

September 11 impacts Oregon and department's priorities

The Oregon Department of Aviation has seen many new areas requiring our focus and attention since September 11th.

Shortly after the tragic events unfolded, the FAA Regional office requested our help in getting accurate information and updates out to Oregon's airports. We have continued serving as a resource since that time, sending e-mail alerts and posting up-to-the-minute updates on our website. We've set up a new "Current Events" page on our web site. Go to [www.aviation.state.or.us] and follow the link for more information.

It quickly became clear that September 11th would have serious economic impacts on Oregon's general aviation industry. We commissioned a study to be completed on an urgent basis so that the information could be made available as soon as possible to state and federal decision-makers. An article summarizing the preliminary report findings is on page 6 of this issue.

In conjunction with Oregon State University's Transportation Research Institute, we convened a summit meeting with representa-

tives from key stakeholder groups to discuss general aviation security issues and make recommendations to decision makers. You'll find a summary of that meeting on page 7, and details on the "Current Events" page of our web site.

One of the recommendations from the GA security summit was that airports establish Airport Watch groups modeled after the successful Neighborhood Watch program. Jerry Eames, our air safety and operations manager, will be the statewide coordinator for these programs and has sent information to all of Oregon's public use airport managers. Anybody wanting more information can reach Jerry by phone at 1-800-874-0102 or e-mail at [gerald.e.eames@state.or.us].

You are probably aware of the parking restrictions that were imposed at commercial service airports around the country. Those restrictions have had serious impacts on Oregon's seven commercial service airports. One of the approved methods for addressing those restrictions is to have a blast analysis done for an airport's terminal building. Our office has commissioned the analyses for

Oregon's six commercial service airports that do not have separate parking structures. Funding for the work will come from our Financial Aid to Municipalities program. Although that program generally requires local matching dollars, we recommended to the State Aviation Board that the department fund the full cost to help alleviate the economic burdens that have already been imposed on our communities with commercial service airports. The Board approved the request at its November meeting, and by early December the first analysis was already completed.

In addition to this work, we have been in regular contact with elected representatives at all levels of government, discussing issues and impacts of particular importance to Oregon. ODA's director has spoken to Oregon legislators and presented testimony to the Interim House Transportation Committee. We have also continued our active involvement in other aviation-related matters being decided in Congress, including the FY2002 transportation legislation that funds aviation for the current federal fiscal year.

The Director's Desk

Ann Crook, Director



Ann Crook

There are several articles in this quarter's issue of *Flightlines* that discuss some of the various impacts of the September 11 terrorist attacks.

All of the new regulations are creating some interesting job opportunities. FAA is actively hiring Civil Aviation Security Specialists (Federal Air Marshals). The salary range for these positions is \$35,100 to \$80,800; you must be under 40 to apply. As a result of the number of applicants, FAA is only accepting applications on-line for these positions. The other new position is Security Screening Personnel. These positions will report to the new Undersecretary for Aviation and Transportation Security, not the FAA. The job descriptions and salary ranges for these positions have not been developed yet, but DOT expects to begin accepting applications in early 2002. FAA is currently recruiting for several additional security-related positions, as well.

All of these opportunities in the aviation industry should be good news. But as the focus of our industry shifts to security, we run the risk of losing talent and skill in the operational aspects of aviation. I have already heard of trained and capable airport personnel leaving their positions for these new federal security positions.

Oregon's airports typically receive around \$20,000,000 per year in federal grants. But this year our commercial service airports alone are estimating the cost of security-related construction at over \$39,000,000. Though all of our ongoing development and maintenance needs still exist, it looks as though security development will eat up the lion's share of existing federal grant aid.

Like it or not, our industry is changing. Against our will and because of the actions of terrorists, aviation is becoming a security-dominated industry. Airport development funding is being diverted to security staffing and development. Aviation expertise is being funneled to the federal government to fulfil new security

positions. And the new booming aviation business is biometrics and other state-of-the-art baggage and personnel screening technologies.

