

# Oregon State Aviation Board

## Meeting Minutes

April 28, 2011 Portland, 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 April 28, 2011, at Portland International Airport (PDX) Conference Center in the Multnomah Room.

**Board Members in attendance included:** Chair Mark Gardiner, Vice-Chair Chris Corich, Board Members: Steve Beckham, Nan Garnick, Jack Loacker, Joe Smith and Larry Dalrymple.

**Department of Aviation employees in attendance included:** ODA Interim Director and State Airports Manager, Mitch Swecker; ODA Fiscal Manager, Jenny Wilfong; ODA Planning Analyst, Sandra Larsen; ODA Airport Operations Specialist, John Wilson; ODA Administrative Assistant, Roger Sponseller.

**Presenters and guests in attendance included:** ODA Director, ODA Fiscal Manager. Rainse Anderson, WH Pacific.

### CALL TO ORDER – INTRODUCTIONS

- The meeting started at 10:00 a.m.

***ACTION ITEM – Approval of minutes from the March 31, 2011 minutes.***

**Motion** to approve by Joe Smith

**Motion** 2<sup>nd</sup> by Larry Dalrymple

**Motion** passed unanimously

### Public Comments:

**Andy Anderson (handout):** Co-Chairman of the Independence Airport Memorial Day Planning Committee, Mr. Anderson briefed the board on the 18<sup>th</sup> Annual Pilot Memorial Tribute to be held at Independence airport on Memorial Day, May 30, 2011. Mr. Anderson thanked the board for its continuing support of the annual tribute and, specifically, to ODA State Airports Manager Mitch Swecker and Aviation Board member Joe Smith for their active participation.

## **Aurora Master Plan**

**Rainse Anderson (PowerPoint):** Rainse Anderson, of WH Pacific, briefed the board on the continuing Aurora Airport Master Plan. Mr. Anderson began his presentation by reviewing the public comments that had been submitted regarding the proposed alternatives. Other topics covered in Mr. Anderson's briefing included displaced thresholds, project overview, traffic analysis, forecasts for airport operations and based aircraft, development alternatives and noise mitigation. The board discussed.

## **Aurora Master Plan Public Comments:**

**Don Wilson:** Mr. Wilson, president of Wilson Construction, a company based out of Canby and employing about 450-500 people, remarked to the board that his company utilizes many different types of aircraft for its business and that he supports the expansion at Aurora.

**Ben Williams (Handout):** Mr. Williams, president of Friends of French Prairie, stated to the board that his organization is opposed to any expansion at Aurora due to airport noise, pollution and the obliteration of local farmland.

**Ken Ivey:** Mr. Ivey stated that he was against expanding the airport at Aurora. Mr. Ivey did not feel that enough facts or statistics were available to make any informed decisions about expanding Aurora and he felt there were plenty of other airports nearby who could handle the big jets.

**Tony Holt:** A representative of Charbonneau Homeowners Association, Mr. Holt stated that many of the residents of Charbonneau are against any runway extension at Aurora. Mr. Holt pointed-out that even with a runway extension there will still be safety issues as far as the larger jets are concerned. Also, Mr. Holt felt that more discussion is needed at PAC and with the public in general.

**Keith Amundson:** A former urban planner and statistician, Mr. Amundson felt that more studies need to be done before any final decision is made regarding the Aurora Master Plan.

**Mike Iverson:** A farmer with property adjacent to the airport, Mr. Iverson stated that he already has drainage problems due to the current airport layout and that a runway extension will exasperate the problem. Also, an extension of the runway could lead to the closure of Kyle Road and add additional traffic and gridlock to the remaining roads.

**Mark Ottenad:** A representative of City of Wilsonville, Mr. Ottenad remarked that more PAC meetings need to be held to discuss preferred alternatives and scenarios for expansion at the airport.

**Kurt Wilson:** Mr. Wilson, a representative of RJ2/DB Aviation, told the board that pilots who fly out of Aurora do their best to mitigate the noise they create; despite what the residents of Wilsonville and Charbonneau say to the contrary.

**Tod Coombs:** A pilot who works for RJ@/DB Aviation, Mr. Coombs remarked that safety is the major issue at Aurora. Many of the aircraft at Aurora have to take-off with only partial fuel loads due to weight restrictions and the short length of the runway. A runway extension would greatly decrease the risks pilots face when departing the airport.

**Tony Helbling:** Mr. Helbling, a commercial pilot and Director of Helicopter Operations at Wilson Construction, asked the board to step back from the airport issue and instead consider what kind of companies own and operate a corporate jet. These companies contribute anywhere from \$200-\$300 million dollars annually to the state's economy and should not be dismissed or ignored. While Mr. Helbling understood the concerns of the residents of Wilsonville and Charbonneau, he also understood the importance of economic development at Aurora. Also, Mr. Helbling is responsible for studying noise mitigation issues for his company. Conducting field tests in surrounding neighborhoods, Mr. Helbling stated that he found higher decibel levels (90 dB's or more) emanating from weed-whackers, leaf-blowers and wood-chippers than he did from jets flying overhead.

