

From the Director



Greetings from yet another Director of Aviation at ODA. Having recently been appointed as Director of Aviation, after over two years as State Airports Manager, it is a pleasure to work with all of you to promote aviation in Oregon and to be part of an organization that makes a difference to Oregon Aviation. There have been lots of developments recently; but first I want to address a fundamental responsibility of ODA. That is, we must be relevant to the aviators, aviation businesses and airport communities throughout the state. Our charter has to be about customer support. See page 13 for the results of our Jan. 2011 customer satisfaction survey. Although the results are OK, what have we done for you lately? First, we maintain and operate 28 airports around the state. Obviously, the goal is safety first, but we also advocate for protection of the airspace around the airports and coordinate land use with the counties and other local jurisdictions. Included in the safety and management arena, we are in the beginning phases of design for a very important safety improvement: an air traffic control tower at Aurora State Airport. We have eight other projects in work around the state including runway rehab at Joseph beginning in August 2011 and obstruction removal at Aurora (complete), Cottage Grove, Siletz Bay and Chiloquin. Additionally, at Chiloquin, ODA is in the design phase for a runway rehab project which will take place in the summer of 2012. We are also wrapping up obstruction removal and blast pad construction at Bandon (Bandon will have closure). Of significance, ODA is just beginning it's 2011 Pavement Maintenance Program (PMP) with 17 airports scheduled this summer and fall.

As many of you may be aware, Chris Cummings, our agency's Project Manager and the person who set many of these projects in motion, has left ODA. We are fortunate to have hired Heather Peck, Project Manager from Portland Metro, to fill his shoes. Heather is off to a great start and her bio is in this edition of FLIGHT- LINES.

What else have we done? The Aviation Board has been proactive this year and played an integral part in setting the direction of aviation policy as well as helping to get nearly \$27 million dollars for Oregon aviation projects through the CONNECTOREGON program.

ODA also co-hosted a joint OAMA/ODA conference in the spring that featured an insurance and lease rate seminar for GA airport managers. OAMA/ODA also hosted a reception that brought numerous state legislators face to face with the Oregon Aviation community; taking advantage of the Oregon State Legislature being in session. There may be a follow-up seminar for airport managers at the fall conference in Eugene on October 17-18.

Oregon lost a great advocate for aviation for OAMA this year when Bob Noble retired. Congratulations to Alan Alexander (retired from Salem) and Tim Doll (Eugene) for picking up where Bob left off. Also of note, Board member Steve Beckham has retired from the Aviation Board after many years of great service to Oregon aviation. He will be missed.

If you have a good idea on how we can provide service to you the aviation community, please feel free to contact me. We need your help to keep us relevant and working on your behalf. Bring your good ideas via email, telephone, text or go the extra step and/or sign up to be a volunteer in the AIRO program.

Thank you for your support and fly safe. -Mitch Swecker

INSIDE THIS ISSUE

Page 2-4

What's New at State Airports?

Page 5

Airshow of the Cascades

Page 6

GA Safety Improvement Plan

Page 7

Mix Aircraft Solutions

Page 8-9

Avgas in 2011

Page 10-11

Report on Avgas future

Page 12

Aircraft Registration

Page 13

Customer Survey results

Page 14-15

PDX VOR/DME

Page 18

Alliance for Aviation Across America

The Oregon Aviation Board consists of seven members appointed by the Governor and confirmed by the Oregon Senate. The Board provides policy direction to the Director and the Department.

Members of the Oregon Aviation Board:

Chair, Mark Gardiner

Vice Chair, Chris Corich, Board Members: Steve Beckham, Larry Dalrymple, Nan Garnick, Jack Loacker, & Joe Smith.

AVIATION BOARD MEETING

August 25, 2011

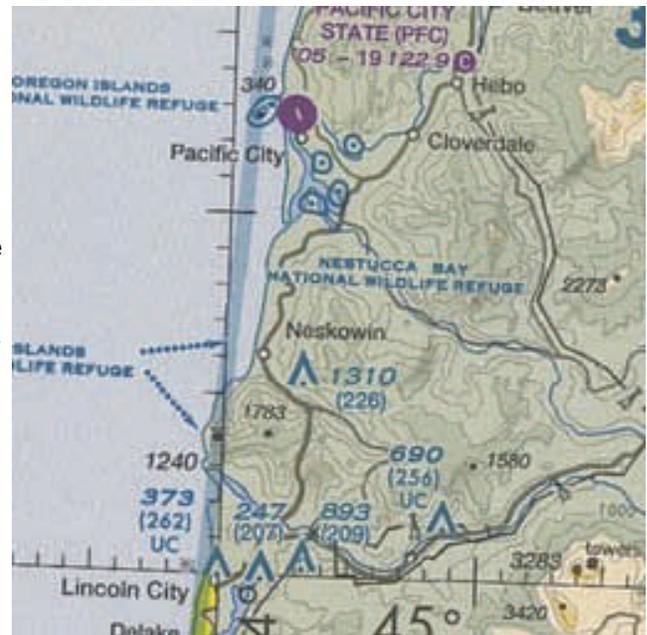
Location: Aurora State Airport

What's New at Oregon State Airports?

