

Oregon State Aviation Board

Meeting Minutes

June 23, 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 June 23, 2011, at Portland International Airport (PDX) in the Port of Portland's Headquarters Building, in the Chinook room.

Board Members in attendance included: Chair Mark Gardiner, Board Members: Steve Beckham, Jack Loacker and Larry Dalrymple.

Board Members in attendance by phone: Joe Smith and Nan Garnick.

Department of Aviation employees in attendance included: ODA Director, Mitch Swecker, ODA Fiscal Manager, Jenny Wilfong; ODA Planning Consultant, Steve Ponce; ODA Airport Operations Specialist, John Wilson; ODA Fiscal Assistant, Jim Putnam; 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 April 22nd Aviation Board meeting.

Motion to approve by Joe Smith

Motion 2nd by Larry Dalrymple

Motion passed unanimously

Public Comments:

There were no general public comments.

Aurora Master Plan Runway Option Selection (handout):

Rainse Anderson of WH Pacific gave the board a project overview of the runway option selection to date. Progress since the last PAC meeting (handout) includes:

- Development alternatives presented to the PAC March 10th.
- Comments on alternatives taken through March 24th.
- Presentation to Oregon Aviation Board on March 31st.
- Draft Preferred Alternative comment period March 31st-April 21st.
- Presentation to Board on April 28th.
 - Discussion of displaced thresholds / declared distances.

As a result of comments given after the draft Preferred Alternative was presented to the Aviation Board, the project team developed add-on Scenarios 1 and 2, which integrate the use of displaced thresholds to gain additional usable runway. Subsequent discussions between ODA and FAA have reintroduced the concept of a 1,000 ft. runway extension to the south, hereinafter referred to as Scenario 3.

The purpose of declared distances in airport design is to provide an equivalent RSA, ROFA, or RPZ in accordance with the design standards at **existing constrained airports** where it is otherwise impracticable to meet standards by other means. Declared distances are also employed when there are obstructions in the runway approaches and/or departure surface that are beyond the ability of the airport owner to remove.

The FAA had been approached regarding the use of displaced thresholds at Aurora State. The FAA's official position in a letter dated June 7, 2011 regarding declared distances is as follows:

- Displaced thresholds would only be a partial utilization of the runway.
- Design standards would be applied as if it were a full runway extension, since “anything that increases the takeoff run available from the existing runway length is a runway extension.”
- A runway extension was justified in previous sections of the Master Plan.
- “In summary, we would not participate in funding proposals that would provide only partial and/or limited use of a runway extension.

Mr. Anderson then briefed the board on public comments received since the June 7th PAC meeting. Comments were accepted until June 21st. 252 comment forms were submitted. Comment summary is as follows:

- 147 supported no change/preferred alternative
- 3 supported add-on scenario #1
- 4 supported add-on scenario #2
- 98 supported add-on scenario #3

Additionally, 3 petitions were submitted with 108 signatures supporting scenario #2. Also, there was expressed support of scenario #3, if FAA will not approve displaced thresholds.

Aurora Master Plan Public Comments:

Jack Kahle: Mr. Kahle expressed his support for the runway extension and his hope that everyone can now move forward and put this issue to rest.

Don Bowerman: Mr. Bowerman stated that, as a trial lawyer, he has had to defend pilots who have collided at Aurora and that the main issue surrounding the Aurora Master Plan is safety. Either the runway extension or a tower is definitely needed. Mr. Bowerman also expressed concern over the location of the future tower.

Phil Swain: Mr. Swain, a pilot for Aurora Aviation, supports a runway extension. As a former airline pilot, Mr. Swain knows from experience what it is like to try and take-off from a short runway with a high-performance aircraft. Runway length can make all the difference where safety is concerned.

Dan Chandler (handout): Submitted to the board documents from Clackamas County.

Mark Ottenad (handout): A representative of City of Wilsonville, Mr. Ottenad expressed his city's concerns over the expansion at Aurora and any displacement of Kyle Road.

Tony Holt: A PAC member and resident of Charbonneau, Mr. Holt felt that the concerns of the residents of Charbonneau were not being addressed. Mr. Holt felt that there was no proven reason to extend Aurora's current runway. If ODA lengthens the runway it will only attract larger aircraft operations that will, in turn, ask for an even longer runway.

