

Oregon State Aviation Board  
Approved Meeting Minutes

September 19, 2001

Hood River, Oregon

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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 Hood River, Oregon on September 19, 2001.

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

Chair Wilkins opened the meeting at 9 a.m. The following adjustments were made to the agenda:

- The informational presentation on department event sponsorships was postponed.
- The discussion on State Aviation Board Travel Policy was postponed.
- The presentation on Small Aircraft Transportation System (SATS) was postponed.
- A discussion on recent events was added.

Hearing no objections, the agenda was adopted as revised.

The Board decided to reschedule the November Board meeting from November 21, 2001 to November 14, 2001. The meeting will be held in Salem, Oregon.

The August 15, 2001 draft minutes were approved as published.

Franklin presented a request for approval of Financial Aid to Municipalities grant proposals for the Brookings Airport and Ashland Airport. Franklin explained that the fund formula is a 50/50 match, either in cash or in-kind. Burrill moved that the grants be approved. Nelson seconded. The motion carried unanimously.

Chair Wilkins read a statement that the Board would recess for the purpose of convening an executive session pursuant to ORS 192.660(1)(h). The Board recessed at 9:09 a.m.

The meeting was reconvened at 9:57 a.m. Introductions followed.

Chair Wilkins offered the Board's condolences to Columbia Helicopters regarding the recent crash of one of their helicopters.

The Board moved to the next agenda item, review of the Minimum Standards for State-owned Class II Airports (Aurora).

Griffin reported that Board-directed revisions had been made to the document. The changes were reviewed.

The Board made the following requests:

- Board requested word "activity" should be added to 1.3.2
- Board requested that the definition of FOD be added.

Burrill commented that MSPs have almost no standards to follow. Crook noted that staff had revisited the topic since the last meeting and decided that it would be very difficult for the department to prohibit MSPs and enforce the decision because there is not an on-site manager. FBO's have stated that insurance requirements and fees would probably eliminate some of the

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MSPs. She stated she shared the Board's concern but recognizes that this is how a portion of the industry works and this, at least, identifies them.

Griffin reported that in Yuma as MSPs came into the permitting system, they identified others operating on the airport.

Wilkins clarified that it is the Board's intent to discuss the document again at the October meeting and that Tim Miller has indicated he would like to make a presentation in October. The policy decision would carry into the November meeting in Salem.

Chair Wilkins opened the meeting to public comment. Ted Millar asked that Tim Miller's letter be made part of the record. Rosik clarified that there is no official record, as such, however, both staff and the Board have the letter

A discussion followed regarding why Miller had only met with three members of the Board. Nelson commented that the Board wanted to move along on this matter and was disappointed that Miller was not at this meeting. Nelson suggested that Miller met with the other two Board members before the October meeting.

Following a discussion regarding Aurora Aviation and its proposed move to private property (except for its fueling activities), Griffin explained that there is very little business to which the minimum standards can be applied. The only other commercial activity that occurs on state property is Columbia Helicopter (just a small part of their activity), and storage of aircraft.

After a break, Nelson reported on the AAAE Workshop for Board Members that Wilkins, Burrill and Nelson attended in San Francisco the end of August. There were airport executives from around the world. It was a very informative day and a half workshop. Burrill commented that capacity and congestion is a problem all over the country. Wilkins noted that this is an annual workshop and this was the first time Oregon had been represented. He also noted that there had been an extensive presentation on general aviation.

Crook noted that the department had offered the opportunity to help Board members learn about industry issues in an open setting without staff input. It was noted that all Board members were offered the opportunity to attend.

Chair Wilkins returned to the minimum standards agenda item. Burrill commented that his goal was to achieve goals without destroying relationships at the airport. There were no further directions from the Board to the staff regarding the document.

Crook explained the minimum standards were written in response to comments during the 1997 and 1999 legislative sessions from lawmakers, other airport managers and other local jurisdictions that operate airports that the state was not responsibly managing their airports according to best management practices. This led the department to begin to adopt some sound management practices for the state-owned airports that are standard in the industry.

Wilkins noted that people have come before the Board recommending that minimum standards be adopted.

Chair Wilkins moved to the next item and called upon Crook to report on the department's activities related to the recent events in New York and Washington, D. C.

