



FROM THE DIRECTOR—DAN CLEM

Your Oregon Department of Aviation is diligently working on a number of projects which support our mission to “preserve and enhance aviation for Oregon’s communities.” We appreciate the support and advice we receive from pilots, aircraft owners, airport tenants, neighborhood associations, airport sponsors, Oregon Airport Managers’ Association, the Oregon Aviation Board, the Legislative Assembly, and the Governor’s Office in completing these projects. Current Projects include:

- ◆ Ranking and prioritizing the applications submitted for ConnectOregon II funding. Applications for over \$50 million were prioritized by the Oregon Aviation Board. Regional transportation advisory committees and the Oregon Freight Advisory Committee will now rank those applications and forward them to the Oregon Transportation Commission for final decision. While some states have aid-to-airports programs, Oregon’s continual support for airports and air service ranks as one of the most financially active and effective, particularly for rural airports. (See ODA website)
- ◆ Eastern/Central Oregon airports will receive almost \$1M in pavement maintenance investment this summer, paid for by Oregon jet and avgas fuel taxes. (See ODA website)
- ◆ Working with the congressional delegation to obtain aviation earmarks, approvals for control towers, and continued funding support for the critical Airport Improvement Program and General Entitlement Program funding for Oregon’s airports.
- ◆ Advocacy and coordination with air service providers to maintain and to expand commercial air service to rural communities.
- ◆ “Team Oregon” ODA, FAA and TSA jointly assess airport needs, including improving general aviation security and reporting.
- ◆ Publication and education regarding the 2007 Oregon Aviation Plan, which includes assessments and updated information for all of Oregon’s public-use airports. (See ODA’s website)
- ◆ Advocacy for continuing local supplies of unblended gasoline for use in certain small aircraft. 2008 Senate Bill 1079B provides an exemption for aircraft from Oregon’s ethanol-blending law which takes effect this year (NW – Jan 15th, SW – Apr 15th, Central/Eastern – Sep 16th). ODA is working with airports to encourage the availability of unblended premium gasoline on airport property, which should be available at Lebanon State Airport in March 2008.
- ◆ Further evaluation and support of Oregon’s pilot “Thru-the-Fence” program, to enhance local economic development efforts on/near a public-use airport in a manner which allows for airport improvements and enhancements.
- ◆ Assistance to local land-use jurisdictions in protecting local airports through Oregon’s Airport Planning Rule (Oregon Administrative Rule 738-060).

Please feel free to contact me for any assistance we can give to our readers in supporting and advancing aviation in Oregon.

⇒ INSIDE

<i>Aurora & Lebanon Airports</i>	2
<i>Winter Airport Closure</i>	3
<i>TSA</i>	4
<i>Winter Update</i>	5
<i>Airport Activities</i>	6
<i>Team Oregon & Spotlight Article</i>	7
<i>Spring Events</i>	8

NEXT OREGON AVIATION BOARD MEETING

MAY 21, 2008

8 A.M. TO 5 P.M.

NORTH FIRE STATION TRAINING FACILITY
63377 JAMISON St.
BEND OREGON

**Aurora State Airport (UAO):
Designating Runway 35 as the Preferential Calm Wind Runway
Implementation Date: June 5, 2008**

By: Chris Cummings, Aviation Planning Analyst

Oregon Department of Aviation (ODA) has committed to implementing recommendations from a noise mitigation study for Aurora State Airport (UAO) conducted by Harris Miller Miller & Hanson, Inc. (HMMH). Since 2002, several recommended measures regarding aircraft departure/arrival procedures, pilot education measures, and airfield signage were successfully put into action to mitigate noise impacts on adjacent residential communities. Recently, the study's primary recommendation was approved by the FAA. The HMMH study concluded the most effective approach to reducing the noise impact on communities would be to change UAO's preferential runway. Therefore, on **June 5, 2008**, ODA will designate **Runway 35** as the **preferential calm wind runway**.

We are asking all pilots flying into and out of Aurora to be aware of this change and to always "fly friendly" when using this airport. If you have additional questions or comments, please call John Wilson, Airport Operations Specialist, at 503-931-4298.

