

Oregon State Aviation Board

Meeting Minutes

October 16, 2012

Creswell, 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 October 16, 2012, at the Emerald Event Center located in Creswell, Oregon.

Board Members Present: Chair, Mark Gardiner; 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; ODA Airports Manager; ODA Projects & Planning Manager.

CALL TO ORDER – INTRODUCTIONS

The meeting started at 1:20 pm

Self introductions were made.

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

Motion to approve by: Joe Smith

Motion 2nd by: Larry Dalrymple

Motion passed unanimously

Public Comments:

Theresa Cook: Ms. Cook, Manager of Southwest Oregon Regional/North Bend Airport, spoke to the board concerning the economic goals for Southwest Regional/North Bend. North Bend is a ‘Special District’ airport and therefore is restricted in what kind of economic development goals it can pursue. Ms. Cook passed-on to the board the airport’s proposals for achieving revenue self-sufficiency in the future and asked that any assistance and/or support the Aviation Board could give the airport would be appreciated.

Ms. Cook also briefed the board on the Liquid Natural Gas (LNG) energy plant scheduled to be built about one mile from the north end of North Bend's runway 31/13. Ms. Cook is currently in discussions with Oregon Pilots Association (OPA) and other entities to determine what impact, if any, the plant will have on airport operations.

Mary Rosenblum: Ms. Rosenblum, President-Elect of OPA, addressed the board about the ongoing study concerning the Troutdale Energy Plant and the coming decision by the FAA regarding aircraft flight rules around thermal plumes made by the plant's exhaust stacks. Ms. Rosenblum also thanked the Aviation Board for its letter to the relevant agencies urging careful consideration of all the safety implications posed by the proposed plant.

Alan Alexander: Mr. Alexander, Director and CEO of the Oregon Airport Managers Association (OAMA), wanted to thank Mitch Swecker, his staff and the Aviation Board for all of the work they have done for general aviation in Oregon.

Director's Update (handouts):

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

- Calendar of Events:
 - Oct: PAAM meeting in Aurora on Oct. 25th.
Notice of Intent to the E-Board is due on Oct. 29th.
 - Nov: E-Board request due on Nov. 5th.
Aviation Board meeting on Nov. 8th (Teleconference).
LFO receives final budget request on Nov. 9th.
PAAM meeting on Nov. 22nd
 - Dec: E-Board Interim Session (10th, 11th, 12th)
There will be no Aviation Board meeting in December.

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

Approve Agency Req. Budget (ARB):

It was decided by the board to delay voting on the ARB due to late changes in one of the proposed legislative concepts.

Affirmative Action Plan:

ACTION ITEM – Approval of Affirmative Action Plan

Motion to approve by: Larry Dalrymple

Motion 2nd by: Nan Garnick

Motion passed unanimously

Airports Update (Handout & Video):

Matthew Maass: ODA Airports Manager, Matt Maass, spoke to the board regarding Discover Paragliding's operations on the coast. The issue concerning Discover Paragliding involves the current Oregon Administrative Rule which defines "Aircraft" in Oregon and differs slightly from how the FAA defines an aircraft. Specifically, Oregon's Administrative Rule defines a tandem paraglider as an aircraft and states that it must be operated as one. Since the current definition would essentially shut-down any tandem paragliding activity on Oregon's beaches, Discover Paragliding has asked the Aviation Board to revise the Administrative Rule that defines aircraft to exclude tandem paragliders. The Aviation Board asked Mr. Maass to examine Discover Paragliding's operations at Seaside and report back to the board.

Mr. Maass went over to Seaside and observed Discover Paragliding's operations on the beach. Discover Paragliding operates out of an area about 100 yds. sq. located about 5 miles away from Seaside airport. The operators use a tow-vehicle with a cable to pull the paraglider into the air and then the paraglider operator releases the cable when proper height is achieved. The cable, which has a parachute attached to the end of it to keep it from falling too quickly to the ground, is automatically winched-in by the tow-vehicle.

Mr. Maass showed the board a video he took of the operation from both the ground and from the paraglider. While the board watched the video of the paraglider flight, Mr. Maass remarked that while he was observing the operation from the ground, he had the opportunity to speak to several individuals who were neighbors to the area Discover Paragliding was operating out of. The neighbors did not feel there were any problems with noise or the paragliders creating an unsafe environment for other people walking on the beach. Mr. Maass stated that, at this time, he did not want to recommend a course of action to the board regarding the paragliding operations on the coast until he had had a chance to speak to Oregon State Parks & Rec. and get their feedback.

Waldo Lake (Video):

The temporary rule that was put into place allowing limited float-plane activity at Waldo Lake was discussed. Specifically, the Aviation Board Chair, Mark Gardiner, remarked that the board should consider looking at amending the temporary rule to include language that states that pilots who land on the lake should not be allowed to “plow-taxi” unless wind or surface conditions dictate it. The amendment was recommended because of an incident where a float-plane landed on Waldo Lake and proceeded to “plow-taxi” across the lake to the shoreline; creating a great deal of noise and spray. The board watched a cellphone video of the plane, taken by bystanders standing on the shore, when the aircraft landed on the lake and taxied-in. The board discussed.

Capital Planning/Projects Update:

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

- Chiloquin – 95% complete. The only thing left is the new beacon tower and runway striping. Airport is open to daytime use.
- Cottage Grove – Obstruction removal is proceeding.
- Statewide Pavement Maintenance Program (PMP) – PMP is complete for the year.

Further Info:

Aviation Board member, Joe Smith, spoke to the board regarding the proposed fuel tax increase and airport funding (or lack thereof). If the fuel tax increase is not passed and additional funding is not made available within the next four years, ODA will have to start looking at which airports to keep and which ones to dispose of. Mr. Smith remarked that of all the state owned airports, Pacific City was closest to having one foot in the grave and one foot on the banana peel. Of the current Aviation Board members, Mr. Smith felt he was the only one who would vote to keep Pacific City open. However, it was discussed that disposing of the airport and closing the airport

are two different things. Options for the airport (if funding cannot be acquired) include possibly turning over operation of the airport to the homeowners who live next to it, selling it to a private party for further airport development or possibly even turning airport operations/maintenance over to the Aircraft Owners and Pilots Association (AOPA).

There being no further business, Aviation Board Vice-Chair, Chris Corich, asked if someone would like to make a motion to adjourn.

Motion to adjourn: Larry Dalrymple

Motion 2nd by: Joe Smith

Motion passed unanimously

Meeting ended at 2:30pm.