**Bruce Bennett:** Mr. Bennett, owner of Aurora Aviation, stated that when the airport was opened in 1943, it was perfect for the aircraft of the times. Today, the runway is too short for modern aircraft and an extension would be the best way to go as far as safety and future development are concerned.

**Mike Broussard:** Mr. Broussard, of Columbia Helicopters, remarked to the board that Columbia Helicopters is expanding and that the company supports modernization and growth at Aurora. However, the company, which is actually located off state airport property, is concerned that their needs may not be met (even impeded) by the preferred alternatives.

**Ted Millar:** The owner of Aurora Jet Center and Southend Airpark, Mr. Millar is also a resident of Charbonneau. Mr. Millar pointed-out that while there are a number of vocal opponents to any expansion at Aurora airport, there is a greater number of Charbonneau residents who approve of the improvements. Mr. Millar agreed that while safety is the foremost concern for improving the airport, Senate Bill 680 (S.B.680) mandated that the Aurora airport be a model airport to create economic development for the surrounding rural communities. As such, Mr. Millar supports a runway extension whether it's in the north or the south.

**Paul Bazeley:** Mr. Bazeley, Director of Maintenance for Aerometal International, LLC, told the board that while his company is relatively small and young, they share the safety concerns regarding the length of the runway. Older aircraft, like the type Aerometal restores, need longer runways to safely take-off and land.

**Aron Faegre:** Mr. Faegre, principal of Aron Faegre & Associates, an airport planning firm based in Portland, Oregon, remarked that it was good that the board was not rushing into making a decision concerning any expansion at Aurora. While aviation's impact on global climate conditions is still uncertain, a runway extension will actually conserve fuel and reduce environmental impact in the long run.

**Harlan Reetz:** A resident of Aurora, Mr. Reetz told the board that when he moved into his home he couldn't help but notice all of the low flying aircraft over his house. Mr. Reetz read to the board the current flight regulations regarding take-offs and landings at Aurora and pointed-out that many of the procedures are not being followed. He has complained to commercial operators at the airport and has got little satisfaction.

**Jeff Ward (Handout):** A resident of Wilsonville, Mr. Ward has been employed as a professional pilot at Aurora for four years. Mr. Ward spoke to the board concerning Safety Management Systems and its benefits. Mr. Ward also stated that if the state wants to promote economic growth in the area, developing Aurora airport is a good way to do it.

**Reme Price:** Mr. Price stated that he supports the runway extension at Aurora.

The board discussed.

**It is the consensus of the Aviation Board to schedule a new PAC meeting with additional information concerning the Preferred Alternative.**

### **Cape Blanco Airport Transfer:**

**George Rhodes (Handout):** Mr. George Rhodes, a commissioner from Curry County, spoke to the board regarding the acquisition of Cape Blanco Airport. The Curry County Board of Commissioners is seeking ownership of Cape Blanco Airport for purposes of development at the airport and adjacent County properties; all for the general economic and public benefits to the County and its residents. In accordance with recommendations from the State Aviation Board for divestment of airports owned by the State, Curry County is submitting an application for transfer of Cape Blanco ownership and management to Curry County. The following questions and topics were covered in the application:

#### **General:**

1. Why does Curry County wish to acquire this airport?
2. How will the statewide aviation system benefit from your ownership of this airport?

## Management Plan:

1. Day-to-day operations
  - Lease administration and management.
  - Grant Administration.
  - Airport safety inspections.
  - Airport planning.
  - Tenant relations.
  
2. Qualifications of staff designated for management responsibilities.

## Development Plan:

1. Proposed airport improvements
  - Short-Term (1 to 5 years)
    - Priority Maintenance Projects –
      - 2011 PMP work on all airport asphalt pavements; including re-marking.
      - Clear RSA's with focus on Gorse eradication.
      - Complete maintenance to airport beacon, segmented circle and aircraft tie-downs.
      - Update ALP.
      - 2014 PMP work on all airport asphalt pavements.
  - Mid-Term (5 to 10 years)
    - Overlay runway and taxiways.
    - Replace MIRL.
    - Install airfield guidance signs.
    - Obstruction Survey and NAVAIDs Installation (PAPIs/REILs).
    - Install weather monitor/reporting equipment (AWOS).
    - Construct/rehabilitate parking apron, ramp and tie-downs.
    - Fueling (self-service).
    - Hangar development.
    - Security fencing.
  - Long-Term (beyond 10 years)
    - Airport access road and way finding signage.

