

CHAPTER 1 - EXISTING CONDITIONS

The Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5070-6B, Airport Master Plans, outlines the necessary steps in the development of an Airport Master Plan. The initial step in the master planning process is the identification of existing conditions at the airport. This involves the collection of data pertinent to the airport and the area it serves. The objective of the Salem Municipal Airport – McNary Field (SLE) Inventory Chapter is to provide background information for the subsequent phases of the master plan analysis.

The FAA recommends that a master plan be completed every ten years on average, or when significant changes to the Airport have occurred. The Salem Airport Master Plan and Airport Layout Plan (ALP) were last updated in 2012. Updates in this master plan will guide future development over the next 20-year planning period and beyond. Specific consideration will be given to runway/taxiway geometry updates, property development alternatives, and cost/benefit analysis of preserving existing infrastructure over the long term.

The Existing Conditions Chapter includes the following sections:

- ▶ Airport Overview
- ▶ Aeronautical Facilities – Airside
- ▶ Aeronautical Facilities – Landside
- ▶ Airport Support Facilities / Services
- ▶ Design Standards
- ▶ Climate Factors
- ▶ Terminal Area Facilities
- ▶ Non-Aeronautical Land Uses
- ▶ Utilities
- ▶ Summary

AIRPORT OVERVIEW

Airport History and Role

First built in 1929, SLE served as a general aviation airport in Salem, Oregon, until the U.S. Air Force took ownership of the airfield in 1941. The airfield was used primarily by the 356th Fighter Squadron (356 FS) as a training facility during World War II for flying fighter and ground attack aircraft such as the P-51 Mustang and P-47 Thunderbolt. After World War II, the airfield began to welcome scheduled commercial service, starting in 1946 with United Airlines Freight Service. Ownership was transferred in 1948 to the City of Salem (City), which still currently owns and operates the airfield.

With increased usage of the airfield during the 1950s, 1960s and 1970s, expansion occurred with the addition of a passenger terminal, air traffic control tower, and fire station. While scheduled commercial airline service has been available during several periods over the past few decades, SLE currently serves General Aviation, corporate aircraft, and military operations. Current cargo operations consist of Fed-Ex and UPS feeder aircraft operated by Empire Airlines and Ameriflight, respectively.

The Airport maintains a Part 139 Airport Operating Certificate, which is required by federal law to conduct scheduled commercial service airline flights. The certificate will allow SLE to welcome commercial flights at a future date. The City of Salem oversees daily operations at the airport, including airfield maintenance and aviation facilities services for the community. An Airport Advisory Commission (AAC), which is comprised of seven members appointed by the mayor for a three-year term, advises City Council on public policy matters related to the airport.

SLE is listed in the FAA National Plan of Integrated Airport Systems (NPIAS) as a General Aviation (GA) – Regional Airport. NPIAS airports include Primary and Non-primary Commercial Service airports as well as General Aviation airports. To qualify for NPIAS, a general aviation airport must be at least 30 miles away from the nearest NPIAS airport and be used by at least 10 operational and airworthy aircraft.

An airport is designated as a GA Regional airport when it does not have scheduled service or has scheduled service with less than 2,500 passenger boardings each year. Regional airports have higher levels of jet and multi-engine propeller aircraft and reside in metropolitan areas with a population of at least 50,000. Should commercial service return to SLE in the future, the NPIAS designation would change to reflect the appropriate classification.

Airport Location and Property

Located two miles from the Oregon State Capital, SLE’s 750-acre property is conveniently situated at the juncture of Interstate 5 and State Highway 22 and functions as a vital economic asset in Marion County, the City of Salem, and the Willamette Valley region. The Airport’s proximity to popular outdoor recreation activities, local universities, and distance to the Portland metropolitan area make SLE a destination year-round. The Airport’s general location is shown in **Figure 1-1** and **Figure 1-2**.

AERONAUTICAL FACILITIES – AIRSIDE

This section provides an inventory of the Airport’s major facilities. The general configuration of the Airport, along with the location and major facilities and infrastructure features, is shown in **Figure 1-3**. The airfield facilities include a system of runways, taxiways, navigational aids, and airspace surfaces used to accommodate landing and takeoff of aircraft.

Aeronautical facilities that directly support aviation activity include the following:

- ▶ Runway System
- ▶ Taxiway System
- ▶ Aircraft Parking and Transient Parking
- ▶ NAVAIDS
- ▶ Pavement Markings, Lighting, and Signage
- ▶ Aircraft Fuel Storage

Figure 1-1: Salem Airport Location Map



Source: Mead & Hunt

Figure 1-2: Salem Airport Vicinity Map



Source: Mead & Hunt

Figure 1-3: Salem Airport Aeronautical Facilities



Source: Mead & Hunt

Table 1-1: Existing Runway Characteristics

Items	Rwy 13	Rwy 31	Rwy 16	Rwy 34
Runway Length	5,811'		5,146'	
Threshold Displacement	No		No	
Runway Width	150'		100'	
Runway Gradient	0.3%		0.3%	
Pavement Type	Grooved Asphalt, Paved		Grooved Asphalt, Paved	
Weight Bearing Capacity				
<i>Single Wheel Gear</i>	105,000 lbs		39,500 lbs	
<i>Dual Wheel Gear</i>	147,000 lbs		52,000 lbs	
Runway Lighting	HIRL		MIRL	
Runway Marking	Non-Precision	Precision	Non-Precision	Non-Precision
Visual Aids	REIL, ODALS, VASI,	MALSR	REIL, PAPI	REIL, PAPI
Approach	LOC	ILS, LOC, GPS	N/A	N/A
Airport Reference Code (ARC)	C-II		B-II	
Approach Ratio	20:1	34:1	20:1	20:1

Source: FAA Airport Database, FAA 5010 Form, 2022.

Runway System

The existing runway configuration at SLE consists of two runways. The primary runway, Runway 13/31, is oriented roughly northeast-southwest, is 5,811 feet long and 150 feet wide, and is designed to accommodate Airport Reference Code (ARC) C-II group aircraft. Multiple partial taxiways serve Runway 13/31. Runway 16/34 is oriented north-south, is 5,146 feet long and 100 feet wide, and is designed to accommodate ARC B-II group aircraft. Multiple partial taxiways also serve Runway 16/34. Both runways are composed of grooved asphalt in good condition. **Table 1-1** (above) shows the runway system characteristics.

Pavement Marking, Lighting, and Signage

SLE runway markings are white, and their schematics depend on the approach category of the runway. The markings include the runway designator, centerline, a threshold bar, aiming point, touchdown zone, and runway edge markings. **Table 1-2** summarizes the component systems for Runway 13/31 and 16/34.

Table 1-2: SLE Runway 13/31 and 16/34 Marking, Lighting and Signage

Marking, Lighting and Signage	Runway 13/31		Runway 16/34	
	13	31	16	34
Runway Markings				
Centerline	Yes		Yes	
Threshold Bars	Yes		Yes	
Runway Number and Edge Lines	Yes		Yes	
TDZ Distance Markers	No	Yes	No	No
Runway Lighting				
MALSR	No	Yes	No	No
Visual Approach Path Guidance	VASI		PAPI ¹	PAPI ¹
Runway and Taxiway Signage				
Distance Remaining Signs	Yes	Yes	Yes	Yes
Runway Entry Hold Signs	Yes	Yes	Yes	Yes
Taxiway Location Signs	Yes	Yes	Yes	Yes
Taxiway Directional Signs	Yes	Yes	Yes	Yes

¹ PAPIs are currently turned off on Runways 16/34 due to tree obstructions in the PAPI Obstacle Clearance Surface (OCS)
Source: SLE Data and FAA Airport Data and Informational Portal (ADIP), January 2023

Instrument Procedures

Instrument approach and departure procedures are developed by the FAA and designed to enable continued airport operations during instrument meteorological conditions (IMC). The procedures can also be used during visual conditions, particularly in conjunction with an instrument flight plan. Instrument procedures associated with SLE are identified in **Table 1-3** below.

SLE has four non-precision instrument approach procedures (IAPs): two on Runway End 31 and two on Runway End 13. A precision approach is only available on Runway End 31, with an area navigation (RNAV) global positioning system (GPS) featuring satellite-based vertical guidance.