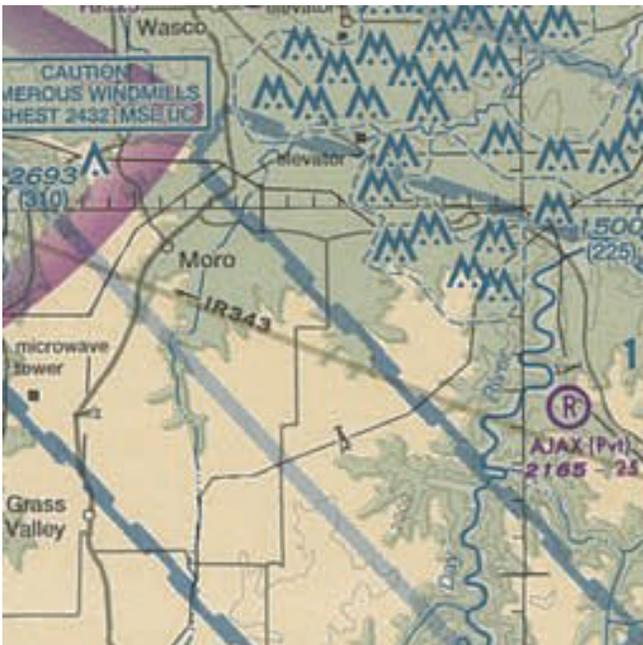
In order to keep information relevant and current, please provide PIREPS on airport conditions to airports manager at 503 378-2523.

- * [Alkali Lake \(R03\)](#) OPEN A 6100' gravel runway in good condition located in an open range. ODA recommends overflight prior to landing to determine presence of Livestock or Wildlife on or near runway.
- * [Aurora \(UAO\)](#) Currently the airport is updating the Mater Plan. This is a 20 year look at the airport required by Federal Aviation Administration (FAA). This requirement is mandated by Aurora State Airport being part of the National Plan of Integrated Airport System (NPIAS) which entitles the airport to receive Federal Airport Improve Project Funds. The Department of Aviation is selecting a design team for the ATC Tower slated for the Airport.
- * [Bandon \(S05\)](#) Obstruction removal accomplished during winter 2010. Large amounts of gorse were also cleared to regain lost acreage. Runway 16 PAPI out of service indefinitely. 2011 summer project to construct paved Blast pads at both runway ends along with much-needed runway safety area grading improvements.
- * [Cape Blanco \(5S6\)](#) Great fly-in airport with a nearby trail system for beach access. Check NOTAMs for temporary runway closures during airfield maintenance activities.
- * [Cascade Locks \(CZK\)](#) Is a scenic airport located east of PDX and TTD in the heart of Columbia Gorge. Minutes from City of Cascade Locks and the wonderful stores and restaurants the city has to offer. A Reminder Cascade Locks State Airport is WARNING AIRPORT- ODA recommends contact the department prior to use. 800-874-0102.
- * [Chiloquin \(2S7\)](#) Runway is in fair condition. ODA recommends checking NOTAMs for possible runway closures due to lingering winter conditions and/or airfield mowing and other maintenance activities. Complete renovation of the runway is scheduled for Summer 2012.
- * [Condon \(3S9\)](#) Pauling Field located 1 mile NE of Condon. The runway is 3,500'ft long by 60'ft wide made of concrete. At the airport camping is permitted under wings. Local attractions are hunting, fishing, golfing, camping, swimming, boating, rafting, county fair, local museum, and art associations.
- * [Cottage Grove \(61S\)](#) Runway 15 PAPI out of service pending removal of tree obstructions at both runway ends in Summer of 2012.
- * [Crescent Lake \(5S2\)](#) **Warning Airport** Open. Watch for runway shoulder washouts. Drop from runway surface could be 6-8 inches.
- * [Independence \(7S5\)](#) Runway in good condition. Fuel available from two FBO's.