A Complete Makeover for Lebanon State Airport (S30)

By Larry Weber, State Airports Manager

Pilots flying into Lebanon State Airport this fall 2008 will observe several significant airfield upgrades. Funded by an FAA Airport Improvement Program grant and with State resources, this \$1.65 million capital construction project provides for runway widening to meet FAA design standards, new airport lighting (MIRLs, PAPIs), runway/west parallel taxiway asphalt rehabilitation, Runway Safety Area improvements, and stormwater runoff enhancements. This robust construction project is planned for August and September and thus, will require runway closures. Be sure to stay tuned and read Lebanon's NOTAMs this summer for specific closure times.

A listing of airport improvements does not stop here! This 2008 project follows last year's installation of a new rotating beacon/tower and electrical vault. Furthermore, in a cooperative effort with an adjacent landowner, ODA plans this year to add to the airport's fire protection and suppression capability. With a new Fixed Based Operator, Lebonair, offering Avgas and Mogas (ethanol free), Lebanon State Airport is destined to become a premier location for GA operations. We hope you are pleased when the work is completed. Happy flying!

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:

Mike Burrill, Sr., Chair; Chris Corich, Vice-Chair;

Board Members: Steve Beckham, Jack Locker, Joe Smith, Larry Dalrymple, and

Nan Garnick

“Winter Airport Closures

Don Hankwitz, Airport Operations Specialist

Wintertime in Oregon can provide some of the best flying weather of the year. However, it also ushers in some of the most hazardous flying conditions of the year. It forces us to make changes in how we fly and where we fly. Many of Oregon’s airports will be subjected to various operational limitations, including closures due to snow at some point this winter season. Some state-owned airports receive no winter maintenance and will be closed by the first snow event of the winter season. Since unpaved runways are not plowed, they will remain closed until the snow melts.

As stated in the current Airport and Facility Directory, Crescent Lake, Santiam Junction and Toketee State Airports are closed annually from November 1- May 1. This year, McKenzie Bridge and Pinehurst State Airports were closed January 1st due to snow. Be sure to check current NOTAMs for the actual opening dates. These airports will be reopened only after the snow melts and spring maintenance has been completed.

Even airports that do receive winter maintenance may be temporarily closed by snow. Local road/highway crews plow these airports and they are normally only plowed after the roads are cleared. A significant snow storm may close an airport for a week or more. Other state-owned airports often subject to brief snow closures include Chiloquin, Joseph, Oakridge and Prospect, so remember to check current NOTAMs before using them.

As a matter of safety, don’t even consider landing on a runway covered with snow, unless you know for sure the depth of the snow. A snow depth of 2-3” should be considered a maximum for landing, and even then only with extreme caution. Takeoff should not be attempted with any snow on the runway, particularly if the aircraft is equipped with wheel fairings. Snow will pack inside the fairings and freeze solidly when airborne. Blown tires and loss of control are likely upon landing. On aircraft with retractable landing gear, the gear might retract, but may not fully extend or lock down for landing. Landing in 10-12” of snow is like landing in soft mud and will almost certainly upend most small aircraft.

Winter flying requires extra preparation and vigilance, so be particularly cautious of any moisture in or on the aircraft, as it will freeze at altitude. Remember to check NOTAM’s closely and never assume a runway will be usable when you arrive. ***Fly Safe!***

INSIDE ODA

HANGARS—SALE / LEASE

Hangar for Lease – Lebanon State Airport -
45 x 40 – Has electricity / phone jacks / security system
Call Don Hankwitz at ODA to see it! 503-580-0879

Hangar for Sale – Siletz Bay State Airport - \$35K
45 x 37 – Has electricity / water / bay window / office
Call Glenn (owner) at 541-921-5159

Hangar for Sale—Siletz Bay State Airport—\$35K
60 x 40—Electric and Water—Call Kathryn Welch
H 503 392 3044 or W 503 392 3435

SELLING YOUR HANGAR:

Gentle reminder to ODA Lessee’s: If you plan on **selling your hangar** built on state airport land, your potential buyer must be approved by ODA for a site lease prior to the sale.

SITES: are available for building hangars at the following State Airports: Cape Blanco, Chiloquin, Cottage Grove, Condon and Wasco. Contact Rita at 503-378-5480 or rita.f.rogerson@state.or.us.