Table 1-3: Instrument Procedures

Runway	Technology	Type	Mean Sea Level (MSL)/Ceiling in Feet Above Ground Level (AGL)	Visibility Minimum
13	LOC BC	Non-Precision	600' MSL/396' AGL	3/4 NM
13	RNAV (GPS)	Non-Precision	454 MSL/250 AGL	3/4 NM
31	LOC/ DME	Non-Precision	780' MSL/567' AGL	1/2NM
31	RNAV (GPS) - LPV	Non-Precision	414' MSL/200' AGL	1/2 NM
31	ILS	Precision	414' MSL/200' AGL	1/2 NM

Source: FAA Terminal Procedure Publication, 2022.

Runway Protection Zones

The Runway Protection Zone (RPZ) is an area at ground level prior to the threshold or beyond the runway end to enhance the safety and protection of the property on the ground. The FAA suggests that an airport operator maintain full control of an RPZ if feasible, avoid land uses that are potentially non-compatible within the RPZ, and comply with FAA guidance regarding land uses in RPZs. **Table 1-4** summarizes the RPZ dimensions at each runway end.

Table 1-4: Approach Runway Protection Zones

Runway RPZ	Dimensions (Length x Width)
Runway End 13	1,700 ft x 1,000 ft x 1,510 ft
Runway End 31	1,000 ft x 2,500 ft x 1,750 ft
Runway End 16	1,000 ft x 2,500 ft x 1,750 ft
Runway End 34	1,000 ft x 2,500 ft x 1,750 ft

Source: FAA AC 150/5300-13B, Airport Design, February 2023

Taxiway System

Taxiways provide critical access to the Airport runways and airfield. The geometric layout of taxiways is based on the Taxiway Design Group (TDG), a classification of airplanes based on aircraft gear width. Existing taxiways at SLE are at least 50 feet wide with the exception of Taxiways C1, C2, and L, which are 25' wide and are only used by small GA aircraft. Taxiway dimensional standards in AC 150/5300-13B indicate that the minimum for TDG 1 is 25 feet, TDG 2 is 35 feet, and TDG 3 is 50 feet.

Taxiway configurations at the Airport are primarily parallel and partial configurations with multiple intersections between the runway and other connecting taxiways (**1-4: Figure 1-3**).

Aircraft Parking and Transient Apron

Aprons are used for the loading and unloading of aircraft, parking of aircraft, and aircraft storage. SLE is equipped with approximately 23 acres of apron (991,131 sq. ft. as surveyed in 2018 by the Oregon Pavement Evaluation Program) for air carrier and GA operations. The GA parking aprons are located on the west and southwest side of the airfield, and the commercial service apron is located adjacent to the passenger terminal. There are a total of 102 tie-downs available on the GA aprons.

Pavement Conditions

Pavement conditions are evaluated at public-use NPIAS airports in one of four program regions through a four-year cycle. Conditions are evaluated by the Oregon Department of Aviation (ODA), which works with airport owners/operators to assist in managing and maintaining their airports. The program, known as the Pavement Evaluation Program (PEP), is part of the developed Aviation System Plan. Data gathered at the airports is placed into the Pavement Maintenance Program (PMP) to help make determinations for maintenance, rehabilitation, and replacement. The most recent evaluation at SLE was completed in 2018. **Figure 1-4** shows the conditions in 2018, and **Figure 1-5** outlines the predicted 2023 and 2028 pavement conditions expected from that report. The next study is due in late 2023 and will predict further into the future. Future pavement conditions are based on the existing fleet using the airport. Changes in the fleet mix, such as the introduction of commercial aircraft, will impact the pavement strength requirements and longevity of the current pavement.

Navigational Aids

Navigational aids, commonly referred to as NAVAIDs, assist pilots with enroute navigation and approaches into and out of the Airport. There are currently several types of NAVAIDs used at SLE – the Airport provides visual NAVAIDs on the airfield that include Runway End Identifier Lights (REILs), Medium Intensity Approach Lighting System (MALSR), Precision Approach Path Indicators (PAPI¹), Visual Approach Slope Indicator (VASI), and illuminated runway and taxiway signage.

Additional NAVAIDs at the Airport include an automated surface observation system (ASOS), an air traffic control tower (ATCT), a rotating beacon², and three wind indicators.

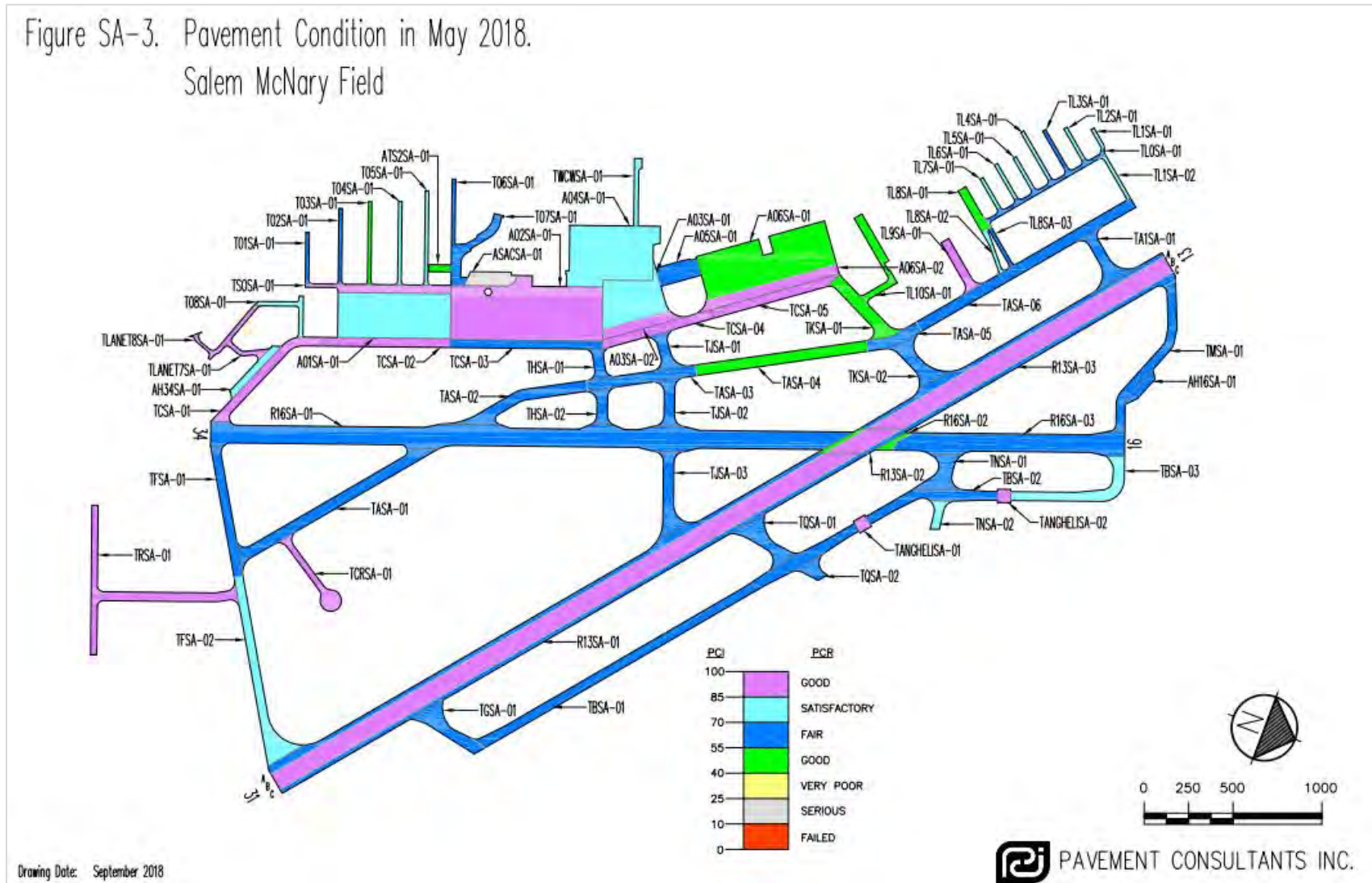
Air Traffic Control Tower (ATCT) & Airfield Communications

Built in 1973, the Airport's ATCT currently resides to the south of the existing passenger terminal and administrative office building and roughly 1,000 feet west of Runway 16/34. Daily operations of the tower are from 7 AM to 9 PM. Controllers at the Airport ensure that aircraft maintain adequate separation while on the surface and in the air. SLE is currently working with the FAA on plans to construct a new ATCT in the next several years, and siting for the new tower is underway. During hours when the tower is closed, SLE uses a Common Traffic Advisory Frequency (CTAF) 119.1, which is a designated frequency to safely coordinate arrivals and departures as well as provide position reports and acknowledge other aircraft in the airfield traffic pattern. Pilots self-report information on the CTAF frequency to each other.