- * **Joseph (4S3)** Has selected a company to reconstruct a new runway, apron and part of the taxiway schedule for August 2011. Joseph State Airport current runway is 5,200'ft long by 60'ft wide. The project is to replace the current runway configuration and to not expand any part of the runway, taxiway, and apron area. This will require the airport to be closed for 70 days. The Department of Aviation selected August for ground breaking as so we would not disrupt the Chief Joseph Day Celebration.
- * **Lebanon (S30)** North section of parallel taxiway still closed pending resumption of construction project during August 2011. Project to include Taxiway rehabilitation, various drainage improvements, replacement of runway edge light system and installation of lighted wind cone and airfield guidance signage. Check NOTAMs for temporary runway closures during airfield mowing and other maintenance activities.
- * **McKenzie Bridge (00S) Warning Airport** Turf runway is in good condition. Additional acres of trees were cleared paralleling the north side of the runway. **DO NOT LAND ON THIS AREA. THE LOCATION OF THE RUNWAY HAS NOT CHANGED.** Recommend overflight prior to landing to determine presence of Deer and Elk on runway.
- * **Mulino (4S9)** Oregon Department of Aviation is proud to announce the arrival of Mix Aircraft Solutions, LLC. Tim Mix the owner of the company has been in the area for several years working throughout the Willamette Valley and most recently Hood River Airport as A&P and AI. Please check out his web site www.mixaslic.com. Please remember to fly neighborly and avoid flight below 2000'ft over city and school of Mulino east of the airport.
- * **Nehalem Bay (3S7)** As the summer vastly approaches please enjoy the amenities of this airport. Nehalem Bay State Park offers camping, boating, ocean beaches for picnics.
- * **Oakridge (5S0)** Open. Building sites available for your commercial or noncommercial hangar. Check NOTAMS. It's a popular Forest Firefighting base camp.
- * **Owyhee Reservoir (28U) Warning Airport** Open. This is our only state owned expeditionary airport and is accessible only by boat or aircraft. A new wind sock. Recent PIREP stated Runway is rutted. ODA recommends overflight of runway prior to landing to ascertain conditions are safe for landing. Please provide updated PIREPS on airport conditions to State Airports Manager at 503-378-2523 or Airport Operation Specialist at 503-378-4176.
- * **Pacific City (PFC)** Located on the coast in Pacific City. The airport is walking distance from several shops and restaurant, and the picturesque of the Oregon Coast to watch the dory races. A Reminder Pacific City State Airport is **WARNING AIRPORT-** ODA recommends contact the department prior to use 800-874-0102. The airport has 1,875'ft long runway with a displaced threshold at the north end of 300'ft. The runway is a narrow 30'ft wide. It is recommended, if weather permitting, to land from the south. The north end has power lines and several businesses off the end of the runway.



- * **Pinehurst (24S) Warning Airport** Open. Watch obstructions during approach to either end of airport. ODA recommends overflight of runway prior to landing to determine presence of wildlife on runway. Check NOTAMs for possible runway closures due to lingering winter conditions. See additional information at:
- * **Prospect (identifier 64S)** (Eugene Burrill Memorial Airfield) Airport open for day operations but temporarily closed for night operations except for emergency use due to tall unlighted obstructions on runway centerline. ODA recommends checking NOTAMs for possible runway closures due to lingering winter conditions.
- * **Rome (REO) OPEN.** A 6000' soft gravel runway in good condition that is limited to 8000 lbs, single wheel gear. ODA recommends overflight prior to landing to determine presence of Wildlife on or near runway.
- * **Santiam Junction (8S3) Warning Airport.** Pumice dirt runway is in good condition. High terrain in both approaches to runway. Land to the east and takeoff to the west only. ODA recommends overflight prior to landing to determine presence of ATVs or Wildlife on runway.
- * **Siletz Bay (S45)** Currently the airport has undergone environmental assessment for obstruction removal in 2012. There are several trees that must be removed from the FAA Part 77 regulations in both the approach end and the conical surface (along the sides of the runway).
- * **Toketee (identifier 3S6)** Turf Runway is still very soft. When dry, the runway is rough and rutted. ODA suggests overflight prior to landing to determine presence of Deer and Elk on runway. Its a popular Forest Firefighting base camp, so ODA recommends checking current NOTAMs for airport closures during fire season.
- * **Toledo (identifier 5S4) Warning Airport.** Exercise caution. Short, narrow runway with significant obstructions on extended runway centerline requiring curved approaches. Ramp is in poor condition. Department of Aviation has received several phone calls on noise issues. To all pilots that use our airports please fly neighborly. Try not to fly over residential areas and continue to fly in safe and appropriate manner. A Reminder, ODA recommends contact the department prior to use 800-874-0102.



* **Wakonda (identifier R33) Warning Airport.** Turf runway is in good condition. ODA recommends overflight prior to landing to determine presence of Elk on runway See additional information at <http://www.aviation.state.or.us/Aviation/warning.shtml> Check NOTAMs for temporary runway closures during airfield mowing and other maintenance activities.

* **Wasco (35S)** This airport is located 10 miles south of Columbia River Gorge National Scenic Area and Beaver Creek Wilderness Area. PILOT CAUTION: with the increase in wind turbines in the Columbia River Gorge, Wasco State Airport has changed the traffic pattern to accommodate wind turbines to the southeast of runway 25. Runway 25 is now a non-standard pattern. ODA has switched the traffic pattern to Right Hand Traffic Pattern to Runway 25.

AUG. 26-27

**Madras
Oregon**



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FAA launches GA safety improvement plan

[Charles Spence](#) | [Capital Comments](#) | WASHINGTON, D.C.— The FAA will undertake a new program to raise interest in general aviation safety with the central elements being to gather more information on causes of accidents, conduct meetings on the subject throughout the country, and zero in on where accident rates are higher than the norm. The goal is to reduce the rate of fatal accidents 10% over the next five years.

FAA Administrator Randy Babbitt said Monday that the GA accident rate is down but there are areas that need special attention. Two of these are homebuilt aircraft and agricultural operations. Homebuilt aircraft fly only 5% of general aviation hours but account for 22% of the accidents, Babbitt said.

