additional storage of a car, boat, motorcycle or other item that does not create a problem for safety, or interfere with the aviation related use may be allowed.

### **Section C. Storage of Flammable Materials**

No storage of flammable materials or fuel is permitted except as permitted by local Fire Marshall in compliance of the Oregon Fire Code (see Appendix A).

### **Section D. Maintenance on Aircraft**

Preventive maintenance, as defined by the FAA, on aircraft is permitted if it is in compliance with the rules herein and the Oregon Fire Code.

### **Section E. No Starting of Aircraft in Hangars**

At no time shall aircraft engines be started or operated when in hangars, shops, or other buildings, or when persons or aircraft are in the path of the propeller.

### **Section F. Construction or Remodeling of Aircraft**

Non-commercial construction or remodeling of aircraft in the hangars is allowed, provided strict compliance with the Oregon Fire Code is maintained.

### **Section G. Fire Extinguishers**

The City shall provide and maintain a fire extinguisher on each side of City-owned hangars.

### **Section H. Aircraft Refueling**

An aircraft operator/owner engaged in self-service fueling assumes all responsibility and liability for said refueling activities.

FBO aircraft refueling units shall be attended and operated only by persons instructed in methods of proper use and operation and who are qualified to use such fueller units in accordance with minimum safety requirements.

**Section I. Portable Generator Usage**

The usage of a portable generator is permitted, as long as the generator is placed outside the hangar while in operation.

## **Chapter VIII. General Information of Interest to Pilots**

### **Section A. Telephone Availability**

Telephone communication is only available at the FBO's office for no-charge calls to the Flight Service Station (FSS) at McMinnville.

### **Section B. Remote Voice Communications**

Remote voice communications are available with Cascade Approach (during operating hours) at 119.6 MHz air and 127.5 MHz ground, and Seattle Center 125.8 MHz.

### **Section C. UNICOM Radio**

Radio communications between pilots of aircraft and the UNICOM radio shall be conducted in accordance with the procedures and by means of the phraseologies recommended by the FAA. A UNICOM radio on 123.075 MHz is monitored during normal business hours by the FBO. Pilots of aircraft arriving at, taxiing on, or departing from the Corvallis Municipal Airport will be furnished advisory information upon request as follows:

1. The preferred runway.
2. Local altimeter readings.
3. Wind direction and velocity.
4. Time checks and field conditions as required.

### **Section D. Automated Weather Observing System (AWOS)**

Automated weather information for the airport is available from the AWOS on frequency 135.775 MHz, internet weather websites, or telephone number 541-754-0081.

### **Section E. Calm Wind Runway**

Runway 17 is the designated calm wind (<6 knots) runway, as published in the [Airport Facilities Directory](#). Pilots should always be aware of possible training operations on other runways.

### **Section F. Instrument Approaches**

There are multiple instrument approaches to the Corvallis Municipal Airport. Because of instrument approach patterns, use caution when flying VFR in the vicinity of the airport when the ceiling is below 2,000 feet. Use proper radio reporting procedures in the vicinity of the Airport as published in the Aeronautical Information Manual (AIM).

## **Section G. Farm Equipment on Taxiways - Caution**

Portions of the airport grounds are farmed. Farming equipment and support vehicles may be using the taxiways.

## **Section H. Runway Maximum Load Limits**

Runway pavement strength:	Runway 17-35	Runway 10-28
1. Single-wheel gear	35,000 lbs.	51,000 lbs.
2. Dual-wheel gear	73,000 lbs.	65,000 lbs.
3. Dual-wheel tandem gear	100,000 lbs.	100,000 lbs.