¹ PAPIs are currently turned off on Runways 16/34, due to tree obstructions in the PAPI OCS.

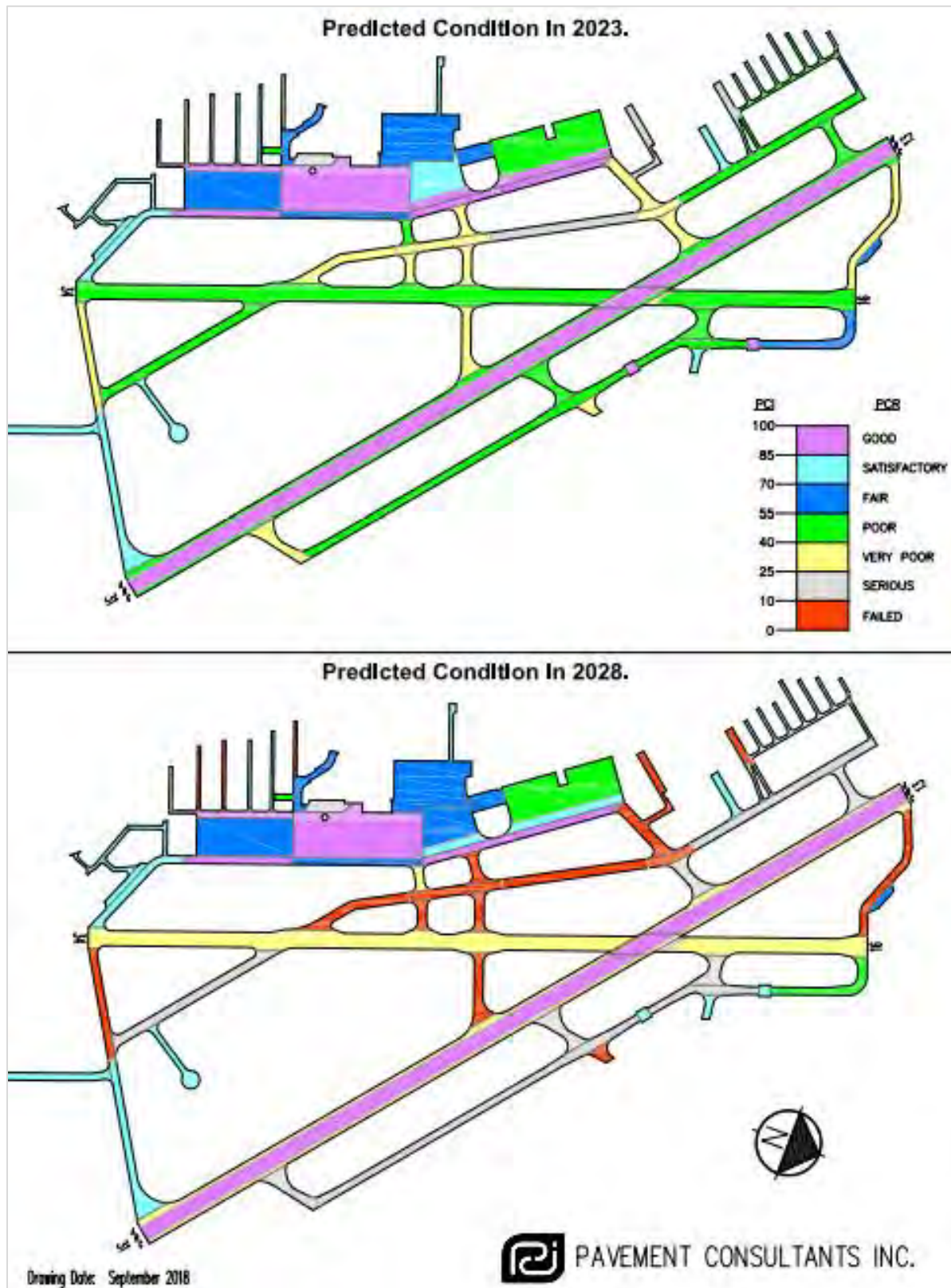
² The rotating beacon is out of service indefinitely.

Figure 1-4: Salem Airport Pavement Condition (2018)



Source: State of Oregon Department of Transportation; Pavement Evaluation and Maintenance Program, 2018

Figure 1-5: Salem Predicted Future Pavement Conditions in 2023 and 2028



Source: State of Oregon Department of Transportation, Pavement Evaluation and Maintenance Program, 2018

AERONAUTICAL FACILITIES - LANDSIDE

The Airport landside provides access to the terminal, administrative offices, business, restaurant, parking lots, rental car, general aviation parking, and other publicly accessible airport buildings.

Aircraft Storage Facilities

SLE accommodates a variety of aviation-related buildings, including aircraft hangars, commercial hangars, and other buildings used to support tenant operations. Based aircraft at SLE are stored in box hangars and T-Hangars or are parked in tie-down spaces. Most aircraft tiedowns can be found along the General Aviation apron, which is to the southwest of the terminal and in front of Flight Deck restaurant and Salem Air Center.

In total, there are 109 box hangars, 49 T-hangar units, and 102 tie-down spaces. All hangars are Tenant-owned on ground leases from the Airport. **Table 1-5** highlights aircraft storage type by location. According to the 2019 SLE Strategic Business Plan, the majority of hangar owners have leased land from the city for 10 or more years. The aviation community cited a need at the time for additional hangar space for small and large aircraft and hangars for overnight transient aircraft. The Airport maintains a hangar waitlist, which currently consists of 10-12 parties.

Table 1-5: Aircraft Storage

Area	Box Hangars	T-Hangars	Tie-Down Positions
Northwest	22	18	0
Southwest	78	31	102
South	4	0	0
East	5	0	0
Total	109	49	102

Source: Mead & Hunt, February 2023

AIRPORT SUPPORT FACILITIES / SERVICES

General Aviation facilities include Fixed Base Operator (FBO) facilities and general aviation aircraft storage. An FBO is essential to the general aviation community as they offer pilot, aircraft, and passenger services. General aviation storage includes T-Hangars, conventional box hangars, and apron space (tie-downs).

Aircraft Fuel

SLE has 100-octane low-lead fuel (100LL) and jet fuel (Jet-A) available for sale through the local fixed base operator (FBO), Salem Aviation Fueling. The Airport has a self-serve fueling island available on the GA apron, as well as three mobile fueling trucks. Sizes for both the fuel storage and trucks are listed below.

Fuel Storage:

Jet-A (Fuel Farm) – 20,000 gal
 100LL (Fuel Farm) – 6,000 gal
 100LL (Self-Serve) – 10,000 gal

Fuel Trucks:

2005 International Jet-A Truck – 5,000 gal
 2003 Ford Jet-A Truck – 3,000 gal
 1996 Isuzu 100LL Truck – 750 gal

Fixed Base Operators

The Airport currently has three entities authorized to provide aeronautical/FBO services: Salem Aviation Fueling, Salem Air Center, and FliteWing. Salem Aviation Fueling, located next-door to the Flight Deck Restaurant, is a full-service FBO – in addition to fueling, the FBO offers a passenger and pilot lounge, car service, and other amenities. Salem Air Center provides maintenance and aircraft management at the Airport, specializing in powerplant and airframe service, aircraft charters, rentals, and sales. FliteWing is an aircraft maintenance entity that serves primarily small and medium-sized general aviation aircraft.