Now is the time of opportunity. Actions we take now can make aviation inaccessible in the name of security, or can open up new industries. We can despair that the air carrier industry is bankrupt or we can look for new alternatives for providing efficient air transportation. Government and industry groups should focus on providing the aviation services Americans need in a secure environment, without letting the security dominate the service. It is easy to lose hope, but I feel optimistic and invigorated. We have the opportunity, now, to create the aviation industry for the 21st century.

State-owned airport policies update

The State Aviation Board continued its work of reviewing and finalizing minimum standards for commercial operations at state-owned airports throughout the fall. After many months of review, and revisions based on public comment and staff input, the Board adopted Minimum Standards for Commercial Operations at State-owned Category II Airports at its November meeting. These standards apply to the Aurora State Airport. Board members hope to finalize their review and consider approval of Category IV minimum standards, and begin reviewing the Category V minimum standards at their January meeting.

Following policy approval, each of the policy and standards documents will be converted into Oregon Administrative Rules and be reviewed again before being adopted as governing documents for the department.

Copies of all draft and approved policies and minimum standards documents are available on the department's web site at [www.aviation.state.or.us].

Air Fair 2001 -

After September's terrorist attacks (only four days before Air Fair was scheduled to open), the Northwest Aviation Association's board of directors discussed at length whether or not to continue with the event. They voted unanimously to do so, both as a show of American spirit and because they believed that it was especially important to highlight the value of aviation after the tragedy.

Exhibitors and attendees alike were enthusiastic that Air Fair was going on as planned and understanding that some scheduled speakers and displays weren't able to get to the event. Because airspace had only been re-opened for IFR flight, many display aircraft were unable to fly in to the Albany airport. However, a number of Albany-area aircraft owners filled the void, taxiing their aircraft next door to the Air Fair site. In addition, Corvallis-based Helicopter Transport Services flew their Sky Crane over on Saturday – a most impressive display under any circumstances!

Most attendees were from the Willamette Valley, although some came from as far away as Idaho and Washington. All exhibitors polled, as well as more than 95% of those who completed surveys, said they would return next year.

Two of the featured speakers (Cliff Robertson and Jerry Cockrell) traveled great distances after having been grounded on the East Coast on September 11th. They, along with Air Fair organizers, felt compelled to show their support of the aviation community and industry. In addition, Al Haynes traveled by car from the Seattle area rather than risk missing his speaking engagement.

Although pilots still remain the main focus of the event and comprise the majority of the participants, the



substantial number of non-pilots and their families attending Air Fair this year also gave the event high marks. Area schools brought over 900 students through the Youth Area on Friday to participate in the hands-on displays and hear from career-focused speakers. All of Oregon's colleges with aviation programs were present as well, helping to highlight the many career opportunities in the aviation field.

Planning for this year's event (September 14-15, 2002) at the Linn County Fair & Expo Center is already underway. The City of Albany is interested in continuing its sponsorship support. In addition, both the Albany Democrat Herald and the ClearChannel family of radio stations have expressed their commitment to join the Air Fair family of sponsoring organizations. ODA has increased its support as well, to help insure the continued success of this important Oregon event.

These sponsors, as well as Air Fair exhibitors, are helping Oregon Air Fair '02 get off to a strong start. With expanded funding, plans for expanded publicity, advertising and other outreach, Oregon Air Fair 2002 will play an important role in helping boost knowledge, interest, and revenues for GA businesses in our state and region. Its theme is an important and timely **“General Aviation - working for you.”** Get in touch with Gwen Morrow at [morrowgf@aol.com] to get on board, lend a hand, and help make Oregon Air Fair 2002 the best Air Fair yet!

Leaving the pattern. . .

This is the final edition of FlightLines Oregon edited by Marilyn Lorange. Marilyn has accepted a position with the Department of Public Safety Standards and Training in Monmouth. Marilyn has been with Aeronautics since 1995. Most recently our Legislative/Outreach Coordinator, Marilyn was responsible for reviving this newsletter, setting up our first web site, organizing Oregon's participation in the International Aviation Art Contest, and keeping everyone informed about aviation legislation here in Salem. We'll miss you, Marilyn; good luck!