## **Section I. Ultralight Operations**

1. The ultralight operating area at the Corvallis Municipal Airport is located in the southeast corner of the airport, and utilizes portions of the east and south closed taxiways. The center of the operational area is approximately 3500 feet east of the centerline of Runway 17/35 and 3100 feet south of Runway 10/28. Ultralight aircraft shall take off and land only within the designated ultralight area. Taxi and ground effect training operations may only be conducted within the designated areas. The operating area on those closed taxiways is defined as 1000 feet north and 1000 feet west of the intersection of the two taxiways.
2. All ultralights approaching or leaving the Corvallis Municipal Airport shall do so from the southeast quadrant.
3. To avoid conflicts with conventional aircraft in their traffic pattern, no ultralight aircraft shall operate at more than 300 feet above ground in the operating area nor closer than 2000 feet from either of the 17/35 or 10/28 active runways. Higher operations should be performed east or west of the airport area, well clear of the conventional traffic patterns.
4. All ultralight aircraft pilots landing in the designated operational area of the airport and desiring to go to the airport hangar facilities, shall not fly, but taxi their aircraft across the threshold of Runway 28 after careful surveillance of ground and air conflict areas. The aircraft will then taxi back to the operating area in the same manner.
5. All ultralights are encouraged to use the local Common Traffic Advisory Frequency (CTAF), 123.075 MHZ.

## **Section J. Glider Operations**

1. Traffic patterns for gliders are the same as those for powered fixed-winged aircraft.
2. Aerotows will be initiated from runways only.
3. Gliders may be landed either on the runway or a designated area adjacent to the runway.

4. Winch operations shall be conducted from the east or south closed taxiways or the diagonal closed runway (if unoccupied).
5. One winch and one retrieve vehicle will be permitted in the flight operation area.
6. Proof of appropriate liability insurance will be provided to the City prior to any operations.
7. No runways will be closed for exclusive use of glider operations.
8. At least one radio must be available to glider operators and used in a manner directed by the FAA and FCC.
9. At least one hour prior to opening and after closing glider operations, notification will be given to the following:
  - a. FAA - McMinnville flight service station
  - b. Airport UNICOM operator
  - c. Venell Farms
  - d. Airport fixed base operator

#### **Section K. Helicopter Operations**

Extensive helicopter activity, including light helicopter training and heavy/large helicopter operations, take place on and in the vicinity of the Airport.

1. There shall be NO direct take-off or landing over any building or structure on the Airport.
2. There shall be NO take-off, landing, hovering, or ground taxiing over any parked aircraft.
3. Pilots shall not start an aircraft engine as to create a rotor-wash in front of open hangar doors.
4. For all local departing and arriving helicopters to the Corvallis Municipal Airport, the helicopters should maintain at or below 400' AGL within the Airport boundaries of the normal traffic pattern.
5. Local helicopter practice area is designated on the west side of Runway 17/35. The use of the west closed taxiway is permitted at pilot's own risk.
6. Helicopter pilots are to "clear" the approaches of the runway or taxiway prior to crossing and must yield to any approaching aircraft.

#### **Section L. Runway/Approach Lighting System**

Runway 17-35 edge lights are operated daily by a photo-light sensor, as are other operational systems such as the beacon, apron lights, etc., and operate on a low intensity mode until activated. To activate

the runway lights on runway 10/28 or increase the intensity of 17/35 and 10/28, use 123.075 and follow procedures in the AIM for MALSR.

## **Section M. Flying Clubs**

### 1. Definition

Flying clubs are defined as non-profit entities organized for the purpose of providing its members with any number of aircraft for their personal use and enjoyment. Aircraft must be vested in the name of the club or owners on a pro-rata share, and the club may not derive greater revenue from the use of the aircraft than the cost to operate, maintain and replace the aircraft. A flying club qualifies as an individual under the FAA grant assurances. As such, a flying club has the right to fuel and maintain the aircraft by its members.

### 2. Requirements

The City has the right to require a flying club to furnish documents such as insurance policies, Club by-laws, and a current list of members to ensure that the Club remains a non-commercial and non-profit organization.

## **Chapter IX. Airspace Regulations**

### **Section A. Electrical Interference**

No person shall create electrical interference with navigational signals or radio communication between the Airport and aircraft.

### **Section B. Lights**

No person shall make it difficult for pilots to distinguish between airport lights and other lights.

### **Section C. Visibility**

No person shall impair visibility in the vicinity of the Airport.

### **Section D. Aircraft Movement**

No person shall otherwise endanger or interfere with landing, take-off, or maneuvering of aircraft intending to use the Airport.

### **Section E. Bird Hazard**

No person shall create or develop uses within 10,000 feet of the runways which by their nature create a significant bird strike hazard (i.e., landfills, waterfowl breeding operations, pigeon aviaries).