The agency is scheduling 98 outreach events to talk with pilots about safety and to gather information. These sessions hope to achieve the comfort level of hangar flying with pilots feeling comfortable talking about their training, checkouts, and experiences, FAA officials said, noting these are to be non-regulatory events. John Allan, flight standards service director, said FAA personnel can't sit in offices and make regulations. "We need to get data from those involved," he said. "We need to get to the root causes."

The agency wants to determine the top 10 reasons for accidents and to focus in on them.

Another area where the program will focus is on flight instructors. FAA officials want to hear what students say about their instruction and checkouts. If a trend is found, Babbitt said, "we would go back to the flight instructors and say 'you must focus more here.'"

Making the transition from one airplane to another is another area the program will look at. This includes transitioning to new technology and equipment. Babbitt said there are big gaps in what pilots learned to fly, are flying now, and new equipment. Many pilots have not flown aircraft with glass cockpits, for instance, and may need additional training during a checkout. This is true in homebuilt transfer of ownership, with the second owner not familiar with the particular characteristics of the aircraft, he said, noting there is a spike in accident rates based on ownership time.

All of GA's alphabet groups are cooperating with the effort to reduce the fatal accident rate, Babbitt said. Officials from the Experimental Aircraft Association, Aircraft Owners and Pilots Association, General Aviation Manufacturers Association and others are joining in the early stages of gathering data and to promote attendance at the events scheduled around the country.

Later this year the FAA will invite colleges and universities that have flight training to attend a conference where training techniques will be discussed.

Although not saying how much the initiative will cost, Babbitt said the real question is how much will it cost if the effort doesn't go forward. The budget submitted by the President has enough for the program, Babbitt said. If the Congress sees fit to reduce available funds, then some other expenses must be cut. "We will find the money to do this," he told *General Aviation News*.



Oregon Department of Aviation is proud to introduce:
Mix Aircraft Solutions, LLC at Mulino State Airport (4S9)



Mix Aircraft Solutions, LLC (MAS)

Is a full service shop and will provide exceptional service for you and your airplane at competitive rates. Come in and meet Tim Mix and get your airplane on the schedule for it regular maintenance or if you need something fixed he will be happy to help get you airplane back flying safely and quickly. With 20+ years of sheet metal

experience he can help you with that sheet metal repair or fabrication. Having recovered several aircraft Tim is well versed in the Poly-Fiber process for that fabric repair or complete recover. MAS will also carry hardware and supplies for shortage of screws or nuts during your preventative maintenance. MAS will have available, in late June, limited pilot supplies. Mix Aircraft Solutions is an official JPI Instrument dealer/installer, so for you next engine monitor installation come see Tim for info and a quote. MAS will be able to do limited avionics installation, please contact Tim for more information. Visit MAS's web page at www.mixasllc.com and email Tim Mix at mixasllc@yahoo.com . Call to schedule an appointment 541-399-2731. Shop schedule for the month of May 2011 is Wednesday thru Saturday 8am to 6pm then from June 14, 2011 Tuesday thru Saturday 8 am to 6 pm.

The Department of Aviation continues to move forward in our efforts to provide the very best service and to continue to meet the needs of our customers. Please visit the ODA website at:

<http://www.oregon.gov/Aviation/index.shtml> or email: www.aviation@state.or.us

Avgas in 2011 — Logic will prevail

Posted by [Kent Misegades](#) · January 16, 2011

The GAfuels Blog is written by two private pilots concerned about the future availability of fuels for piston-engine aircraft: Dean Billing, Sisters, Ore., an expert on auto gas and ethanol, and Kent Misegades, Cary, N.C., an aerospace engineer and aviation journalist.

As an engineer and a pilot, I believe that *logic*, combined with the amazing ability of free markets to decide between winners and loser, generally prevails, and even when do-gooders, politicians and bureaucrats do their best to throw a wrench into the works. Ben Sinclair entertained us last month with some [predictions](#) for the New Year, so here's mine concerning aviation fuels: Logic will prevail and we'll resolve the uncertainty surrounding aviation fuels with a multiple-fuel solution that includes Mogas. Let me explain my reasoning.

It is a fact that 100LL consumption has been in decline and for many years. While some of this can be explained by a reduction in the number of hours flown annually in piston-engine aircraft, the bigger explanations are to be found at both ends of the power spectrum. At the high end, owners of heavy piston twins have moved in recent years to light jets and turbine singles such as the Pilatus PC-12, Socata TBM, and Piper Meridian. Cessna is adding to this trend, as evidenced by the [grainy pictures](#) that emerged late last year of a single-engine turboprop based on the company's successful Mustang entry-level jet. Missionary aviation groups too are moving to all-jet-fuel fleets as 100LL becomes scarce in developing countries.