Airport construction projects

Our state-owned airports unit has had a busy fall working on and planning various construction projects around the state:

- The first phase of perimeter fencing at Aurora will be completed in early January. The balance of the work is planned for next summer. This project is a public-private partnership involving both state owned and private properties. The fencing should help to reduce vandalism and deter wildlife. Funding for the state-owned portion is 90% from the new federal General Aviation Entitlement program and 10% from state matching funds. Construction of Phase II of the airport's midfield apron will resume in mid-June or as soon as weather permits. This project is 90% funded through the FAA Airport Improvement Program (AIP).
- GA Entitlement funds also paid for 90% of improvements completed last fall at Indepen-



Taxiway C paving complete

dence. The airport entry road was widened and overlaid, north and south end run-up areas were constructed, and taxiway C was reconstructed. This year's plans call for taxilane reconstruction and new taxilanes at the south end of the airport.

- Fencing is also being planned for the Lebanon airport this year. As with the Aurora fencing project, airport users and tenants have been request-

ing fencing for wildlife deterrence and airport security. The GA Entitlement program is allowing many important projects such as these to be done all around the state.

- As this newsletter is being written, the final stages of the Environmental Assessment permitting process are underway to allow for proposed work at the Siletz Bay airport. Plans for this AIP project include parallel taxiway construction, apron rehabilitation, installation of navigational aids, entry road reconstruction, and shifting and extending the runway south. This will provide a runway safety area at the north end that will meet FAA runway safety standards.

For more information about these projects, give Teddie Baker, our construction project coordinator, a call at 1-800-874-0102.



Paving begins on south run-up area

Winter closures:

In early December we issued NOTAMs and closed Beaver Marsh, Crescent Lake, Santiam Junction and Toketee state airports for the winter season. As of mid-December Chiloquin had already need plowing twice. McKenzie Bridge was still open, but snow levels were dropping, so check for NOTAMs!

If you want more information about the airport maintenance projects or closures, contact Dan Evey at 1-800-874-0102.

Airport maintenance updates

Although we've been very busy with new developments in aviation, our staff has also been working hard on the state-owned airports:



Obstruction removal at Cape Blanco

After the Crescent Lake runway was chip sealed last summer, it was given a slurry seal treatment in early October. The crew then moved to Oakridge to slurry

seal the apron, before heading to the coast to slurry seal the center 100' of the Cape Blanco runway. This was the first pavement treatment that runway had

received since the U.S. Navy constructed it in 1942. The treated areas of these airports will be restriped in the spring.

Obstruction removal began at Cape Blanco in late October. By early December obstructions in the 20:1 approach surfaces had been removed and the contractors were busy clearing trees back 250' from the runway center line. When they're finished at Cape Blanco they will move to Bandon to remove gorse. Trees and brush are being chipped and will remain on-site as ground cover. This Parks & Recreation-recommended procedure will inhibit the growth of gorse. All of this obstruction removal work should be complete by the end of January.

Input needed – potential new airport in LaPine

The La Pine Airport Committee has asked us to spread the word that your help is needed if planning is to go forward, towards the goal of siting a new GA airport in La Pine.

After four years of individual and committee efforts, a study has been commissioned to help determine whether this project is feasible. Coffman Associates, the firm doing the study, needs letters of support and interest from aircraft owners and pilots, and from companies that would be interested in locating their aircraft and/or facilities at the proposed Central Oregon site.

The Committee has provided several key facts about the project:

- LaPine is 32 miles south of Bend and 16 miles south of Sunriver.
- La Pine Airport Committee was established in March 1998 and has 13 core members.
- One proposed site is approximately 350 acres near Hwy 97, with a rail line at one edge of the property.
- If results of the feasibility study are positive, a master plan process would follow.

- Current County Commissioners are supportive of the study and open to the project.

