

Oregon State Aviation Board Meeting Minutes

September 18, 2012

Madras, 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 Committee, a meeting of the Oregon State Aviation Board was held on September 18, 2012, at Madras Municipal Airport in the Butler Aircraft conference room.

Board Members Present: Chair, Mark Gardner; Vice Chair, Chris Corich; Board Members Nan Garnick, Jack Loacker, Larry Dalrymple, Paul Hudgens and Joe Smith.

ODA Members Present: Director, Mitch Swecker; Airports Manager, Matt Maass; Planning Manager, Heather Peck; Aviation Planner, Jeff Caines; Administrative Assistant, Roger Sponseller.

Presenters and guests in attendance included: ODA Director and ODA Airports Manager; ODA Projects & Planning Manager. Central Oregon Aerospace Industry Panel / Regional Solutions Team.

CALL TO ORDER – INTRODUCTIONS

The meeting started at 11:00 am

Self introductions were made.

ACTION ITEM – Approval of minutes from August, 2012 meeting.

Motion to approve by: Joe Smith

Motion 2nd by: Larry Dalrymple

Motion passed unanimously

Public Comments

Robert Burson: Mr. Robert Burson, a pilot out of Troutdale, Madras and Pacific City, commented on rumors that Pacific City State Airport could be closed and spoke out in favor of keeping Pacific City State Airport open. Mr. Burson commented on the unique qualities of

Pacific City such as the close proximity to town, restaurants and the beach. As a private pilot Mr. Burson said he and others would support a number of options, including a possible landing fee, to help keep the airport open.

Aviation Board Vice-Chair, Chris Corich, responded with the question to Mr. Burson that the problem with Pacific City wasn't fiscal in nature but a safety problem since the airport does not meet any objective standards for safety, dimensions or set-backs. There simply isn't any amount of money that can correct the proximity problems there and did Mr. Burson have any solutions?

Mr. Burson stated that he was not familiar with any of the local/state zoning politics or legal issues involved with the airport only that Pacific City has been there for a long time and that it would be a shame to lose it. Mr. Burson also remarked that he understood the Aviation Board would do what it has to do and that he was on the other side of the fence with his friends and they were going to do what they could to convince the board to keep the airport open.

Aviation Board Chair Mark Gardiner remarked that the Aviation Board was in fact looking at all of the airports and evaluating where they fit into the aviation system per say. It is a public process but he agreed with Aviation Board Vice-Chair Chris Corich that Pacific City is definitely on the bubble.

ODA Director Mitch Swecker commented that on the 25th of September ODA is trying to get a sub-committee meeting together with some Aviation Board members (although the date might be in question) and Oregon Pilot Association (OPA). OPA members Mary Rosenblum, Dennis Smith and Paul Ehrhardt have volunteered to work with ODA and the board on trying to find a solution to keep Pacific City airport open.

Robert Berg: Mr. Berg, the Airport Manager of Madras Municipal and a member of OAMA, spoke to the board regarding the importance of the Pavement Maintenance Program (PMP) to the smaller airports in the state. Mr. Strickland stated that it is a huge expense for the smaller airports to maintain their surfaces and that it would not be possible without the PMP program and the help of ODA administering the program.

Director's Update (handouts):

Mitch Swecker: ODA's Director, Mitch Swecker, briefed the board on agency business.

- Calendar of Events:

Sept: E-Board Interim Session Sept. 12th-14th.
American Association of Airport Executives (AAAE) Conference (Utah)
Sept. 26th-28th.

Oct: Oregon Airport Managers Association (OAMA) Conference in Creswell.
Aviation Board meeting will be on Oct. 16th at end OAMA conference.

Positive Aurora Airport Management (PAAM) meeting in Aurora on Oct. 25th.

Notice of Intent to the E-Board is due on Oct. 29th.

Nov: E-Board request (hardcopy) due on Nov. 5th.
Aviation Board meeting tentatively scheduled for Nov. 8th.
LFO receives final budget request on Nov. 9th.
PAAM meeting on Nov. 22nd

Dec: E-Board Interim Session
There will be no Aviation Board meeting in December.

- Residential Through-The Fence (RTTF) (Handouts):

Director Swecker remarked to the board on ODA's letter submitted to the Federal Aviation Administration (FAA) stating ODA's position that the FAA over-reached the intent of Congress in the FAA reauthorization bill that limits the FAA's ability to prohibit RTTF at General Aviation airports. Examples of over-reach by the FAA include:

- No other grant assurance requires FAA headquarters level pre-approval if a signed agreement.
- Changing the language of Grant Assurance 29 that "failure to depict RTTF access points MAY be a grant assurance violation" to "failure to depict RTTF access points IS a grant assurance violation."
- Using safety as a triggering event for a sponsor to update its access plan is vague, but in context carries an implication that the very nature of RTTF may subjectively be the cause of any safety issue and therefore might be used as reasoning to prevent or find fault with a RTTF access agreement.
- Establishing a 20-year limit on reviewing general aviation airport RTTF access agreements effectively imposes an artificial limit on an access agreement.