At the other end of the spectrum we have a huge array of new Light-Sport Aircraft, nearly all of which are powered by miserly engines from Rotax and Jabiru designed to operate best on 91+ ethanol-free gasoline, aka Mogas. There exist now at least two twin-Rotax aircraft available, the Italian [Tecnam P2006T](#) and the French [DynAero TwinR](#), both of which offer a modern four-place cabin while burning 9gph (total!) of \$3 Mogas per hour. With these two trends, it is only *logical* that 100LL consumption would decline, as evidenced by a slow decrease in the number of FBO's that offer avgas in the U.S., according to numbers we track at [FLYUNLEADED](#). Refineries, of course, see this trend, explaining why there remain fewer than 10 that produce the fuel in the U.S. and perhaps only two in western Europe, one being [Hjelmco Oil](#), maker also of the popular 91/96UL unleaded avgas.

With 100LL on the decline and now representing less than 0.2% of vehicle fuel made in America, it is *illogical* that a fuel producer would see the market for its replacement as anything greater. Replacing 100LL with an unleaded 100 octane fuel will also not change the decline in the need for that fuel, barring any sudden increase in the use of engines that require it, something that is highly unlikely. With all new products, there are major costs for development, testing, certification and distribution that must be amortized through the product's sales over a reasonably short amount of time. Either this new "boutique" fuel must be produced in significantly greater volumes than 100LL, or it must be priced significantly higher than 100LL to compensate for these startup costs. It is therefore *illogical* to assume that 100LL's replacement will be cheaper, and it is *logical* to assume that it will be more expensive, if any company is found to produce it, that is. Given the diminishing revenue current avgas producers must be seeing, it is *logical* to assume that some will leave the market, which could even include the world's only producer of Tetra Ethyl Lead (TEL), England's [Innospec](#). Without TEL, of course, there is no 100LL. As avgas producers leave the market, supplies decline, driving up the costs to pilots, forcing more to give up flying ... you get the picture, and it's not pretty, but it is a *logical* conclusion.

With all the talk of 100LL and the efforts to find a replacement in the U.S., it is *illogical* not to consider existing alternatives. One of these, mentioned above, is Hjelmco's 91/96UL unleaded avgas.

While it would not be adequate for those who need 100 octane fuels, it would satisfy a very large percentage of the existing fleet of piston-engine aircraft. But it's in Sweden, and we need it here. It's also certified for essentially all piston-engine aircraft in Europe (most of which are the same planes flown in North America), but the FAA has chosen not to accept this European certification. That's *illogical*.

The other FAA-approved, affordable and – until ethanol started contaminating our gasoline – generally available aviation fuel is the same stuff found at 160,000 gas stations across the country, Mogas, or more specifically ASTM D4814-compliant, lead-free, ethanol-free, 91+ (AKI) octane gasoline. Since it has been established that Mogas (sans ethanol) could power 70%-80% of all legacy piston-engine aircraft and essentially 100% of the new fleet of LSA ships, one should *logically* expect the FAA, EPA, EAA, AOPA, FOE, DOT, NATA, GAMA and other groups to enthusiastically support the expanded use of Mogas at our airports. After all, it's cheap, has an enormous distribution infrastructure, produces exactly ZERO lead emissions and lead deposits in our engines, and it is the recommended fuel for the future generation of engines now found on modern sport aircraft. The fact that — with the notable exception of [LAMA](#) (Light Aircraft Manufacturers Association) – the nice people at the alphabet organizations mentioned above have virtually ignored Mogas as a solution to the avgas quandary is *illogical* at best, and irresponsible at worst.

One could speculate all day why this is the case. Conspiracy theorists would claim that it is the strong arm of Big Ethanol quashing any attempts to allow consumers to have what they want – a choice of an ethanol-free fuel. Or perhaps it's the triumvirate of the EAA, AOPA and GAMA that has proclaimed [“though shalt have one and only one AVGAS and it will be 100 octane”](#). It might even be the lead industry's lobby that fears the end of their existence, but that's hardly likely.

The one factor that bureaucrats, politicians, lobbyists and the aviation alphabets ignore is the will of the consumer, who generally is a whole lot smarter than given credit. There is a [growing cacophony](#) of them who are seeing the deleterious effects of ethanol in fuels and they are “mad as heck and aren't going to take it any more.” Just as the replacement — by edict — of the good-old, cheap, warm, non-toxic Edison light bulb by the Mercury Curly Fries Lightbulbs (CFLs) has resulted in hoarding of the former and disdain of the latter, so too is the damage to property and the environment caused by ethanol leading to increased calls for changes to the EISA 2007 RFS mandates that have resulted in contamination of America's gasoline with ethanol.

Logic would lead one to conclude that lawsuits and changes to our laws should be the consequence of unpopular legislation such as EISA 2007. The many comments among the 5,000+ signers of our [petition](#) to ban ethanol in Premium gas are proof of rejection of ethanol among consumers. A growing number of industry lawsuits opposing the EPA's recent approval of E15 only strengthens what consumers are saying – please give us a choice to not use ethanol in our fuel! Three such lawsuits have been filed since November from three powerful organizations: [The American Petroleum Institute](#) (API), the [National Marine Manufacturers Association](#) (NMMA), and the [National Petroleum and Refiners Association](#) (NPRRA). All share the NPRRA's concern that E15 “could harm the engines owned by the millions of Americans we serve”. Since ethanol at any level in Mogas is damaging to aircraft, one would *logically* expect to hear similar protests from any one of the aviation alphabets as well as the Congressional General Aviation Caucus. All one hears however is a loud echo. Ben Stein put it so succinctly, “anyone, anyone?”