MULINO AIRPORT: AV Gas is available at **Mulino** Airport! Construction will start soon on two more rows of nested T hangars – email name, address, phone and tail number to rita.f.rogerson@state.or.us to get on the waiting list!

All Pilots and Aircraft must be registered with the State of Oregon.

Is your registration current? If you aren’t sure – call Turise at 503-378-4880 – Remember all Pilot fees go to Search and Rescue!

Greetings from the Transportation Security Administration (TSA)!

As many of you know, TSA is one of 22 agencies within the U.S. Department of Homeland Security, and we were formed after the tragic events of 9/11.

As a former pilot (I served 26 years in the Air Force, retiring as a Colonel after flying many C-5, C-17 and C-141 missions), I have a vested interest in ensuring not only the security of our aviation infrastructure but that security regulations are applied in a fair and equitable manner that continues to foster commerce and protects all pilots from a J3 Cub to a G5 to a 747.

Most of you know TSA by our officers stationed at security checkpoints in airports nationwide. That's a large part of our mandate, but we also continued the inspection program started by the FAA decades ago. We have inspectors stationed throughout Oregon at our commercial airports to ensure compliance with Federal regulations.

While our primary focus is on the commercial airports and air carriers in Oregon, we also have regulatory oversight into an important area of General Aviation (GA) - flight training providers. Some of you who are CFIs are already aware of our presence, since we have sent several mass mailings to all registered Oregon CFIs describing the new requirements that have been in place since October 2005. These new requirements, of course, were a direct result of flight training conducted by the terrorists who took control of aircraft on 9/11.

The only other area of GA where our regulatory attention has been focused as of late is for aircraft larger than 12,500# MTOW. For the majority of pilots in the nation, there remains no regulatory oversight by our agency; however, we continue our outreach efforts with pilots and GA airports across the state with personal site visits by our regulatory inspectors to offer guidance and recommendations to improve aviation security. We speak to pilot groups such as AOPA and GA airport groups such as OAMA on a regular basis.

On a national level, we have taken the following initiatives:

- Airport Watch Program & GA Hotline (1-866-GA-SECURE) with AOPA
- Aircraft registry with GAMA
- Stolen Aircraft Database with FAA
- TSA Access Certification with NBAA
- Annual meetings by GA leaders with the TSA Administrator

Locally, we have teamed with the Oregon Department of Aviation and the FAA to form "Team Oregon." We visit airports throughout the state with presentations for pilots and "one stop shopping" for pilot and airport Q&A with state and federal agencies. Look for an announcement about Team Oregon coming to an airport in your area later this year.

Let me close by thanking you for your diligence in aviation security. Not only did the world change forever on September 11th, but aviation changed forever as well. All of us have a responsibility to be more diligent than we were in the past. Everything you can do to enhance your own security, from aircraft throttle locks to double door locks to cameras and lighting at airports & hangars, go a long way toward mitigating threats against aviation and against our country.

I look forward to our continued work together in the future and encourage you to call me or a member of my staff with any questions or concerns.



Mike Irwin, Oregon
Federal Security Director,
Transportation Security Administration

Winter Update from the Aviation Programs Division, Feb 28, 2008

Greetings from the Programs Division. Hopefully everyone has had an enjoyable Holiday season and is excited about the New Year.

Oregon State Aviation Master Plan: Final Draft presentation was briefed and approved by the Oregon Aviation Board at the November meeting held in Medford. We expect to see the final product delivered and available on the ODA website in March 2008.

Aurora State Airport: Thanks to a motivated and determined team of Kerr Contractors and our Engineering Consultants, WH Pacific, we completed approximately 60% of the new taxiway from the south to Taxiway A2 this past fall before the weather effectively shut us down. We anticipate the new Rotating Beacon tower and Electrical vault should be completed very early in 2008. As the weather turns better in the spring and the ground effectively dries out, we'll complete the taxiway northward, install the taxiway lighting and finish the grading for drainage.

Cottage Grove State Airport: We have begun work on a new electric security gate for the entrance to the airport. This project will ultimately tie into further improvements of the perimeter fencing and security lighting scheduled for the summer of 2008. Design and the necessary permitting processes are moving forward for the Row River encroachment into the Runway Safety Area (RSA) of Rwy 15/33. To try and avoid any unnecessary runway closures this project will likely require a temporary displacement of the RWY 15 threshold as there will be considerable work ongoing within the RSA at the north end of the runway. Remember to always check the NOTAMs if there is any doubt concerning the status of the airport, but there certainly will be additional information and as much advance notice as possible given prior to the commencement of construction.