### **Section F. UAV and Remote Controlled Aircraft**

Unmanned Aerial Vehicles (UAVs) and Remote Controlled Aircraft shall be operated in accordance with Federal Aviation Regulations (FARs), and all operators at the airport shall obtain approval from the Airport Administrator prior to their operation.

## **Chapter X. Development and Building Standards for New Airport Structures**

The Airport Design Review Committee (ADRC) is composed of two members of the Airport Advisory Board (the Property Subcommittee) and the Airport Manager. The ADRC is responsible for reviewing development proposals at the airport to ensure consistency with the Airport Master Plan, for architectural suitability, and to make a recommendation to the Airport Advisory Board on the development proposal. The proposed development must be approved by the Airport Advisory Board prior to submitting requests for permits from the City's Community Development Department and/or the Engineering Division - Development Review. A review of the development and approval by the City's Development Services Division and Engineering Division - Development Review, as applicable, is required prior to issuing a Building Permit.

The following guidelines and those in the Airport Master Plan, Chapter 5, are criteria the ADRC shall use to make their determinations.

### **Section A. General Building Design Requirements**

#### **1. Architecture**

- a. Contemporary or traditional architectural style is encouraged. Unusual or eccentric architectural elements, as determined by the ADRC, that could detract from the intended image of the Airport will not be allowed.
- b. All buildings will be built to City Building Code and comply with the Oregon Fire Code.

#### **2. Building Exterior**

- a. Materials/Colors/Details - High quality, permanent, low maintenance materials shall be used. Design and color themes should be used consistently throughout each site and should relate harmoniously to adjacent development.
- b. Roof materials and exterior colors are to be such that they do not create a reflective hazard to pilots. Roofs are to have rain gutters and downspouts.
- c. Building shall be clad of durable materials such as concrete tilt-up panels, or steel and metal.

#### **3. Building Interior**

- a. Floors shall be concrete.
- b. Minimum standard for walls will be wood frame with metal clad construction.
- c. If building is used as a FBO or SASO facility, the interiors will be as specified by City Building Code and the Oregon Fire Code.