At the annual meeting of the Petroleum Equipment Institute last fall, Dr. Phillip Verleger, a professor at the University of Calgary and a noted expert on the oil industry, called the U.S. mandates on ethanol production a “gimmick” devised to benefit primarily the agricultural and ethanol industries. As Verleger accurately described the situation, America's ethanol policy is “a train wreck in progress.” If we wish to avoid this train wreck, the unattainable mandates for ethanol must, *logically*, be amended. The Johnny Mercer 1954 hit tune, “Something's Gotta Give” comes to mind.

Mogas is the safest, cheapest, most widely-available and affordable, long-term solution to most of the problems surrounding the future of aviation fuel, providing ethanol is kept out of it. That it must become one of the two fuels powering piston-engine airplanes in the future is simple logic, really.



NTSB

SAFETY ALERT

National Transportation Safety Board

Pilots urged to be vigilant for Meteorological Evaluation Towers

The Problem

Meteorological Evaluation Towers (METs) are used to measure wind speed and direction during the development of wind energy conversion facilities. METs are made from galvanized tubing (or other galvanized structure) with a diameter of 6 to 8 inches and are secured with guy wires that connect at multiple heights on the MET and anchor on the ground.

Many METs fall just below the 200-foot Federal Aviation Administration (FAA) threshold for obstruction markings. They can also be erected quickly and without notice to the local aviation community, depending upon their location.

Because of their size and color, pilots have reported difficulty seeing METs from the air. Therefore, METs could interfere with low-flying aircraft operations, including those involving helicopter emergency medical services, law enforcement, animal damage control, fish and wildlife, agriculture, and aerial fire suppression.

The NTSB has investigated several fatal accidents involving aircraft collisions with METs:

- On January 10, 2011, a Rockwell International S-2R, N4977X, collided with a MET during an aerial application in Oakley, California.
- On May 19, 2005, an Air Tractor AT-602, N9017Z, collided with a MET that was erected 15 days before the accident in Ralls, Texas.
- On December 15, 2003, an Erickson SHA Glasair, N434SW, collided with a MET near Vansycle, Oregon.

While Wyoming and South Dakota have implemented requirements for METs to improve the safety of low-flying aircraft, not all states have such requirements for METs. (Wyoming maintains an online database of METs and requires all METs to be registered and marked so that they are visible from a distance of 2,000 feet. South Dakota requires that METs be marked.)

The FAA has issued a notice of proposed rulemaking (docket number FAA-2010-1326) to update Advisory Circular (AC) 70/7460-1K to recommend the marking of METs. However, the NTSB is concerned that the application of the AC is voluntary, and, without mandatory application and marking requirements for METs, many METs will still be constructed without notice to the aviation community and will fail to be marked appropriately.

What can pilots do to avoid METs?

Maintain vigilance for METs when conducting low-altitude flights.

If you locate a MET in your area, let other pilots know about the location of the MET. FAA Safety Team members are also exploring methods of notifying pilots of the location and height of METs and are working to educate MET owners, builders, and communities on the flight-safety issues presented by METs.

Encourage the marking of METs in your area.

Need more information?

NTSB accident database for information on MET accidents: <http://www.nts.gov/ntsb/query.asp>

FAA AC 70/7460-1K:

[http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/b993dcdcf37fcdc486257251005c4e21/\\$FILE/AC70_7460_1K.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/b993dcdcf37fcdc486257251005c4e21/$FILE/AC70_7460_1K.pdf)

Proposed revisions to FAA AC 70/7460-1: <http://www.gpo.gov/fdsys/pkg/FR-2011-01-05/pdf/2010-33310.pdf>

National Agricultural Aviation Association: www.agaviation.org/content/lets-be-fair-about-sharing-air

South Dakota House Bill 1155: <http://legis.state.sd.us/sessions/2010/Bill.aspx?Bill=1155>

Wyoming database of METs: <http://gf.state.wy.us/METTowers/default.aspx>



DID YOU KNOW?

ORS 837.020 requires every pilot operating within Oregon to register with the Oregon Department of Aviation. By law, registration must take place within 60 days of issuance of any "appropriate effective federal certificate, permit, rating or license relating to competency as a pilot" - with the exception of student pilots, who must register prior to their first solo flight. Non-resident pilots must also register with Dept of Aviation if flying in Oregon. Only non-resident pilots flying in order for major air carriers are exempt from pilot registration requirement, so long as they do not engage in any recreational flying or personal business, such as charter, agricultural operations, flight instruction, etc. in Oregon.

Registration fees are set by statute at a mere \$12 initial fee for the first year. They are subsequently renewable on the anniversary of the pilot's birthday for \$24, which covers a two-year window of time. Every registered pilot must notify the Department in writing within 30 days of a change of address or change of name.

Certificate of Oregon Pilot Registration. Every pilot operating within Oregon must present a federal certificate of competency and a state certificate of registration upon demand. The certificate of registration shall be kept in the personal possession of the pilot when operating aircraft within this state.

