

Oregon State Aviation Board
Approved Meeting Minutes

November 14, 2001

Salem, Oregon

Pursuant to notice made by press release to newspapers of general and local circulation throughout the state and mailed to persons on the mailing list of the Board, a meeting of the Oregon State Aviation Board was held in Salem, Oregon, on November 14, 2001.

Board members present included Bill Wilkins (Chair), Mike Nelson, Mike Burrill and Carrie Novick. Also present were Oregon Department of Aviation (ODA) staff members Ann Crook, Daren Griffin, Marilyn Lorance and Carma Gale. Lynn Rosik, Assistant Attorney General, attended the afternoon session by invitation.

Chair Wilkins opened the meeting at 9:30 a.m. on November 14, 2001. The following adjustments were made to the agenda:

- 9:40 a.m.: Acknowledge presentation of an award to a Department of Aviation employee
- After the first break: Discuss the Draft Memorandum of Understanding between the department and Oregon State University.
- Include a discussion of how the December Board meeting will be conducted during discussion of meeting schedules.

Hearing no objections, the agenda was adopted as revised.

Chair Wilkins moved to the Consent Calendar. The October 16-17, 2001 meeting minutes were approved as published.

Crook brought to the Board's attention a memorandum dated November 14, 2001 requesting Board approval of \$60,000 of Financial Aid to Municipalities to fund an engineering blast analysis on the terminal buildings of six commercial service airports. Nelson moved that this FAM grant and the FAM grants outlined in the October 30, 2001 memorandum from Tom Franklin be approved. Burrill seconded. Novick abstained from the vote because Redmond Municipal Airport would be a direct beneficiary of the blast analysis study. The votes were three for approval and one abstention.

Novick announced that Daren Griffin, State Airports Manager, was named Outstanding Manager of the Year by the Oregon Airport Managers Association (OAMA). She noted that he was the overwhelming choice. The Board congratulated Griffin on the award. It was also noted that Paul Burket, former Aviation Division Director, was given the OAMA President's Award.

The Board moved to the discussion of the Minimum Standards for Class II Airports. Griffin reviewed the technical adjustments to the document requested by the Board at the last meeting. He noted that Aerial Applicators had been separated into its own subsection.

Wilkins invited comments on changes to the document. Joe Smith asked if the owner of an aircraft hangared at a state-owned airport could perform maintenance as approved by the FAA regulation. Griffin responded yes. Nelson asked if the issues had been resolved. Griffin responded that about 99% were resolved. Wilkins noted that the substance of the matter was resolved, however, there was a philosophical difference on the application of the standards to private business seeking to access the state-owned airports from private land. Novick moved that the Minimum Standards for Class II Airports be approved. Burrill seconded.

Wilkins asked if there was any further discussion. Novick thanked Griffin and the tenants for working together to resolve the issues. Nelson commented he hoped the standards are not too

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onerous and would not cost jobs. Burrill commented he hoped the Board would look at the standards again if problems developed. Tim Miller commented on the philosophical differences and suggested again that the Board wait to apply the standards to private business for a year. Wilkins called for a vote. The motion carried unanimously. Wilkins thanked everyone for their work.

The next item on the agenda was an update on aviation security issues. Crook reported that Jerry Eames, the Department's Air Operations and Safety Coordinator, has put together a packet on the Airport Watch program, which will be mailed shortly to all public use airports. The Independence Airport Support Group has already had a meeting and is forming an airport watch group. Griffin noted that there is some dissenting opinion regarding security issues, security fencing and the necessity of the airport watch.

Crook reviewed current general aviation security issues of concern:

- She reviewed constituent and media comments.
- She has met with the manager of Oregon State Police's new division of Public Safety and Security. He convened a meeting with Crook, the Oregon Sheriff's Association and the Oregon Police Chief's Association to talk about how they could provide support to the smaller airports in their communities.
- In January, she will give a presentation on airport issues and security to a larger group of law enforcement professionals.
- There have been no new airspace restrictions since the November 12 plane crash. Restrictions are being lifted. Three airports, Klamath Falls, North Bend and Pendleton, have had the 300-foot parking restriction lifted.
- She noted that the air carrier airports have had significant expenses related to security. The FAA has requested a list of what the airports are looking for in relief. Oregon has requests totaling \$39 million (two airports have not responded as yet).