On-Airport Business

The Airport has numerous other tenants, including the Oregon Department of Aviation (ODAV) state aeronautics division, an aviation museum, car rental, restaurant, flight schools, and other aviation-related businesses. These tenants are spread across the Airport property. Below are the notable businesses at SLE.

- ▶ Oregon Department of Aviation (ODAV)
- ▶ Garmin International
- ▶ FedEx Shipping Center
- ▶ B-17 Alliance Museum and Restoration Center
- ▶ Avis and Budget Car Rental
- ▶ Flight Deck Restaurant
- ▶ JP's Flight School
- ▶ Salem Oregon Flight Training
- ▶ Oregon Department of Forestry

Airport Security

The Airport is fenced with a six-foot-high chain-link security fence. All gates on the perimeter fence are kept closed and locked, except during authorized use. Signs are posted highlighting the restricted areas. SLE has developed an Airport Security Plan that outlines policies, procedures, and systems required to keep passengers, staff, and property safe. SLE is also strengthening their security by adding electronic security features, including additional CCTV cameras, access-controlled doors, and access-controlled gates. A robust airport badging system is also being implemented to ensure staff, tenants, and concessionaire employees are only allowed access to appropriate areas.

Maintenance and Material Storage

All Airport maintenance is conducted by Airport or other City of Salem employees. Offices for staff are located in the passenger terminal building and maintenance building. Maintenance equipment is stored on the aircraft apron to the north and south of the terminal building. Maintenance staff are responsible for wildlife hazard management, snow removal, and general airfield maintenance.

Military

SLE is home to the Oregon Army National Guard (ORANG) Aviation Support Facility (AASF) and has maintained its facility on the northeast side of the airfield since the 1970s. The facility commonly uses the airfield for the 641st Medical Battalion and 249th Theater Aviation Battalion, which primarily operate search and rescue operation, airlifts, and command and control operations. ORANG also has its own fuel facilities. Aircraft that use the facility include 12 HH-60 Blackhawks (MEDEVAC), 4 EC-145 Lakotas, and one C-12 Huron (KingAir 200).

DESIGN STANDARDS

Airport design standards, as established by the Federal Aviation Administration (FAA), were reviewed in the master plan to develop facilities capable of meeting existing and future forecast levels of activity. An initial step in identifying an airport's design requirements is the establishment of existing and future critical aircraft. The critical aircraft is defined in AC 150/5000-17, Critical Aircraft and Regular Use Determination, as the most demanding aircraft or aircraft type to make regular use of the airport, with regular use being defined as at least 500 annual operations. Counts for annual aircraft operations include takeoffs, landings, and touch-and-go operations, which count as two operations as they involve a pilot landing an aircraft and then immediately taking off again without coming to a full stop. The determination of the critical aircraft affects key aspects of runway design, such as the sizing of runways and taxiways/lanes and the locations of aircraft parking, hangar facilities, safety zones, and airspace surfaces. The existing and future critical aircraft at SLE are shown in **Table 1-6**.

Table 1-6: Critical Aircraft

Runway	Existing Critical Aircraft	Existing ARC	Future Critical Aircraft	Future ARC
13/31	Dassault Falcon 7X	C-II	Boeing 737	C-III
16/34	Cessna Citation II	B-II	Cessna Citation II	B-II

Source: 2012 Airport Layout Plan

Design Codes

The Runway Design Code (RDC) signifies standards to which the runway is to be built and maintained. The Aircraft Approach Category (AAC), Airplane Design Group (ADG), and approach minimums are considered for the RDC on a specific runway. The AAC is the first portion of the RDC and relates to the aircraft approach speed, as shown in **Table 1-7**, ADG relates to the aircraft wingspan or tail height of the critical aircraft.

Table 1-7: Aircraft Approach Category (AAC)

Category	Approach Speed
A	Approach speed less than 91 knots
B	Approach speed 91 knots or more but less than 121 knots
C	Approach speed 121 knots or more but less than 141 knots
D	Approach speed 141 knots or more but less than 166 knots
E	Approach speed 166 knots or more

Source: FAA AC 150/5300-13B, Airport Design

Table 1-8: Airplane Design Group (ADG)

Group	Tail Height		Wingspan	
	Imperial	Metric	Imperial	Metric
I	< 20 ft	<6.1 m	< 49 ft	<14.9 m
II	20 ft to < 30 ft	6.1 m to < 9.1 m	49 ft to < 79 ft	14.9 m to < 24.1 m
III	30 ft to < 45 ft	9.1 m to < 13.7 m	79 ft to < 118 ft	24.1 m to < 36 m
IV	45 ft to < 60 ft	13.7 m to < 18.3 m	118 ft to < 171 ft	36 m to < 52 m
V	60 ft to < 66 ft	18.3 m to < 20.1 m	171 ft to < 214 ft	52 m to < 65 m
VI	66 ft to < 80 ft	20.1 m to < 24.4 m	214 ft to < 262 ft	65 m to < 80 m

Source: FAA AC 150/5300-13B, Airport Design

CLIMATE FACTORS

A review of the prevailing meteorological conditions is necessary to evaluate aircraft performance characteristics at the Airport. Temperature, precipitation, winds, visibility, and ceiling heights are all elements used to evaluate the climate to better aid in the airport planning process. The Salem area receives an average of 45 inches of rain per year and 4 inches of snow during the winter season. Temperatures average around 81 degrees Fahrenheit during the summer, with winter lows averaging 35 degrees.

Wind Analysis

The historical pattern of prevailing winds influences desirable runway orientation and runway usage. The FAA has determined that crosswinds pose a hazard to safe operations of aircraft, particularly to small and light aircraft; therefore, an airport's main runway should be aligned with the prevailing wind. Wind coverage is the average percentage of time that a runway or grouping of runways is not subjected to crosswinds of magnitude greater than the allowable crosswind component for each runway. The FAA defines the desirable minimum wind coverage of an airport's runway configuration as 95 percent of wind velocity and direction observations over the most recent 10-year period.

Because the wind coverage for Runway 13/31 exceeds 96 percent, the FAA previously determined that Runway 16/34 will no longer receive funding for maintenance and improvements to the runway, which includes any associated infrastructure (e.g., taxiways, NAVAIDs, and obstruction removal). The FAA's Airport Design software was used to determine the wind coverage for SLE's runway orientation. The wind coverage data are shown in **Table 1-9** for the years 2013 to 2022.