- Governor's Aviation Proclamation (Handout):

Director Swecker briefed the board on the updating of the Governor's proclamation regarding the importance of General Aviation and Community Airports in Oregon. Some of the economic/statistical information has become outdated. Mr. Swecker recommended that the information be corrected before the proclamation is finalized.

- Waldo Lake Update (Handout):

There have been several inquiries from concerned individuals regarding the number of landings on the lake. There has been one instance of a float-plane being chased off. In

fact there have only been 4 logged landing requests that have been recorded. Director Swecker felt the situation was a solution in search of a problem as far as the issue of allowing float-plane operations on Waldo Lake.

Aviation Board Chair, Mark Gardiner, asked what implications this would have on the permanent rule-making process regarding Waldo Lake. Director Swecker replied that it would be necessary to continue with the permanent rule making (in conjunction with legislative concept changing the wording of the administrative rule and statute stating agreement with the Marine Board not just coordinate with the Marine Board) and in possible concurrent agreement with the Oregon Marine Board. The permanent rule making would probably start in December.

- E-Board:

ODA entered its quarterly report answering the five questions on how ODA manages its resources. Also, ODA got \$614,000 end-of-year federal funds (Other Transaction Agreement) that had to go before the legislature to be requested.

- Legislative Concepts

ODA still has three Legislative Concepts in for consideration. The first is the agreement with the Oregon Marine Board, the second is Civil Penalty Authority for both safety and non-compliance with chapters of the statute and the third is the Legislative Concept for a fuel tax increase. A meeting is scheduled for the 26th of September with the board Chair with Lynn Peterson (Governor's Transportation Advisor) to walk through the concepts again.

Fiscal Statement (handout):

Mitch Swecker: ODA Director, Mitch Swecker (filling-in for ODA Fiscal Manager, Cindy Pease), briefed the board on the current fiscal status of the agency. Topics covered included:

- Operating Revenue
- Revenue of AV/Jet Fuel Tax
- Revenue to date
- Cost Drivers
- Actual Operating Expenditures
- Search & Rescue
- Aircraft Registration

- Pavement Maintenance Program
- Cash and Limitation Balances
- All Other State Owned Airport Profit and Loss Statement

Airports Update:

State Airports Manager Matthew Maass briefed the board on current fire-fighting activities being conducted from ODA airports. An estimated \$25,000 in revenue is expected to be generated from fire-fighting activities from state run airports. In conjunction with the fire-fighting issue, Mr. Maass commented that he spoke to the Fire Chief at Crescent Lake and of the Chief's concern over the future of Crescent Lake airport and its importance to fire-fighting in the area.

Mr. Maass also gave a brief update to the board on the Discover Paragliding operation on the coast. Mr. Maass went to the coast and observed Discover Paragliding operate in Seaside and commented that he thought that the company ran a very tight, safe and efficient operation; they put a lot of emphasis on safety. The company operates out of a 100 yard sq. area and don't take-up a lot of area. Mr. Maass didn't want to go into a full briefing because the owner of Discover Paragliding wanted to be present at the board meeting when it is; a detailed briefing will be made at the October Aviation Board meeting.

Capital Planning/Projects Update (handout):

Heather Peck: ODA's Planning/Projects Manager, Heather Peck, informed the board on current Capital Projects and Statewide Programs. Topics covered included:

Airport Improvement Projects (AIP) in progress:

Chiloquin Runway Rehab – Project is on schedule. Paving anticipated next week.

Siletz Bay Apron Rehab Design – Project started in July; final design estimated to be completed this summer and construction is scheduled for next spring/summer.

Cottage Grove Obstruction Removal – Project will start this week.

Aurora Air Traffic Control Tower – Project is in design phase.

Statewide Programs & Systems Planning:

Statewide Pavement Maintenance Program (PMP 2012 ODA Region 3) – Pavement maintenance projects are underway this summer with construction work to be completed

by the end of September. The following lists show the airports that will be getting various amounts of crack filling seal coat and pavement maintenance.

<u>Gorge Regional Airports</u>	<u>Central Region Airports</u>	<u>Eastern Region Airports</u>
Cascade Locks	Bend	Baker City
Columbia Gorge	Madras	Enterprise
Condon	Prineville	Grant County
Hermiston	Sunriver	La Grande
Hood River		
Wasco		
Boardman		
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80% Complete	85% Complete	85% Complete

Statewide Capital Improvement Program (SCIP) (FAA): The SCIP Coordinator has been working with the FAA and Airport Sponsors throughout the state to manage and coordinate the FAA's AIP expenditures and expiring funds. GA CIP Training is scheduled for the Fall OAMA Conference.