The feasibility study is proceeding on a fairly short time line – it is scheduled to last approximately four months, so time is of the essence. Comments can be submitted directly to:

Mary Ottman
Coffman Associates
237 NW Blue Parkway, Suite 100
Lee's Summit MO 64063
Ph: (816)524-3500
Fax: (816)524-2575
e-mail: [maryottman@coffmanassociates.com]

You can also submit letters to the LaPine Airport Committee, PO Box 2849, LaPine OR 97739-2849 or via e-mail to [bhowarth@cmc.net].

At a time when airports around the country are being subjected to pressures to close, it is encouraging to know that members of this Central Oregon community understand the value and economic potential that an airport can bring. If you have questions about the proposed project, please send an e-mail to the LaPine Airport Committee at [bhowarth@cmc.net] or get in touch with Mary Ottman as listed above.

Economic Impact of September 11

In early December we received preliminary results of a study we had commissioned to help determine the scope of the economic impact to Oregon of the September terrorist attacks.

Of the 94 airports contacted, 73 (77.7%) responded with survey information. Of the 275 airport-related companies contacted, 125 (45.5%) provided survey information. This extremely high response rate is a good indicator of how broad the impact has been within the aviation community:

Airlines	\$ 59,335,033
Travel Agencies	9,019,437
Airports*	3,200,971
Airport Related Businesses	19,414,759
Non-Airport Related Businesses	18,303,770
State & Local Tax Effect	1,566,084
Total Impact to Oregon	\$110,840,054

*September only for airports. September and October for all other businesses.

As staggering as these figures are, the report's conclusion emphasizes that they only represent the tip of the financial iceberg:

“Clearly September 11th had a significant impact on Oregon’s aviation community. The financial losses incurred during September and October 2001 is important, but in terms of the continued viability of segments of the aviation industry, the long-term view is critical. Will the changes that have taken place and continue to take place in the aviation industry as a result of September 11th threaten and/or alter the business environment for Oregon’s aviation-related businesses? What this brief study highlights is the magnitude of the financial impact and the need to monitor ongoing effects of September 11th on all parts of aviation. More important, since aviation services are critical for a healthy economy, it is paramount that the effects of September 11th be viewed with this in mind. If September 11th continues to adversely impact Oregon’s aviation industry, it may have downstream effects on Oregon’s overall economy.”

Many thanks to Sixel, Boggs & Associates for their excellent work on this study, produced in an extremely short time frame. Our department will, of course, continue our efforts to help Oregon’s aviation industry respond to, and recover from, the events of September 11, 2001.

Aviation security bill affects GA

On November 19th, President Bush signed the aviation security bill that had been approved by both the U.S. House and Senate. Along with its many provisions affecting commercial aviation, the bill included a number of provisions that will impact general aviation:

- By the time this newsletter is published, the bill’s 30-day deadline will have passed for the new Under Secretary of Transportation for Transportation Security to have issued a report on airspace and other security measures that

can be implemented to improve GA security.

- The bill also includes a 90-day deadline for the Under Secretary to implement an aviation security program for “charter air carriers” weighing 12,500 pounds or more.
- The bill requires approval by the Attorney General before training in the operation of any aircraft weighing 12,500 pounds or more can be given to an alien. This provision covers simulator and ground training as well as actual flight training.

- The bill’s requirement for air carrier airports to improve their perimeter access security is broadly written and could affect the GA areas of those airports.

Several aviation organizations have published summaries of some of the bill’s key provisions. If you would like more information, our web site’s “Current Events” page has links to AOPA’s and NATA’s bill summaries, as well as to the bill itself. Go to [www.aviation.state.or.us] and follow the links.

Department and OSU sponsor GA security summit

In the wake of September's terrorist attacks, it quickly became obvious that general aviation, like the rest of the aviation industry, was going to be subjected to intense scrutiny and would almost certainly be the subject of increased regulation.

Believing that those people intimately connected to general aviation are the best equipped to discuss GA security measures and make appropriate recommendations, ODA and Oregon State University's Transportation Research Institute sponsored a "security summit" in early October.