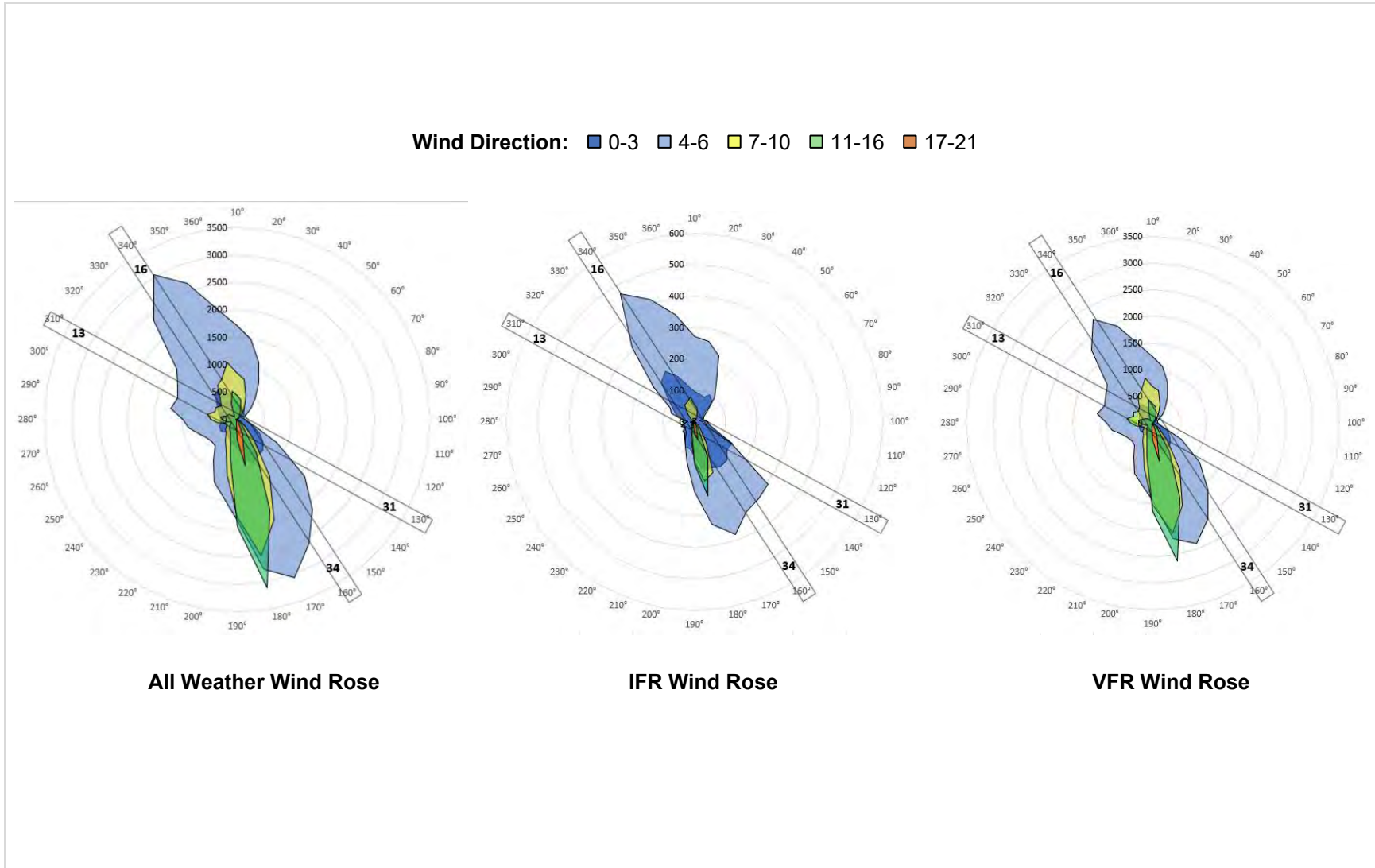
Table 1-9: SLE Wind Coverages

Runway	10.5 Knot Component	13 Knot Component	16 Knot Component	20 Knot Component
All Weather Wind Data Observations (percent coverage)				
Runway 13/31	97.17%	98.96%	99.82%	99.97%
Runway 16/34	98.59%	99.31%	99.90%	99.99%
Combined	99.20%	99.72%	99.96%	100.00%
Instrument Wind Data Observations (percent coverage)				
Runway 13/31	98.92%	99.59%	99.93%	99.98%
Runway 16/34	99.63%	99.81%	99.97%	100.00%
Combined	99.71%	99.89%	99.98%	100.00%
Visual Wind Data Observations (percent coverage)				
Runway 13/31	96.83%	98.84%	99.81%	99.97%
Runway 16/34	98.39%	99.22%	99.89%	99.99%
Combined	99.11%	99.69%	99.96%	100.00%

Notes: Crossway component computed using Runway True Bearings (13/31: 150 true heading), and (16/34: 181 true heading).

Source: FAA Airport Data and Information Portal (ADIP) using National Oceanic and Atmospheric Administration (NOAA) Integrated Surface Database for Annual Period 2013-2022.

Figure 1-6: SLE Wind Roses



Source: Mead & Hunt, Inc.

TERMINAL AREA FACILITIES

Existing Terminal Facilities

The passenger terminal building at SLE is a single-level terminal located west of Runway 13-31. The terminal was built in phases, with the southern section of the terminal (built in the early 1950s) being the oldest. The building was then expanded to the east with the construction of the holdroom in 2007. Lastly, the building was expanded to the north with the construction of the current check-in lobby in 2010. Expansions were needed to accommodate the CRJ service that was reintroduced in 2007 but ceased operations in 2008.

Terminal renovations are underway and this section will be revised prior to finalizing the Master Plan to reflect current conditions of the terminal facilities and parking areas.

The check-in lobby encompasses 2,400 square feet of space: 1,300 square feet for the check-in counters and queuing area and 1,100 square feet for circulation. Six full-service ticket counters are available, and immediately behind the back wall of the ticket counter area is the baggage screening room. Bags being checked in can be transferred to bag screening via roller beds and through a secured, locked wall penetration. There are currently two airline ticket offices, each roughly 132 square feet.

The central area of the terminal building houses a baggage claim area with a 30-foot-long baggage slide, three rental car offices and counters (currently leased), and the airport administrative offices at the south end.

The holdroom can be accessed via a 14-foot-wide connector from the terminal waiting area. The connector was designed to accommodate a security screening checkpoint and associated queuing area. Not including the screening checkpoint, the holdroom is roughly 2,700 square feet and was initially designed to provide room for 160 seats and two aircraft boarding doors.

There are three-bathroom blocks in the terminal building: one in the center of the building (between the check-in area and rental car area), one in the administrative offices, and one on the secure side (in the holdroom).

Table 1-10 provides a breakdown of the different functional areas of the terminal building at Salem Municipal Airport and their respective square footages. The existing terminal floorplan is illustrated on **Figure 1-7**.

Table 1-10: Terminal Space Allocation

Space category	Total area (in square feet)
Passenger processor areas	
Check-in lobby ^{1/}	2,560
Security screening checkpoint	980
Holdrooms	
Gate holdroom	2,760
Baggage processor areas	
Outbound bag screening	720
Baggage claim ^{2/}	2,340
Public space	
Restrooms – non-secure area	440
Restrooms – secure area	460
Concessions	
Rental cars	370
Vending	50
Other	
Offices (One Vacant)	264
Airport administration	2,200
Janitorial/Storage	310
Mechanical/Utility/Comms	130
Vacant ^{4/}	180
TOTAL	13,830

Notes:

- 1 Includes the check-in counters, active check-in area, queuing space, and circulation space in the northern half of the building.
- 2 Includes the bag chute, active claiming area, and circulation space in the southern half of the building.
- 3 Offices were leased by Groome Transportation; one of two leased by air carrier
- 4 Room E130 is adjacent to the rental car offices and is currently leased by car rental agencies.

Source: JMG Consulting, LLC based on floorplan provided by Salem Municipal Airport.