Mulino: The new 12,000 gallon self-serve AvGas fuel system is up and running 24/7. We posted our Invitation To Bid for Design/Build proposals for the two new nested T-Hangars to accommodate an additional 34 aircraft. We're currently reviewing submitted proposals and anticipate beginning this project very soon in 2008.

Lebanon: We're into final design preparations for the runway widening, overlay, MIRLs, PAPIs and drainage ditch work to take place this summer. We haven't firmed up the construction schedule yet, but there will be runway closure required due to the significance of the work. Once again, there will be additional information available as we get closer to construction, and always remember to check the NOTAMs for airfield status.

Article by: Bob Altemus, Aviation Programs Manager



Aircraft owned by Hillsboro Flying Club....
See Spotlight Article on page 7

Aurora Airport has second Airport Watch meeting

An AOPA Airport Watch meeting was held on Sept. 27th at the Columbia Aviation Association building at the airport. AOPA has partnered with the Transportation Security Administration (TSA) to develop a nationwide Airport Watch Program that uses the more than 650,000 pilots as eyes and ears for observing and reporting suspicious activity. The Airport Watch Program includes warning signs for airports, informational literature, and a training video to teach pilots and airport employees how to enhance security at their airports. A proactive, nationally coordinated security partnership with federal, state, and local involvement has been hard at work to secure America's General Aviation resources from potential acts of terror

At the meeting, Harper Poling, ASN, AOPA, volunteer for Aurora, outlined the program and introduced the local law enforcement. Sergeant Don Sweet presented the Sheriff Departments role in airport security along with Lt. Dan Connor and Deputy Tim Bailey from Clackamas County Sheriff's office. The Airport Watch training video was passed out to be viewed by the many operators at the airport.

A committee of airport operators is planning a meeting to discuss security enhancement for the entire airport. In the past, much work has been done. We plan to continue to improve all areas of security.

For more information visit AOPA's web site <http://www.gaservingamerica.org/GA-Security.htm>



755 Pilot Memorial Event

Memorial Day Service: Independence Airport

Monday May 26, 2008

10:00 a.m. – 2:00 p.m.

The Memorial Day Service to honor war veterans and both military and civilian pilots in the area will be held on Monday, May 26th. This annual event will honor those who gave their lives for this country, those who served and civilian pilots no longer with us.

The festivities begin with a fly-by of local and military aircraft at 10 a.m. Static display and a rescue demonstration by the Coast Guard will be there for your delight beginning at 10:30 a.m. Other local and antique aircraft will be on display for your perusal.

At 11AM, the service will begin with introductions by Dan Clem, ODA Director. John Bruning, military historian will provide the tribute. Families of the deceased will receive flags secured by Darlene Hooley's office. A inscribed, glass vase will be presented to each family of the women pilots courtesy of a local women's group.

Beginning immediately after the Memorial Service, lunch will be available for a nominal fee from the Polk County Oregon Pilots Association. Bottled water and ice cream will be sold during the lunch time by the Oregon Pines, women pilots.

Due to limited parking, the Marquee Spa parking lot on Hoffman Road will be available with a shuttle to the restaurant. The public is cordially invited, and we encourage the use of this parking area. We hope you will join us for a fun family time and to help us honor our fallen heroes.

SEND SPOTLIGHT ARTICLE REQUESTS TO TAMMY CAVILEE tamara.cavilee@state.or.us

Team Oregon Outreach: Advancing Aviation in the State

By Larry Weber, State Airports Manager

The Transportation Security Administration (TSA), Federal Aviation Administration (FAA), and Oregon Department of Aviation (ODA) have initiated an outreach group called "Team Oregon." Representatives from Oregon offices to both Federal agencies and ODA recognized an information gap exists with the General Aviation community. To date, most aviation communication efforts have utilized seminars, pilot publications, video, and internet with varying degrees of success. "Team Oregon" Outreach was developed with the intent to inform and foster open, **personal** dialog with pilots, airport sponsors, FBOs, flight schools, etc., so that we can work together to advance aviation in the state.