Dedication of Oregon Pilot Fees to Air Search & Rescue. Pursuant to ORS 837.035, proceeds from Oregon Pilot Registration fees are deposited in a dedicated account which funds Air Search & Rescue through the Department of State Police, Office of Emergency Management. This revenue stream is dedicated to funding all expenses incurred in conducting activities authorized under ORS 401.555 to search for lost planes, as well as search and rescue of lost persons. The funds are also used to provide pilot survival education and training.

If you have questions about registration requirements, you may contact ODA by telephone: **800-874-0102** or by e-mail at aviation.mail@state.or.us.

ODA SURVEY RESULTS for 2011

Pilots

Survey Questions	<i>Excellent</i>	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	<i>Don't Know</i>	
1) Timeliness	53	63	14	4	72	206
2) Accuracy	64	60	9	6	67	206
3) Helpfulness	61	49	12	5	79	206
4) Expertise	48	58	8	6	86	206
5) Availability of Information	47	66	19	6	68	206
6) Overall Service	53	69	17	6	61	206
<u>Totals</u>	326	365	79	33	433	

Airport Managers

Survey Questions	<i>Excellent</i>	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	<i>Don't Know</i>	
1) Timeliness	8	10	3	1	2	24
2) Accuracy	9	11	1	0	3	24
3) Helpfulness	12	7	2	1	2	24
4) Expertise	10	9	1	0	4	24
5) Availability of Information	8	12	2	0	2	24
6) Overall Service	10	11	1	1	1	24
<u>Totals</u>	57	60	10	3	14	

Tenants

Survey Questions	<i>Excellent</i>	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	<i>Don't Know</i>	
1) Timeliness	21	40	16	17	4	98
2) Accuracy	21	44	13	14	6	98
3) Helpfulness	36	38	6	15	3	98
4) Expertise	21	42	15	15	5	98
5) Availability of Information	21	38	17	11	11	98
6) Overall Service	24	37	14	18	5	98
<u>Totals</u>	144	239	81	90	34	

	Pilots	Tenants	Airport Managers	<u>Totals</u>
Number of surveys sent	536	282	69	887
Number of responses	206	98	24	328
Number returned unopened	13	16	3	32



NOTICE TO ALL CONCERNED

SUBJECT: CASE NO. 11-ANM-14NR

PROPOSED DECOMMISSIONING

Portland VOR (PDX VOR/DME)

Portland, OR

The Federal Aviation Administration (FAA) is conducting an aeronautical study of a proposal to decommission the Portland VOR and DME, (PDX VOR/DME), at Portland OR. The Port of Portland, who owns and operates the equipment, proposes to decommission and remove the VOR/DME, and associated hardware infrastructure in order to permanently defray the cost of replacement and routine maintenance.

Below are the impacts as identified by the Western Flight Procedures Office and mitigations that would be created by the decommissioning of the Portland VOR/DME.

Below are the impacts as identified by the Western Flight Procedures Office and mitigations that would be created by the decommissioning of the Portland VOR/DME.

A. Instrument Procedures

The decommissioning of the PDX VOR will require the cancellation of the Portland Intl. VOR RWY 28R and the VOR/DME RWY 21 approaches. It will cause the amendment of the MINNI THREE RNAV departure procedure and the cancellation of the RIVER 7 SID. The BONVL SIX Arrival would be replaced with an RNAV arrival.

B. Low Altitude Airways

Victor Airway 595 would be replaced with a T-route from DSD to PDX. Minimum En Route altitudes would be the same or lower.

C. High Altitude Airways

There is no impact foreseen to the high altitude airway structure.

The intent of this notice is to inform the flying public of the proposal to decommission and remove the Portland VOR and provide an opportunity to comment.

DATES: Comments must be received on or before September 4, 2011

OPPORTUNITY TO COMMENT: Interested parties are invited to participate in this proposal by submitting such written data, views, or arguments as they may desire. Comments are specifically invited on the overall aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket and be submitted to the address listed below. All communications received on or before the specified closing date for comments will be considered before taking action on the proposal. The proposal contained in this notice may be changed in the light of comments received. Send comments on the proposal to Manager, Operations Support Group, AJV-W2 FAA Western Service Center, 1601 Lind Avenue SW, Renton, WA 98057. Or e-mail your comments to: 7-ANM-OSG-Public-Notice-Inbox@FAA.GOV. Please reference: Docket No. 11-ANM-14NR.

FOR FURTHER INFORMATION CONTACT: Gary Winn, Operations Support Group AJV-W21, FAA gary.ctr.winn@faa.gov (425) 203-4561.

John Warner
Manager, Operations Support Group
Western Service Center

Where to find non-blended fuel. Go to the ODA website at:

www.oregon.gov/Aviation/index.shtml

Under “Other Aviation Issues” click on E-10 Ethanol In Gas, and scroll down until you come to the chart of suppliers.