Figure 1-7: Existing Terminal Floorplan

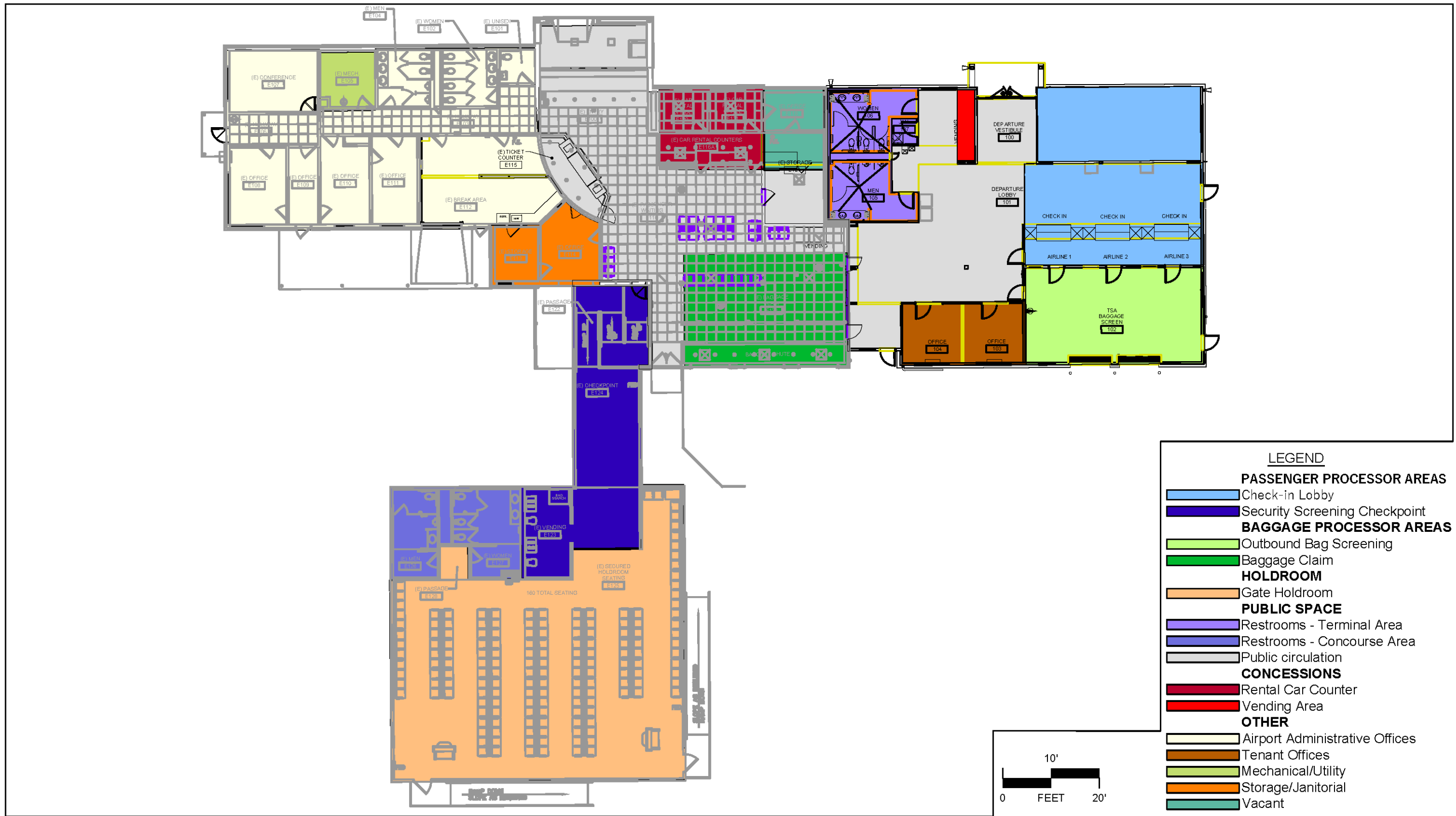


Figure 1-8: Proposed Terminal Improvements

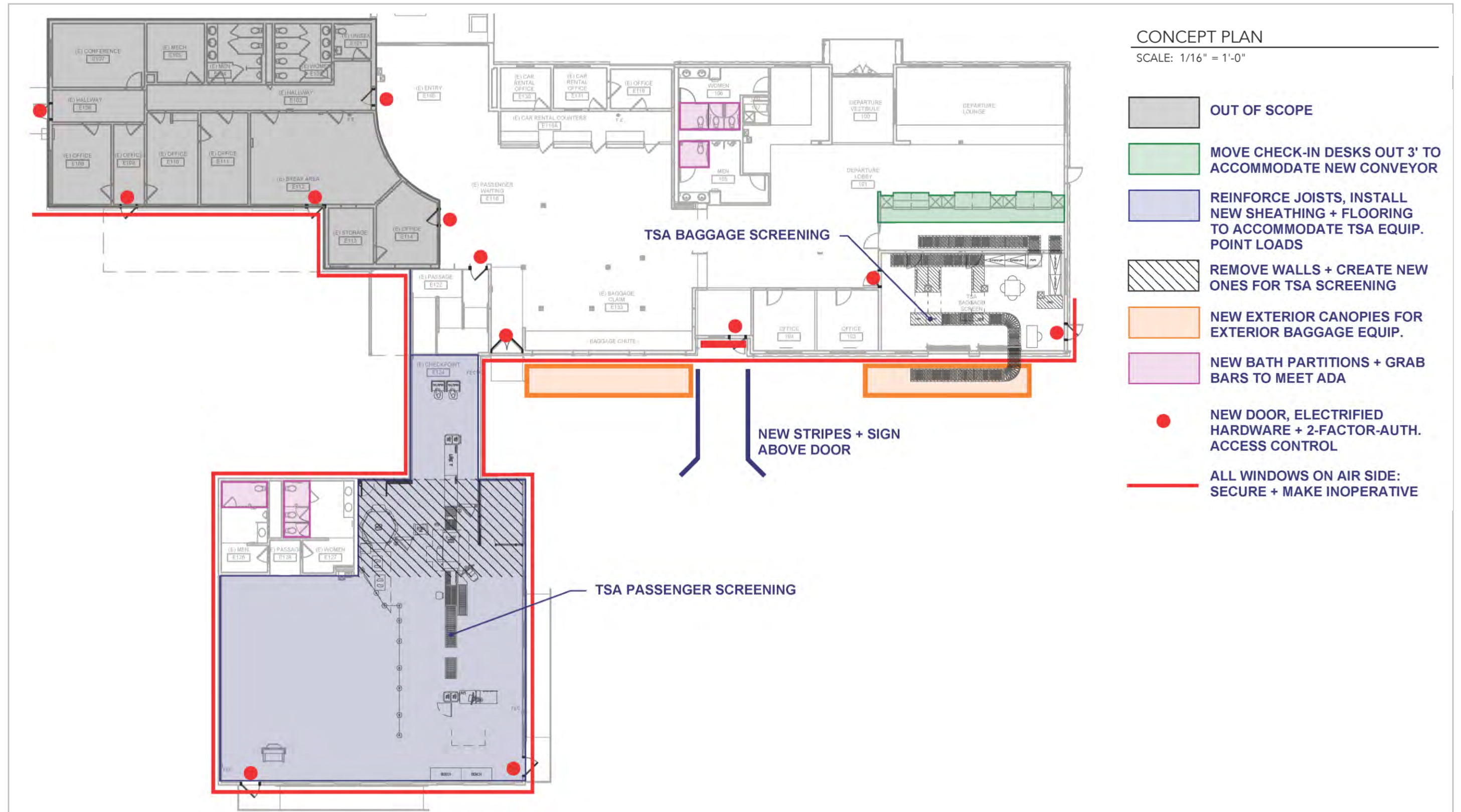


Figure Source: CBTWO Architects, December 2022.

PLANNED IMPROVEMENTS

The City of Salem has been working with the local community on resuming commercial airline operations at SLE. To that end, the Airport will be renovating the terminal building to enable TSA operations and to ready the airport for commercial flights. Planned improvements (**Figure 1-8**, above) include building modifications to allow for the installation of the TSA equipment in the security screening checkpoint and the baggage screening area and ADA upgrades in both non-secure and secure side restrooms.

Terminal Aircraft Parking Apron

Approximately 3.5 acres of apron are available for aircraft maneuvering and parking at the passenger terminal. The apron is currently configured to accommodate aircraft ranging from small general aviation aircraft to regional jet aircraft to narrowbody airliners.