A discussion followed regarding writing to Oregon's congressional delegation and local jurisdictions addressing the problems air carrier airports are having and urging that airports not be left out of federal and local funding. It was decided that Wilkins would work with staff to write two letters, one to the congressional delegation and one to local jurisdictions.

Crook concluded by noting that the economic impact study the Department has commissioned is a little behind schedule. The estimate of direct impacts totals \$11,218,115 so far.

Wilkins opened the meeting to discussion. Jim Hutchins suggested that validators judge if proposed general aviation security measures would be worthwhile. He also urged that comments note specific impacts and not be general in nature.

After a break, Ann reported on the Draft Memorandum of Understanding between the Oregon Department of Aviation and Oregon State University, through the Transportation Research Institute and Oregon Space Grant. It is an agreement to work on research in general aviation and to jointly seek grants. Wilkins noted that it is not an exclusive agreement. Novick suggested the word "general" be omitted.

Board members reported on some of their activities within the last month. Novick reported that she, Hal Wight, Glenda Radvansky and Ann Crook had given a presentation at the League of Oregon Cities conference on airport economics and how airports benefit communities. Burrill, Wilkins, Novick and Crook, each representing different entities, attended Community Oregon – Connecting Oregon. Wilkins and Crook visited the Lancair manufacturing plant. Wilkins and

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Novick have met with the Redmond City Manager regarding establishing an aviation program at OSU's new Central Oregon campus.

The Board suggested putting aviation-related economic development on the March agenda.

Wilkins moved to the next agenda item, a discussion of possible legislative concepts for the 2003 Oregon legislative session. Marilyn Lorance informed the Board that the first deadline for notifying the Department of Administrative Services of possible legislative concepts is April 15, 2002. She reported on four areas where the department is considering legislation:

- A joint resolution commemorating the centennial of powered flight. Board members suggested holding one or more of its meetings at a flight museum during 2003.
- Changes in language to allow the department to conduct business electronically and recover costs for charges associated with direct costs (e.g., charge card costs, portal fees). She stated that any decision about whether the department should charge fees would be a policy matter for the Board. The proposed changes would simply allow fees to be assessed as the department transitioned to e-government as mandated by Executive Order. Crook noted that the department doesn't have good information yet on what the savings and costs associated with e-government will be.
- Revisions to pilot, aircraft and dealer registration laws to increase compliance. Lorance reviewed the history of the department's registration enforcement efforts and highlighted areas that staff is researching. She hopes that staff will have specific recommendations available by the January Board meeting.

The Board recessed for lunch at 11:55 a.m. and reconvened at 1:36 p.m.

Lorance continued with possible legislative concepts.

- Addition of aircraft/airport noise disclosure language to real estate disclosure laws. She offered two draft options. A discussion followed and it was decided to form a subcommittee to look at the issue. Mike Nelson and Mike Burrill will head the subcommittee and follow up with Scott Taylor, Real Estate Commissioner.

Wilkins asked if there were any other legislative concepts the Board wanted to pursue. He stated he would like to encourage aviation and air service to Oregon communities. It was decided to brainstorm this idea in January.

The Board moved to the next agenda item, a discussion of State Aviation Board meeting schedules, locations and agenda topics. The next meeting will be a telephone meeting on December 12, 2001, beginning at 1:30 p.m. The April meeting will be on the 17th in Eugene. Wilkins proposed having an extensive retreat in February if there is a full Board seated.

Griffin reviewed the next agenda item, the Minimum Standards for Class IV Airports. He noted the changes made as the Board requested at its October meeting. A discussion followed regarding the 10,000-ft. pad requirement for aerial applicators and spill containment. The Board directed staff to look at DEQ and EPA regulations and language, and report back to the Board in December. Wilkins set a goal of reviewing the report in December and adopting the document in January. The Class II document would be amended, if appropriate.

The Board moved on to the Smart Airport Contracting insurance document. Griffin reported that the document was now a Department of Aviation Document based on Risk Management's best advice. Wilkins asked what would be the consequences of not following Risk Management's

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advice. Rosik stated that it is a business decision. The department and the state would pick-up the liability. Daren stated he would add a definition of “tail coverage”. He noted that the document was on the department’s website and he had received comments from Columbia Helicopter and Regal Aviation. The Board stated it would like to have comment from insurance businesses.

There being no further business, the meeting was adjourned at 3:40 p.m.

Respectfully submitted,
Carma Gale, Office Manager