Pavement Maintenance Program (PMP) Evaluation: Pavement Evaluation Program (PEP) inspections have been completed for 2013 PMP. Reports are due to ODA in October; at that time the 2013 PMP will be scheduled per the needs as defined by the region and funds available.

ConnectOregon IV: Oregon Transportation Committee (OTC) has approved the *ConnectOregon* IV projects per the final recommendations.

Oregon Aviation System Plan (OAP): Update is underway. Update will include a new economic impact study and updated inventory and state capital plan.

Agency Request Budget (ARB) (CD & Handouts):

Director Swecker summarized the Agency Request Budget that was submitted to BAM on July 31st. The budget was too big to be printed-out so it was put on a CD-ROM for the board members convenience. Director Swecker asked that the board members take the CD home and review the material for the Aviation Board meeting in October. Topics covered by the summary and disk included:

- How the budget is allocated among programs and activities.
- Expenditure distributions by fund types.
- Affirmative Action Policy
- Legislative Concepts
- Comparison of 2011-2013 Legislatively Approved Budget with the 2013-2015 Agency Request Budget.

- Mission Statement
- Statutory Authority
- Key roles and functions
- Agency Two-Year Plan
- 2013-2022 10-Year Plan
- Agency Program Descriptions
- Jobs and Economy Strategy
- Environmental Factors
- Policy Option Packages –
 - Package 101 – Increased Service with Fuel Tax Increase
 - Package 102 – Converts Limited Duration SCIP position to Permanent position.
 - Package 103 – Cottage Grove Capital Construction project.
 - Package 104 – General Aviation Entitlements.

Central Oregon Aerospace Industry Panel / Regional Solutions Team:

Annette Liebe, the Governor’s Regional Solutions Coordinator for Central Oregon, gave a brief overview of Regional Solutions. The focus of Regional Solutions is to get state agencies to work collaboratively together on priority projects for local governments. That is still the focus of the program but with additional features. These features are intended to not only insure state agency collaboration but insure leveraging of resources between the public sector, the private sector, the civic sector and higher education. One of the ways that is done is through the establishment of advisory committees. There are three economic development districts and in each of the districts the Governor has established Regional Solutions advisory committees. The role of the advisory committee is two-fold: One, to identify regional priorities that the Regional Solutions Team works on. Two, provide a forum for the leveraging of resources. Targeted industries for economic development include aerospace/aircraft production and parts (including UAV systems development), software, IT, data centers, renewable energy, recreational equipment manufacturing and secondary wood products. Some of the other regional priorities identified by the team include regulatory integration and streamlining, regional availability of industrial land, power availability, rail access for freight mobility, regional air transportation, bio-mass thermal heat, water supply and infrastructure along Highway 97.

Jeff Ansbach, CEO of Warm Spring Economic Development Corporation, spoke to the board regarding Unmanned Aerial Systems (UAS) development in Central Oregon. Being able to providing a large, open area for UAS testing would help attract many of the industry’s top companies and make Oregon more relevant in the market. These companies include manufactures of air frames, ground control maintenance, payload (cameras and sensors) and command control communications and computers. The FAA is going to attempt to establish six

FAA-approved test areas throughout the United States and, due to the obvious economic benefits, there is a great deal of competition among various states to get one of the test areas in their state. Mr. Ansbach believed that through public/private partnership Oregon can get one of the test sites allocated to central Oregon.

Eric Simpkins commented to the board on the application process with the FAA for acquiring one of the UAS test site areas. The FAA doesn't provide any funding but it is one avenue for establishing a site. Another avenue available is through the Oregon Innovation Council. The Economic Development Committee is among the finalist for development funds. If considered, the Development Committee will ask for \$3M for the funding of a center of excellence and test site. Also, partnering with neighboring states would make the Pacific Northwest more attractive to the FAA and differentiate Oregon from other parts of the country.

Roger Lee spoke about the current state of the aviation industry in central Oregon. While some business was lost in the economic down-turn (Cessna) one of the areas of the aviation industry in central Oregon that is doing fine is pilot training. This includes UAV training as well. However, one of the biggest concerns/restraints of economic development in central Oregon is the limited commercial air service to the area.

The board discussed.

ODOT Statewide Transportation Strategy:

Director Swecker briefed the board on ODOT's Statewide Transportation Strategy, which has an aviation component included in it. Mr. Swecker asked the board if they wished to comment on the strategy since the comment period is still open. A letter has been drafted which addresses the concerns over the strategy's attempt to shift people away from aviation into other modes of transportation and over-reaching greenhouse gas restrictions and/or fees.

Meeting ended at 2:00pm.