Bruce Bennett: Mr. Bennett, owner of Aurora Aviation, had two points to make to the board. First, Life-Flight needs as long a runway as can be provided. Because of weight/fuel/runway length restrictions, some of the medical flights have to be diverted to Seattle. Second, Mr. Bennett expressed concern over the placement of the fire station and control tower.

Ted Millar: Mr. Millar reminded the board that many years ago the state mandated that Aurora airport was supposed to be used as a model of how rural airports could contribute to economic development in smaller communities. How can the airport achieve its purpose if the surrounding interests don't allow it to expand?

Carric Scott: Mr. Scott, a relative new-comer at Aurora (3 years), supports an extension of the runway at Aurora. Lack of hangar space at the larger Portland general aviation airports (Hillsboro/Troutdale) is forcing the smaller aircraft to migrate south to airports like Aurora. The runway extension is absolutely a safety issue.

Paul Bazeley: An employee of Aerometal, Mr. Bazeley stated that his company supports add-on scenario #3. It is his opinion that scenario #3 is the most comprehensive and offers the best airport layout as far as safety is concerned.

Frank Barlow: A flight instructor and pilot of corporate jets, Mr. Barlow stated that the safety issue at Aurora is the concern of small aircraft as well as the larger jets. As far as Mr. Barlow is concerned, ODA can't add enough runway to make him happy. As a local resident, he fully supports a runway extension at Aurora not just for the safety concerns but also for the additional tax revenue it will bring to the community. Also, Mr. Barlow felt that Kyle Road is extremely dangerous and should be closed.

Mitch Swecker read two letters (handouts) to the board; one from Mia Nelson of Thousand Friends of Oregon and one from the Wilsonville Chamber Commerce. Thousand Friends is opposed to any expansion of the airport and the Wilsonville Chamber of Commerce supports add-on Scenarios 1 and 2.

The board discussed.

(Note: Before making the motion to approve the draft Master Plan, board member Joe Smith remarked to the Aviation Board that he felt that the design/engineering consultant should not be the entity naming or labeling any of the alternatives "Preferred" or otherwise; that is for the Aviation Board to decide.)

ACTION ITEM – The Oregon Aviation Board approves the draft Master Plan preferring Add-on Scenario #2 with the understanding that it will be submitted to the FAA with the alternative of Add-on Scenario #3 if the FAA disapproves Scenario #2 and that an alternative be provided for the location of the fire station in consultation with firefighting experts and with consideration for the description of the acreage to be taken allowing for flexibility of that issue as suggested by Thousand Friends of Oregon.

Motion to approve by Joe Smith

Motion 2nd by Larry Dalrymple

Motion passed unanimously

Budget Review (handouts):

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

- Revenue Sources
- Revenue of AV/Jet Fuel Tax
- Actual Revenues
- Operations Cost Drivers
- Actual Operating Expenditures
- Search and Rescue

- Aircraft Registration
- Pavement Maintenance Program
- Cash and Limitation Balances
- Aurora State Airport Profitability Statement
- Mulino State Airport Profitability Statement
- Oakridge State Airport Profitability Statement
- Cape Blanco State Airport Profitability Statement
- Bandon State Airport Profitability Statement
- Pacific City State Airport Profitability Statement
- Upcoming Timeline – Budget Process and Focuses

The board discussed.

Director's Update:

Mitch Swecker: ODA's Director, Mitch Swecker, briefed the board on the agency's current operational issues. Topics covered included:

- Calendar Events
- Organizational Changes (DAS to ODOT)
- OTC CORA Results
- Legislation Update – SB 904
- General Aviation Airports Coalition (GAAC)
- Aurora Tower
- Cape Blanco Airport Transfer Request

ACTION ITEM – The Oregon Aviation Board will require Curry County to present to the Aviation Board a business plan detailing the county's financial plan for acquiring and maintaining Cape Blanco Airport.

Motion to approve by Jack Loacker

Motion 2nd by Larry Dalrymple

Motion passed unanimously

- Pacific City Permit for Game Arcade

ACTION ITEM – The Oregon Aviation Board will take all reasonable steps to try and get the decision allowing the gaming arcade to go in next to Pacific City Airport reversed.

Motion to approve by Joe Smith

Motion 2nd by Larry Dalrymple

Motion passed unanimously

Next Aviation Board meeting is tentatively set for July 28, 2011.

The Oregon Aviation Board went into Executive Session at 1:40 p.m.

Meeting ended at 2:00 p.m.