



Oregon

Kate Brown, Governor



Dec. 14, 2022

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Subject: Oregon Department of Aviation Comments Regarding the Construction or Alteration of Buildings with Heights Ranging from 40 to 42 Feet in Salem, Oregon

Aviation Reference Numbers: 2022-ODAV-297-OE, 2022-ODAV-298-OE, 2022-ODAV-299-OE, 2022-ODAV-300-OE, 2022-ODAV-301-OE, 2022-ODAV-302-OE, 2022-ODAV-304-OE, 2022-ODAV-305-OE

The Oregon Department of Aviation (ODAV) has conducted an aeronautical study of this proposed construction and has determined that notice to the FAA is required. The structure exceeds FAR Part 77.9 (a, b or c) or Obstruction Standards of OAR 738-70-0100.

This determination does not constitute ODAV approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes to the original application will void this determination. Any future construction or alteration to the original application will require a separate notice to ODAV.

This determination will expire 18 months after its effective date, regardless of whether the proposed construction or alteration has been started, or on the date the proposed construction or alteration is abandoned, whichever is earlier.

Mitigation Recommendation:

- ☒ We do not object with conditions to the construction described in this proposal. This determination does not constitute ODAV approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.
- ☐ Marking and lighting are recommended for aviation safety. We recommend it be installed and maintained in accordance with FAA Advisory Circular 70/7460-1M.
- ☐ The proposed obstruction should be lowered to a height that is no longer a hazard to the imaginary surfaces set forth in FAA FAR 77.
- ☐ The proposed obstruction should be relocated outside the airport primary and horizontal surface FAA FAR 77.

Sincerely,

Brandon Pike, Aviation Planner