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Crook stated that on Tuesday, September 11, 2001, when airspace was shut down, the department and operators found it difficult to find accurate information regarding general aviation. She outlined activities the department has undertaken:

- The department has collected and disseminated correct information regarding general aviation and airspace. She noted that email updates are continuing.
- The agency web page has been updated to be more informative and shows what the department is doing to advocate resumption of aviation operations.
- She has been talking with national industry groups and contacted our congressional delegation. She noted however that at this time they are focused on finding survivors and preventing future acts of terrorism. Her preferred approach is to come up with some security measures to show that we are operating safely.
- The department has contracted with a firm to do a significant economic impact study that will look at all of the effects and implications. While business understood and supported closure over the weekend, they are having a hard time this week. This is devastating to the aviation economy in Oregon and nationwide.
- The department also put together a very simple survey and faxed to the aviation companies. Crook shared the responses. The 17 firms that responded the first day of the survey reported losses of over \$200,000. This data will be shared with our congressional delegation, DOT, FAA to let them know the extent that this is hurting us. (A spreadsheet has already been faxed to Washington.) We want to have this information in case the DOT and FAA look seriously at regulatory changes. We are hearing that the airlines are going to Congress to get some relief for their businesses. It may be appropriate to seek relief for general aviation industry depending on how long this goes on.

Crook stated she is continuing to advocate for getting general aviation back working.

Burrill asked how the state airports could be secured. Griffin responded that although Aurora will soon be fenced, most are wide open.

Chair Wilkins asked what the Board should do next.

Crook responded that she would like a letter from the Board stating their concern and urging the Department of Transportation to act to get general aviation flying. The Department of Aviation has already written to the Secretary. The Board agreed to have the department proceed on the letter to Secretary Mineta.

Crook reported that Wilkins had suggested that we convene a security workshop to talk about what security measures we could provide to the smaller airports. Wilkins voiced concern that if we don't take leadership, someone else will make the rules for us. He noted the need to work quickly and the Board authorized the department to proceed.

Chair Wilkins asked Crook to report on the Air Fair.

Crook reported that the Oregon Air Fair is the department's major annual event. It was decided to go on with the Air Fair to show that the aviation community wasn't going to be stopped by acts of terrorism. Not being able to fly in, however, severely limited the number of people who could participate. Its purpose is to bring aviation to the general public, especially to young people. It brings the whole aviation community together. Attendance was good considering what had happened last week.

The Board recessed for lunch at 11:55 am

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Chair Wilkins reconvened the meeting at 1:00 p.m.

Dennis Kendig and Ann Yannoti of Flightline Services, FBO owners and operators at Hood River and The Dalles airports, spoke to the Board. They wanted to impress on the Board and the legislature the impact that this last week has had on business. Kendig stated he did not think they were a security risk. They have been talking to Washington State about a 90/10 funding of new hangars to help support the airports and encouraged Oregon to look into it also. The Dalles has about 40 aircraft based there and has been the scene of two serious emergency situations. A lot of search and rescue takes place at Hood River

Mike Doke from the Port of Hood River gave a presentation on the airport, recently rededicated and renamed the Ken Jernstedt Air Field. The airport is a vital part of the community. It is important for business transportation, search and rescue, agricultural operations.

Wilkins asked what security measures had been taken. Doke noted that the FAA notices had been posted at the airport and are being followed. He pointed out that both Kendig and Yannoti know their aviation community very well and are keeping watch over activities. Yannoti mentioned that they had spent a lot of time educating and informing the local aviation community. There are some basics that a lot of people have forgotten. Both Doke and Yannoti noted that they had not been hearing directly from FAA about security measures. Doke reported that they are not worried about any new security measures, but they want to understand them and implement them correctly.

He reported on the rededication during the fly-in sponsored by the Columbia Gorge Association. They were very pleased with the attendance and the press coverage. Ken Jernstedt was a Flying Tiger and Oregon's first flying ace. He also had a very successful political career.

Doke complimented the department staff and stated they were easy to work with.

The Board thanked Doke for his presentation and hospitality. They also thanked Yannoti and Kendig for their information.

Nelson thanked staff for providing the news release on Chevron and Texaco.

The Board moved to the setting the agenda for the next meeting in October. Items to be included are:

- Continuation of discussion of the Class II Minimum Standards, to include a presentation by Mr. Miller
- Executive session
- Reports on the general aviation security workshop and the economic impact of airport restrictions
- Review and discussion of State-owned Class IV Airports minimum standards
- State Aviation Board Travel Policy
- Consent Item: OAR 738.025 regarding self-fueling
- Consider approval of legislatively adopted 2001-2003 budget
- Presentation on North Bend Airport
- Presentation on Small Aircraft Transportation System (SATS)

It was decided that the October meeting would be a ½ day on the 16th and a full day on the 17th.

The meeting was adjourned at 1:55 p.m.