Aviation News of Interest? Aviation Feature Story?
An Event that's Happening at your Airport? Do you
want to share a story about your town and why to
fly into your airport? If so send your article and
photos to the FlightLines Editor Jim Putnam at:
James.e.putnam@state.or.us

If you are a veteran living in Oregon,
learn about your benefits at:
www.oregon.gov/odva

**It's The Law: All Oregon Pilots & Aircraft Must Be Registered With
The Oregon Department Of Aviation**

The Oregon Department of Aviation is not supported by your tax dollars. We use fees, grants, and leases to maintain a safe and efficient system of airports in the state. For more information go to our website. www.aviation@state.or.us

Please Pay Your Fees

ORS 837.010 Federal pilot certificate required. No person shall fly aircraft in this state unless holding a pilot certificate of competency issued by the appropriate federal agency. [formerly 493.020]

ORS 837.015 Registration of aircraft. Unless exempted by ORS 837.005, no person shall fail to register any aircraft when required by ORS 837.040 to 837.070. [formerly 493.030]

Oregon Aircraft Dealer License are due

If you have not yet paid for 2010 and need an application you may go to our website to download the form.

If you have any questions please contact:

Jim Putnam 503-378-4880 or 800-874-0102 james.e.putnam@state.or.us

Department of Aviation Board Meeting

August 25, 2011

Location: CIVIL AIR PATROL CONFERENCE ROOM
WILLAMETTE AVIATION
AURORA STATE AIRPORT

Volunteers Needed

Have you ever wanted to help out your local airport or perhaps an airport you are very fond of? ODA, in partnership with the Oregon Pilots Association (OPA), has a volunteer program called Airport Information Reporting for Oregon. (AIRO). This program is designed to have aviation enthusiasts volunteer to help ODA identify items related to safety, maintenance and security.

This program promotes operational excellence through active participation in public/private partnerships. You must be at least 21 years or older and have a willingness to travel around Oregon for training and/or inspections at assigned airports. If this sounds like something you might be interested in, please contact: **Mitch Swecker**, e-mail: mitch.t.swecker@state.or.us (503) 378-2523.

You can also visit our website at: <http://www.oregon.gov/Aviation/index.shtml>

***From: The Alliance for Aviation Across America* TRULY NATIONAL**

TRANSPORTATION ASSET

There are 5,261 public-use airports that can be directly accessed by general aviation. That is more than ten times the number of airports served by scheduled airlines. This makes general aviation uniquely situated to serve the public's transportation needs.

These public use airports are the only available option for fast, reliable, flexible air transportation to small and rural communities in every corner of the country, providing jobs, serving as a lifeline for small to mid-sized businesses, and providing critical services to remote cities and towns in time of natural disaster or crisis.

A LARGE PILOT COMMUNITY

According to the Federal Aviation Administration, the United States has nearly 600,000 pilots, the vast majority of whom fly general aviation aircraft.

MILLIONS OF JOBS

In 2005, a comprehensive study by Merge Global, Inc. concluded that employment from GA totaled 1,265,000 jobs in that year.

AN ECONOMIC POWERHOUSE

That same study pegged the national total economic contribution of GA at \$150 billion annually.

Additional economic impact can be inferred from the 2200 charter flight companies, 4,144 repair stations, and 569 flight schools operating 4653 aircraft. There are 3,330 fixed based operators, 18 "fractional" ownership providers and 261,806 air-frame and power plant specialists.

OREGON AVIATION BY THE NUMBERS

There are 97 public use airports in the state. 28 are State Owned. There are over 350 private airports in Oregon bringing the total to 447.

NUMBER OF JOBS

Airports in Oregon were responsible for a direct, indirect and induced total of 197,040 jobs. 35,172 jobs are created directly by the state's general aviation airports.

ECONOMIC IMPACT

General aviation in Oregon produces \$1.8 billion, or \$507 per capita, for the state's economy.

The Oregon Aviation plan cites \$927,631,000 in wages and \$2,998,930,000 in business sales attributable, through direct, indirect, and induced measures, to the state's general aviation industry.

Oregon is home to 57 charter flight companies, 49 repair stations, and 15 flight schools operating 154 aircraft and providing 613 jobs. In addition, there are 50 fixed-based operators in the state.

Oregon Department of Aviation is pleased to welcome the newest addition to the Aviation team. Heather Peck has hit the ground running as the Construction Projects Manager for the department. She comes to us from Portland Metro and has jumped right in to management and oversight of 9 capital improvement and federal grant projects.

Heather Peck is a certified project manager with more than 12 years of experience managing complex commercial construction projects. She joined ODA in July 2011 as our Planning and Projects Manager.

Prior to joining ODA, Heather was the Capital Construction Manager for Metro, managing the Capital Construction Department which was responsible for all Capital Improvements and Construction projects and contracts for the Oregon Convention Center, Portland Center for the Performing Arts and the Portland Expo Center. Before leading Metro's Capital Construction Department she was a lead construction engineer for Bechtel where she managed aviation construction projects, valued in excess of 100 million dollars, for Clark County, Nevada and the Federal Aviation Administration at McCarran International Airport. Heather was awarded an FAA Construction Achievement Award in 2004 for her efforts on the airport project. Heather's background also includes work in residential and commercial planning, land development and construction as well as major course work in construction and project management, engineering and architectural design.