Figure 1-9: SLE Parking Locations



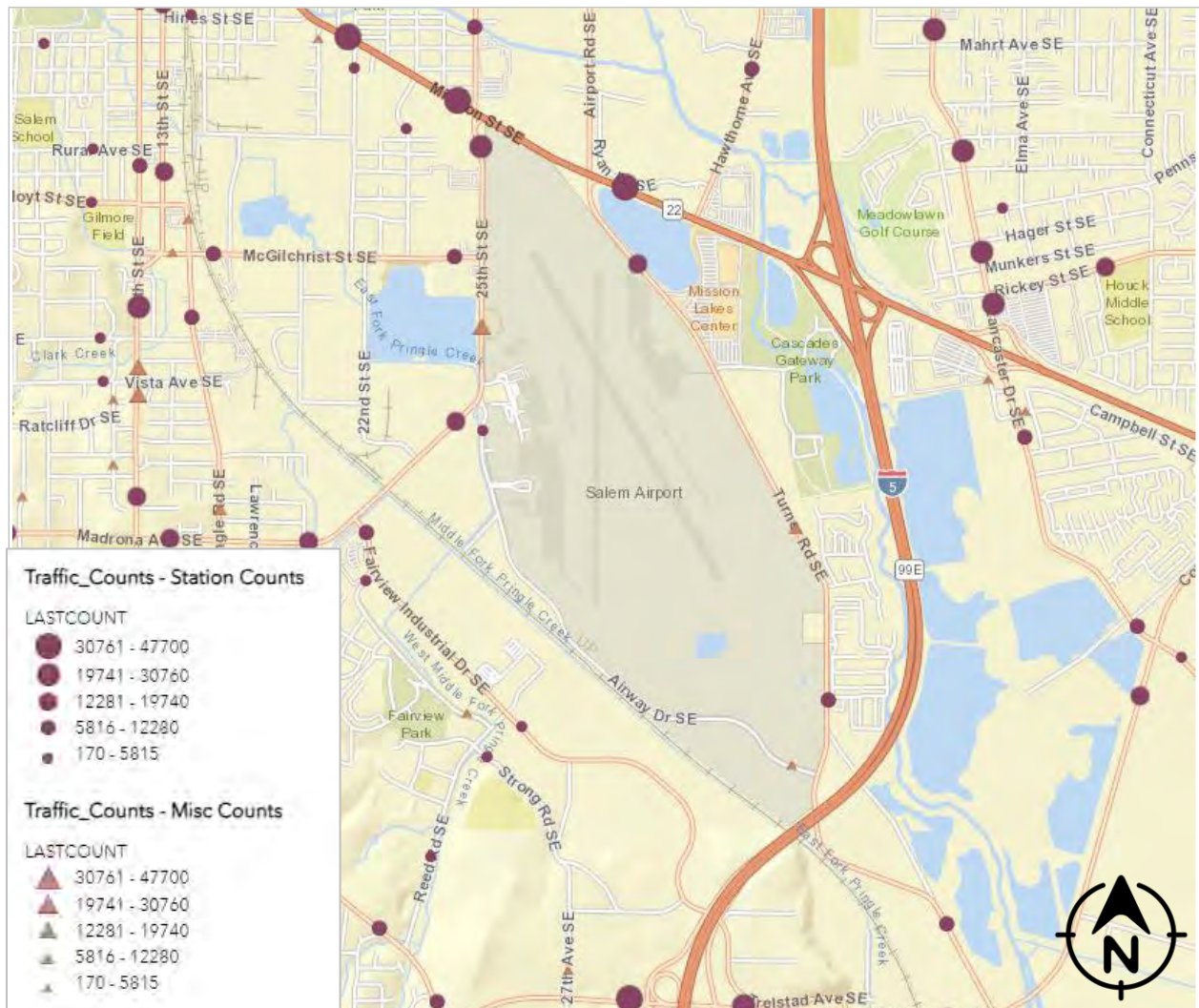
Vehicle Parking

Existing vehicle parking in the vicinity of the terminal building totals approximately 222 spaces split across three lots. Existing public parking at SLE consists of 96 parking stalls, split between two (2) lots on either side of the terminal building (Lot A and Lot B). Lot C (126 parking stalls) is a restricted parking lot utilized by non-public parking (employees, shuttle parkers, rental operators).

Airport Access and Circulation

Several roadways provide access to, and circulation among, the airport facilities. 25th Street SE provides vehicle access to the passenger terminal building, general aviation terminal and FBOs, and the airport restaurant. A two-way on-airport loop road connects to the curbside in front of the terminal building. The terminal curbside has two lanes – one travel lane and one passenger pickup/drop-off lane. The Airport’s curbside is 200 linear feet. 25th Street becomes Airway Drive at the south end of the airport and provides access to the south corporate hangar area and off-airport industrial park. Mission Street is a major arterial road that has a range of commercial uses. Mission Lakes Center, immediately east of Turner Road SE and the airport property, is anchored by a Wal-Mart Supercenter and a Lowes Home Improvement.

Figure 1-10: Traffic Counts, Salem Municipal Airport and Surrounding Network



Source: City of Salem GIS

There is a full signalized intersection at Turner Road and Mission Street providing access to the Mission Lakes Center as well as the eastern edge of the airport property, and major airport employers such as Garmin and the Oregon Army National Guard utilize this access. Turner Road crosses under I-5 to the south and links up to Kuebler Boulevard, a major arterial road linking the Mill Creek Industrial District and South Salem. The Airport location provides strong local and regional access, as well as access to the Interstate 5 corridor.

Daily traffic counts on Mission Street averaged 33,000, counts on 25th Street SE on the western edge of the airport properties averaged over 23,000, and counts on Turner Road south of Mission averaged just under 15,000. Traffic counts along Airway Drive SE were significantly lower. A recently passed bond measure will improve McGilchrist Street SE from 12th to 25th Street SE, improving access to the west.

NON-AERONAUTICAL LAND USE

The FAA requires airport owners and operators (sponsors) to be proactive in ensuring that compatible land uses are considered. Effective land use around an airport ensures the long-term viability of the airport, its users, and the surrounding neighborhood. As the airport sponsor, the City of Salem is the primary jurisdiction responsible for ensuring compatible land uses around the airport (**Figure 1-12**).

Effective planning starts with local, comprehensive planning and includes mechanisms to protect the airspace and the land around the airport. As part of the inventory effort, the following documents were reviewed:

- ▶ City/county master/comprehensive plans
- ▶ County/city zoning maps
- ▶ County/city zoning ordinances and districts

Table 1-11 is a brief overview of the county and city zoning and land use plans that impact the airport.

Table 1-11: County and City Zoning and Land Use Plans

Document	Description
Surrounding Land Use/Zoning	According to the current county and zoning map, the land adjacent to the Airport is primarily general industrial (IG), commercial industrial (IC), industrial business campus (IBC), mixed use (MU), and multiple family residential (RM2). The Airport lies within the city limits of the City of Salem
City/County Zoning Ordinance(s)	Both Marion County and the City of Salem have outlined zoning ordinances related to the airport. The Airport is specifically included in an overlay zone to minimize potential dangers and conflicts related to the airport and the surrounding communities.
City Comprehensive Plan	The City's comprehensive plan (adopted in 2020) includes a specific section for the transportation system plan. The plan addresses the airport in several sections, including the Commuter and Passenger Travel Element and Transportation Policies.