Participants in the meeting included officials representing the FAA, OSU, ODA, private aviation companies, local law enforcement agencies, Oregon Airport Management Association, Oregon Pilots Association, the Oregon State Aviation Board, agricultural aviation, the Oregon legislature and both of Oregon's United States senators.

Participants worked to develop specific recommendations that they believe could improve airport and airplane security in general aviation and might form the basis for voluntary improvements, new FAA regulations or possible legislation.

At the time of the summit, Ann Crook, ODA's director, noted that "Oregon has become a national leader in advancing general aviation and this is the first statewide effort of this type in the nation. A lot of people around the country are watching to see what we come up with that can help this industry progress into the future."

"We have to start thinking differently and we have to ensure general aviation is safe without slowing down commerce," said Dave Kuper, a

representative of the FAA who attended the meeting. "We know terrorists may be here and have the will and logistics to attack, and we have to defend against this."

Some of the plans outlined at the work session included:

- Create a formal, statewide "airport watch" program using the many pilots, maintenance people and staff at airports, in an initiative that has a designated leader, can provide emergency contact phone numbers for people to use, coordinate security training and education, and make security recommendations to users of various airports.
- Recommend installation of perimeter fencing, improved security lighting and surveillance technology at a wide range of airports that are not currently served by regular passenger airlines but handle significant amounts of general aviation air traffic, with funding to be sought from the Federal Airport Improvement Program.
- Recommend that airports develop emergency response plans and signage that alerts users and customers to various security measures which have been installed.
- Seek funding for ground-based radar installations in areas of the state where there are gaps in radar coverage that would allow the FAA to better track aircraft and improve safety and security.
- Cross-reference applications for pilot licenses and aircraft registrations against lists of suspected terrorists maintained by the FBI.

- Recommend employment background checks for all airport employees or anyone else, such as outside contractors, with access to aircraft; and photo identification badges for people working at airports to wear.

"In order to safeguard the future of general aviation, we now have to assume there are people with skills, tools and the capacity to use them for terrorist acts," said Bill Wilkins, dean emeritus at OSU and chair of the Oregon State Aviation Board. "We must do what we can to control access, to know the people who work around our aircraft and to take what pro-active steps we can to prevent any problems or incidents from occurring."

When completed, the recommendations of this working group were transmitted to the FAA, as well as to representatives of Oregon's Congressional delegation and others, for review and consideration.

As noted in the article on page 6 discussing provisions in the federal aviation security bill, the department's concern that GA would not be exempt from enhanced security requirements is being borne out. Included in the security bill's provisions was the requirement for the new Under Secretary of Transportation for Transportation Security to have issued a report within 30 days of the bill's passage on airspace and other security measures that can be implemented to improve GA security. Our department's hope is that federal decision-makers will have considered recommendations from many sources familiar with GA, including those from this summit meeting, before issuing their report.



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OREGON AVIATION CALENDAR

January

16 State Aviation Board meeting, Astoria. Info: [www.aviation.state.or.us] or 503-378-4880.

February

20 State Aviation Board teleconference (tentative). Info: [www.aviation.state.or.us] or 503-378-4880.

March

20 State Aviation Board meeting, Medford. Info: [www.aviation.state.or.us] or 503-378-4880.

April

17 State Aviation Board meeting, Eugene (tentative). Info: [www.aviation.state.or.us] or 503-378-4880.

July

10-14 NWEAA Fly-In, Arlington Municipal Airport, Arlington WA. Info: Barbara Tolbert (360)345-5857, e-mail to [flyin@nweaa.org], or on web at [www.nweaa.org].

Recurrent Activities:

Monthly, first Saturday: EAA 105 Blueberry Pancake B'fast. Stark's TwinOaks Airpark; 8-10 am.

*The Oregon Aviation Calendar is a regular feature of **FlightLines**. If your organization has an important meeting or regularly scheduled meetings that you would like to have publicized, we'd like to include them. Send your calendar items to **FlightLines** Editor, ODA, 3040 25th St. SE, Salem, OR 97302-1125; or e-mail marilyn.i.lorange@state.or.us*