December's severe winter storms caused rescheduling of the first Outreach meeting. However, on January 23rd, pilots from as far as the Willamette Valley traveled to Tillamook to participate in a well received meeting. Agenda items discussed were:

TSA - Portland

General, Sanitized, Unclassified Intelligence Brief, Functions of TSA & Homeland Security, GA Framework & Initiatives, Law Enforcement Initiatives, Team Oregon Initiatives, Flight Training Inspections, How TSA Can Help/How the GA Community Can Help,

FAA Flight Standards District Office – Portland

Safety & the Airport Environment

OREGON DEPARTMENT AVIATION

Overview of Oregon System of Airports, Department's Roles & Current Initiatives

Our team will conduct quarterly outreach meetings in different regions of the State. Our **2008 schedule** is: **April** - Aurora State Airport, **July** - Redmond, Oregon, **Oct** – Medford, Oregon. Your participation is important to us. We invite you to attend the next meeting, hosted by the Positive Aurora Airport Management (airport advisory committee) and Willamette Aviation (FBO):

Date: Saturday April 12, 2008, **Time:** 10:00 – 12:00 a.m.

Location: Aurora State Airport (23115 Airport Road NE, Aurora, OR) **Lunch available:** \$12.50 box lunch – RSVP for lunch before April 12th. 503-678-2252 or 866-363-3597

Flying & Driving Directions: <http://www.willametteair.com/>

If you have any questions, comments or agenda items, please contact: Teri Gehringer, , 503-889-3061, or Teri.Gehringer@dhs.gov

Penny Ratliff, (503) 615-3227 or Penny.Ratliff@faa.gov Larry Weber, , 503-378-2523 or larry.g.weber@state.or.us.

SPOTLIGHT ARTICLE

Flying Clubs -- An Option for Pilots

Can't afford to buy a plane and rentals are too hard to book. A seasoned pilot wonders if he could afford to continue owning an airplane.

The Answer: A flying club is comprised of individuals that have flying as a common interest. They often have joint ownership of airplanes or have special arrangements to use specific airplanes. All clubs have some rules and regulations that determine who can fly, when they can fly, and how much it will cost to fly. Clubs often have social functions to add to the camaraderie.

The Hillsboro Flying Club (HFC) (<http://www.hillsboroflying.org/>) owns four planes (C-172, C-182, Piper 180D and a Beech Debonair). Members buy shares in the club and are allowed to fly specific planes based on the number of shares they own. Schedule a plane over their website or by telephone. Planes are available for reservations 24/7. The club has members who are CFIs and CFIs so flight reviews and checkouts can be done easily. Charges are based on Hobbs time and fees include fuel, all maintenance, and upkeep. Other clubs around the state: the Oregon State Flying Club, the Aero Dynamics Flying Club, and the Brookings Flying Club.

Is a flying club cost-effective? The author's fixed costs to own a Turbo 210 allow him to fly a Hillsboro Flying Club C-182 for 70 hours! What about safety? Clubs are as concerned about safety as you are. They should maintain airplanes in accordance with FAA regulations and any good club is happy to discuss their maintenance programs.

You owe it to yourself to check out the options offered by a flying club. You'll be associated with a good group of men and women who share your interests in flying plus my guess is that your flying dollars will go a lot farther than you might think.

Guest editorial by Joe Kelly, Hillsboro Flying Club

Oregon Department of Aviation

3040 25th Street SE

Salem, OR 97302-1125

SPRING AVIATION EVENTS			
EAA's B-17 Tour	May 13-14,2008	Medford, OR (MFR) Rogue Valley Aprt	www.B17.org
Flight Design CT Fly-In	May 15-18, 2008	McMinnville Airport (KMMV)	503-472-0403
EAA's B-17 Tour	May 16-18, 2008	Portland, OR Hillsboro Arpt.(HIO)	www.B17.org
Independence Pilot Memorial	May 26, 2008	Independence State Airport	
Independence Fly-In 2008	May 30, 2008	Independence State Airport	www.flyincalendar.com
Rogue Valley Air Festival	June 7-8, 2008	Medford, OR (MFR) N. Jet Cntr.	www.oregonairfestival.com
All State Festival of Balloons	June 13-15, 2008	Cook Park Tigard, OR	