Figure 1-11: Current Zoning Designations, City of Salem

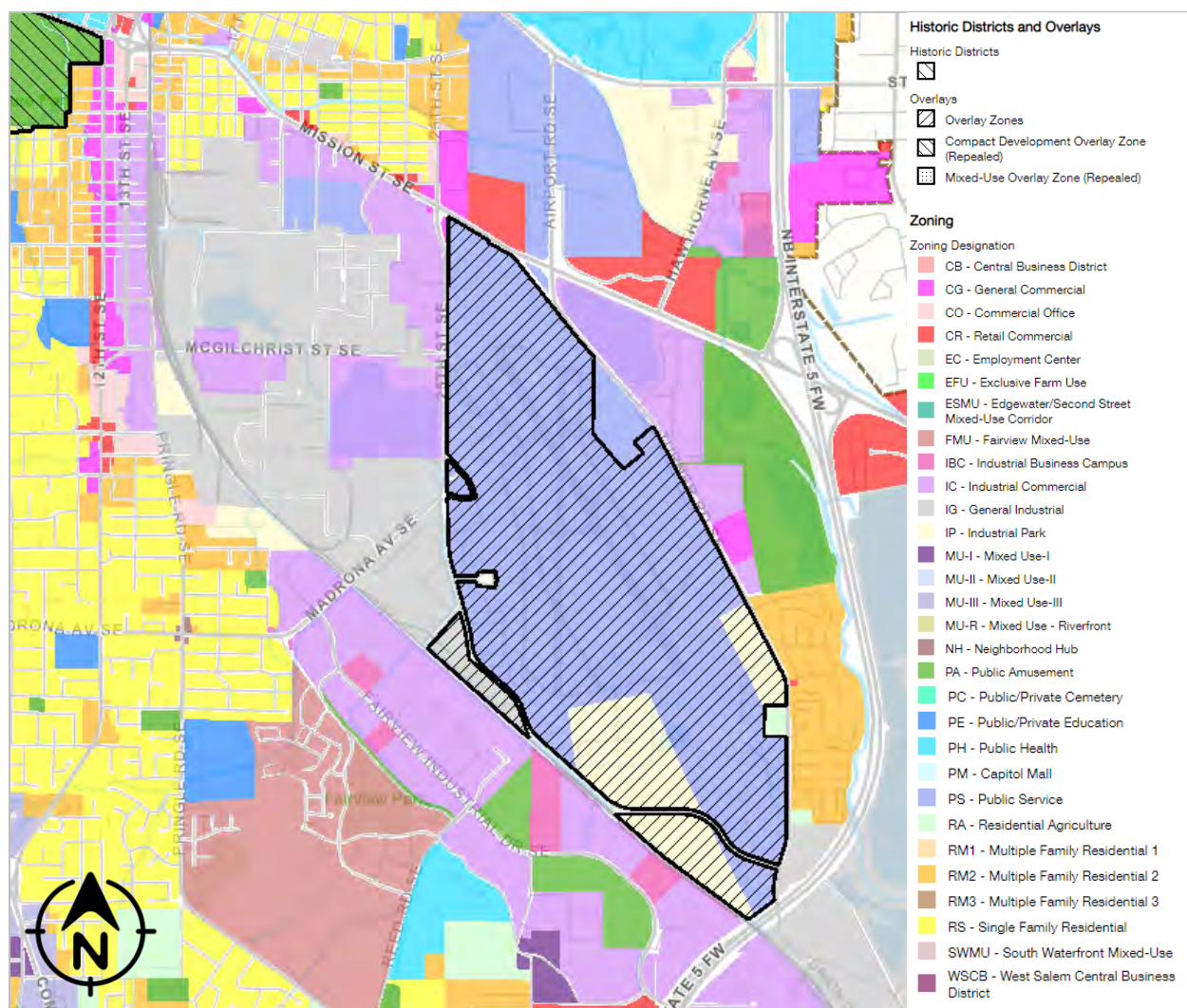


Figure Source: City of Salem GIS

Zoning designations in the vicinity of the airport are primarily commercial and industrial, with some multifamily residential to the southeast of the airport (Paradise Island and Lakeside Village mobile home parks). West of 12th Street SE is a large residential concentration, and the area west of I-5 is industrial.

SLE currently has a very limited inventory of non-aeronautical sites available. The most significant of these is a site bounded to the north by Airway Drive SE and to the south by the Union Pacific Railroad. The City of Salem Public Works utilizes the western portion of the site as a construction waste transfer and processing facility.

The two usable parcels to the east and west of this facility are approximately 8.7 acres in size, and the remainder of the site is affected by the runway impact zone. The site has limited visibility, and the triangular configuration will likely impact its marketability, but access is good. Both sites are available as a land lease and are in both an Enterprise and Opportunity Zone. In addition, the sites are within the City of Salem’s Fairview urban renewal area.

Figure 1-12: Location of Non-Aeronautical Properties, Salem Municipal Airport



Figure Source: City of Salem GIS

TRANSPORTATION AND ACCESS

Access is via Airway Drive SE and either Turner Road SE to the east or 25th Street SE to the northwest. Both roads have a fully signalized intersection with Mission (Highway 22) to the north, and Turner Road SE links to Kuebler Boulevard to the south. Regional access is via Interstate 5, with intersections at Highway 22 and Kuebler Boulevard.

UTILITIES

Water and sewer utilities are maintained by the City of Salem. There are no identified utility access limitations to the non-aeronautical lands around the airport that would limit future feasibility. The City has sewer connections available in the southern portion of the site as well as a water main in Airway Drive. Natural gas services are provided by NW Natural, which is connected to several buildings at the airport and includes the terminal. Electric service is provided by Portland General Electric (PGE). CenturyLink and Comcast provide communication services.

Additional non-aeronautical properties may become available if the runway configuration is changed in the future. The Airport properties are heavily impacted by hydrology. Much of the property is in a 100-year flood zone, with much of the remainder in a 500-year zone according to U.S. Geological Survey (USGS) and FEMA. The properties include some hydric soils, a freshwater pond, and several emergent wetlands. There are a series of identified emergent wetlands just north of Airway Drive as well as a small wetland just east of the currently available non-aeronautical site. Environmental considerations will be further analyzed in **Chapter 2**.

The prospective non-aeronautical development site south of the airport includes an intermittent stream corridor and freshwater wetland bisecting the site, which may impact development options.

Figure 1-13: Location of Sanitary Sewer and Water Infrastructure

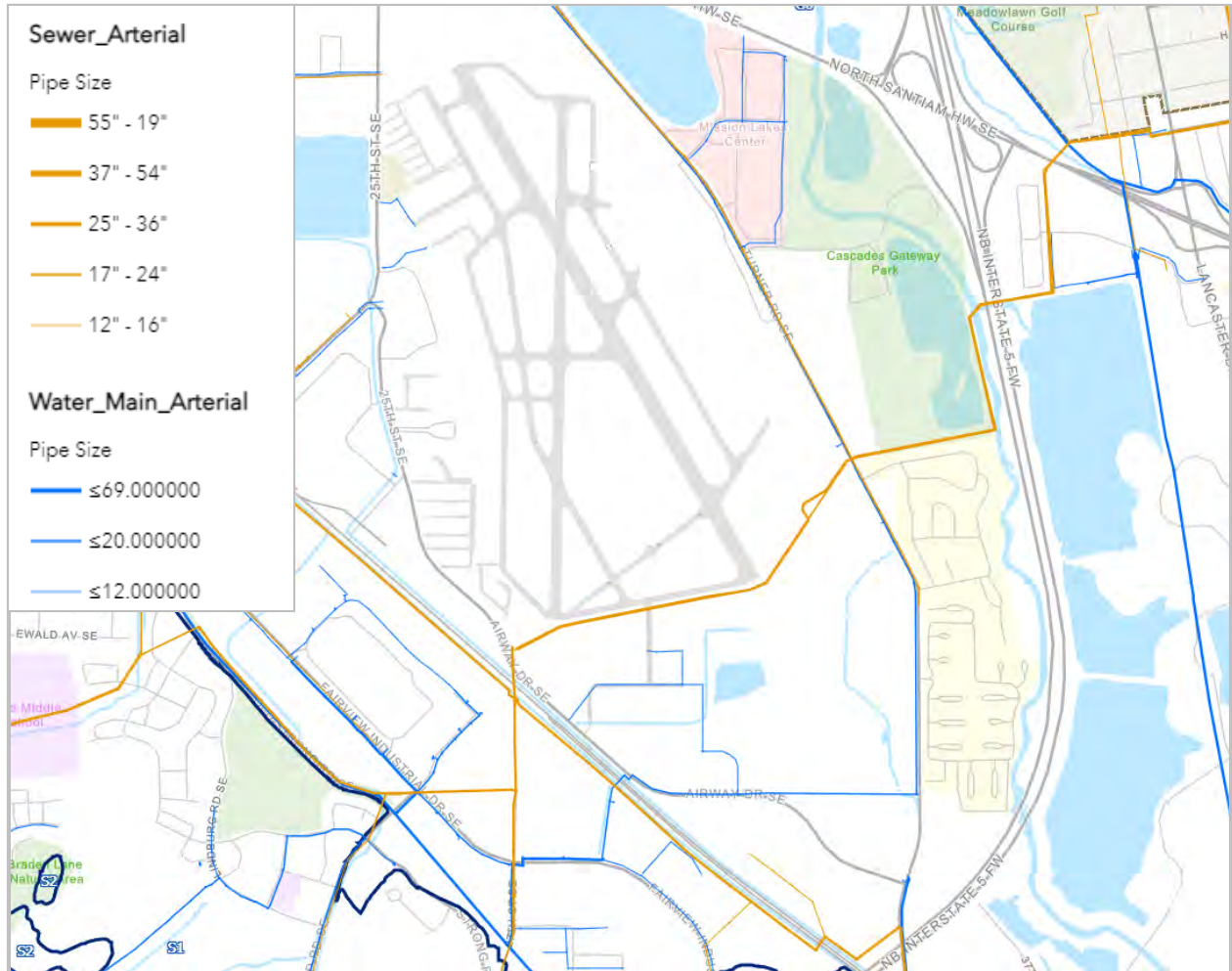


Figure Source: City of Salem GIS

SUMMARY

SLE serves as a valuable regional resource that supports the general aviation, business aviation, charters and military operations. This inventory of SLE’s existing conditions provides a general background, the operating environment, and the physical surroundings of the Airport and serves as the baseline reference for the remaining chapters of the Master Plan.