## **Section B. Developing and Building Requirements**

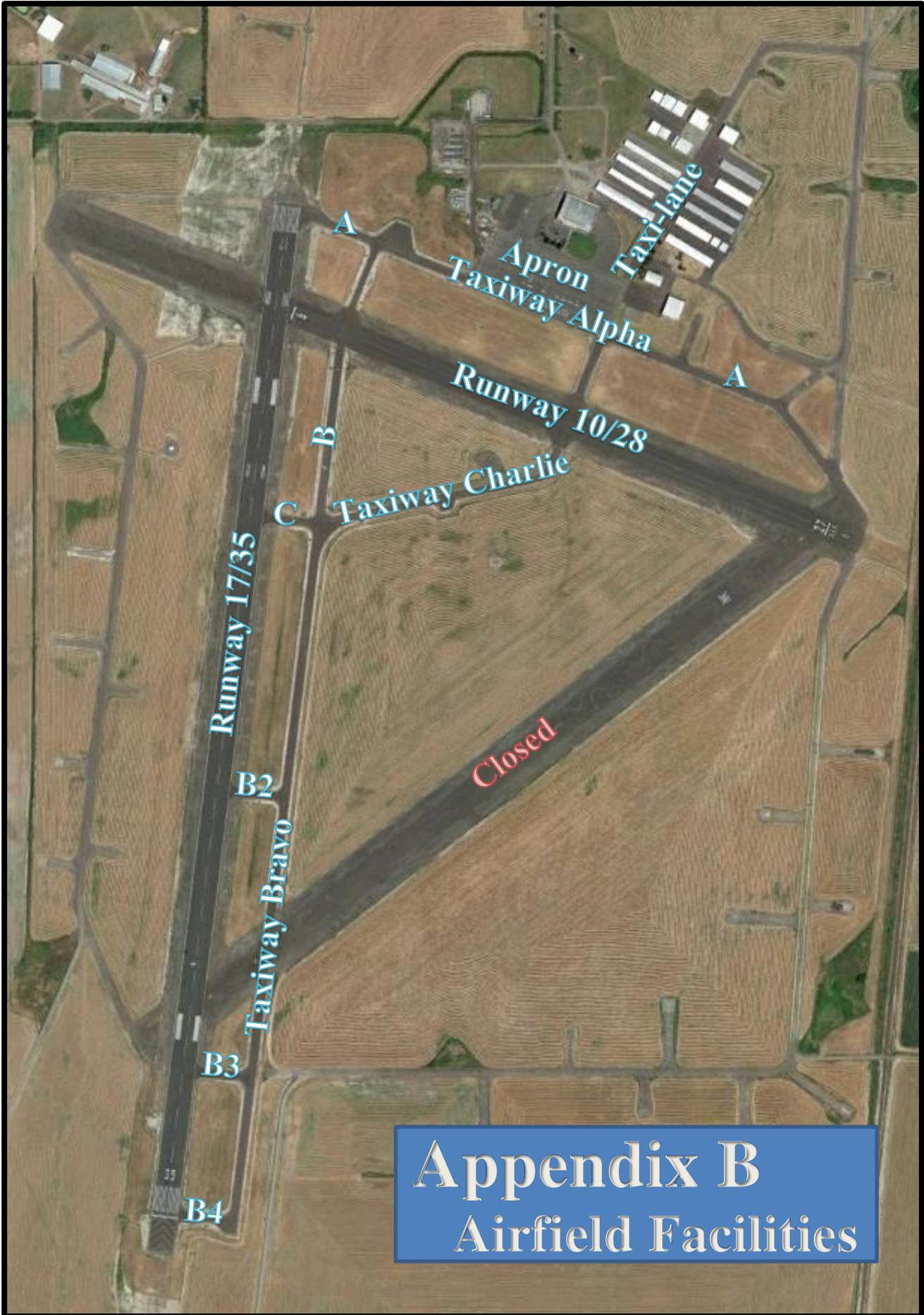
### **1. Site Location**

- a. Site locations shall be reviewed by the ADRC to ensure consistency with the Airport Master Plan, Exhibit 5A, Recommended Master Plan Concept, and Exhibit 5D, Airport Land Use Plan. Review criteria and procedures shall be as per the Airport Master Plan, Chapter 5.
- b. All buildings must conform to the established setbacks and height restrictions of the City Building Code and to the FAA FAR Part 77.

### **2. Site Improvement**

- a. It is the responsibility of the builder/contractor to provide and connect any utilities desired (if available) at his/her expense.
- b. The builder/contractor/owner will provide and install at his/her cost, conforming pavement (concrete or asphalt) from the face of the property to the centerline of the taxi-lane, and from the edge of the hangar/leased lot to and through, to adjoining pavement.
- c. Taxi-lanes will be built to the full width as determined by the ADRC in compliance with FAA specifications. The cost shall be the responsibility of the builder/owner of the hangar. If there is not a hangar on the other side of the taxi-lane of the hangar being built to share in the cost of the taxi-lane, the owner or his successors, will be reimbursed the cost of the taxi-lane from the edge of the hangar to the centerline of the taxi-lane when a hangar is built. If the Airport (City of Corvallis) installs the taxi-lane, each tenant sharing the taxi-lane will be assessed their portion from the edge of their hangar to the centerline of the taxi-lane.
- d. Site developments and improvements shall meet all environmental requirements.





**Appendix B**  
**Airfield Facilities**

## **Appendix C - Web Site References**

Web sites for the City of Corvallis:

Home Page: [www.corvallisoregon.gov](http://www.corvallisoregon.gov)

Building Code: <https://www.corvallisoregon.gov/ds/page/codes-and-standards>

Airport Rules & Regulations:

<https://archives.corvallisoregon.gov/internal/ElectronicFile.aspx?dbid=0&docid=917917>

Airport Minimum Standards:

<https://archives.corvallisoregon.gov/internal/ElectronicFile.aspx?dbid=0&docid=918398>

Benton County: [www.co.benton.or.us](http://www.co.benton.or.us)

Oregon Department of Aviation: [www.aviation.state.or.us](http://www.aviation.state.or.us)

Federal Aviation Administration (FAA): [www.faa.gov](http://www.faa.gov)