- Utilities infrastructure (power/water/sewer/telecom).
  - Terminal facilities (parking/restrooms/telephone).
  - Extended runway (if justified) and parallel taxiway.
  - FBO services.
2. Priorities in airport development plans
- Maintain safety and integrity of existing assets.
  - Upgrade existing assets to improve operating environment for pilots.
  - Construct new assets to attract general aviation users and encourage investment opportunities to support aviation activity.
  - Upgrade airport to be capable of providing full support of air operations in the event of major natural disaster.
3. Funding of proposed improvements
- Initial funding will be from Curry County general funds.
  - Private investment funds will be solicited for airport lease opportunities.
  - County intends to attain NPIAS status and apply for non-Primary Entitlement Grant funds in the future.

Maintenance Plan:

1. Proposed airport maintenance plan
- Curry County presently owns, manages and maintains Brookings Airport. Curry County proposes to maintain Cape Blanco Airport with existing county department's staff and contract consultants.
  - Consistent with Brookings Airport, responsibility for executive management of the airport lies with the County Commissioner who is assigned as airport liaison by the Board of Commissioners. County Commission staff departments including County Road and Administrative Services will lead the maintenance responsibility for the airport.
  - It is anticipated that existing County Road Department and Brookings Airport maintenance equipment/tools will be sufficient to maintain Cape Blanco Airport. Additional equipment will be obtained if required.
  - Based upon county review of previous expenditures by ODA at Cape Blanco since 2004 and maintenance budget for Brookings Airport, the estimated cost for Cape Blanco is approximately \$15,000 per year.

### Financial Plan:

A complete financial plan has yet to be completed. Existing airport revenues have yet to be confirmed and validated to be current. Proposed changes to the current rates will be evaluated subsequent to validation of current rate information.

1. 5-year forecast of airport revenues and expenditures
  - To be developed, and will be provided, after confirming revenues availability.
2. Proposed changes to the current rates and charges structure
  - To be developed, and will be provided, after confirming current rates.

### Additional Materials Required:

A resolution of statement of support for this acquisition from the governing body of the proponent to the State Aviation Board

**The Curry County Board of Commissioners' support of this acquisition is attached (Handout)**

### **Cape Blanco Acquisition Public Comments:**

**Mary Wahl:** Ms. Wahl, a resident with property around Cape Blanco Airport, asked to the board to not move quickly on this issue. Many of the people who live around Cape Blanco do not know what is going on. Many issues still need to be looked-at (finances) by residents of the area.

**Letters of concern/opposition were received from the following groups and/or individuals (Handouts):**

Cameron LaFollette, ORCA – Oregon Coast Alliance  
Ann Vileisis, Kalmiopsis Audubon Society  
Tim Palmer, Kalmiopsis Audubon Society  
Michael Murphy, Resident, Langlois, OR  
Georgia Nowlin, Resident, Cape Blanco, OR

### **Director's Update:**

**Mitch Swecker:** Updated the board on agency business. Topics covered by Mitch Swecker included:

- Oregon Airport Management Association (OAMA) letter (Handout) stating support of ODA's autonomy from ODOT and support of continued funding of *ConnectOregon* and *ConnectOregon Rural Airports (CORA)* programs.

- Senators Wyden and Merkley's amendment (Handout) to the FAA's re-authorization bill protecting Residential Through-The-Fence agreements.
- Calendar of events.
- *ConnectOregon* IV update
- Legislation update (SB 904)

The board discussed.

***ACTION ITEM – The Aviation Board is on record to communicate to the members of the legislature that it supports Senate Bill 904.***

**Motion** to approve by Joe Smith

**Motion** 2<sup>nd</sup> by Steve Beckham

**Motion** passed unanimously

### **Budget Review:**

**Jenny Wilfong (Handout):** Ms. Wilfong briefed the board on the agency's current financial standings. Issues covered by Ms. Wilfong included:

- Revenue Sources (handout)
- Revenue of AV/Jet Fuel Tax (handout)
- Actual Revenues (handout)
- Operations Cost Drivers (handout)
- Actual Operating Expenditures (handout)
- Search and Rescue (handout)
- Aircraft Registration (handout)
- Pavement Maintenance Program (handout)
- Cash and Limitation Balances (handout)
- Aurora State Airport Profitability Statement (handout)
- Mulino State Airport Profitability Statement (handout)
- Other State Airports Profitability Statement (handout)

The board discussed.

### **COIII Rural Airports Prioritization Criteria:**

**Sandi Larsen (Handout):** Ms. Larsen briefed the board on current *ConnectOregon* III prioritization criteria. A new spreadsheet (Green Sheet) has been created to make prioritizing easier. Funds were left-over from last year's *COIII* Rural Airports. ODA received 10 applications for the funds. A teleconference will be held on May 17<sup>th</sup> to determine final rankings.

The board discussed.

***ACTION ITEM – The Aviation Board will use the “Green Sheet” for its grading criteria.***

**Motion** to approve by Nan Garnick

**Motion 2<sup>nd</sup>** by Joe Smith

**Motion** passed unanimously

The next Aviation Board meeting will be on June 23, 2011 at PDX.

Meeting adjourned at 1:20 pm.