

STATE AVIATION BOARD MEETING MINUTES DRAFT

DATE April 04, 2024

TIME 10:00 AM – 3:00 PM

LOCATION Independence State Airport
EAA 292 Hangar
4803 Airport Rd. Independence, OR 97351

LINK TO RECORDING Video 1: <https://youtu.be/MMi2H8xKvNU?si=AgUqva77jN4s1tRW>
Video 2: <https://youtu.be/AI9Bjlfai1M?si=q1fNEurPEyCD5OWZ>

Presenting Agenda Steve Nagy, Vice Board Chair, and Kenji Sugahara, Director of Aviation

#	TYPE	TIME	ITEM	LEAD(S)
1	Information	10:00 AM	Call to order <i>For guests in the room, please use the sign in sheet if you'd like to make a public comment during our Public Comments section. We limit public comments to 2 minutes per speaker.</i> <i>A change has been made to the agenda- Item #7 Oregon Government Ethics Commission Charlie Esparza 1hr "gifts" presentation has been moved from 11:30-12:30 to 1:30-2:30 (after ODAV Staff complete their presentations.)</i>	Vice Chair Nagy Board Administrator
2	Information	10:01 AM	Roll Call- Sarah Lucas- present (Attending via Teams) Bill Graupp-present (In person) Cathryn Stephens-present (Attending via Teams) Jeffrey Pricher-present (In person) Steve Nagy-present (In person) Jim Knight-present (In person)	Board Administrator
3	Action	10:01 AM	Approve Consent Agenda <ul style="list-style-type: none"> ▪ Approval of February 1, 2024, Prior Board Meeting Minutes ▪ Approval of March 7, 2024, Prior Work Session Meeting Minutes <i>Motion for the Board to approve the prior Board meeting minutes and Work Session meeting minutes for</i> <ul style="list-style-type: none"> ▪ <i>February 1, 2024, Board Meeting</i> ▪ <i>March 7, 2024, Work Session</i> <i>As presented.</i>	Vice Chair Nagy

			<ul style="list-style-type: none"> ▪ Motion by Steve Nagy ▪ Second by Jeffrey Pricher ▪ <i>Motion approved at 10:01</i> 	
		10:02	<p>Welcome to Independence Airport The Air association and air park is an important part of the community. FAA said that this airpark is a model of best practices for airparks across United States.</p>	<p>Mayor of Independence, John McArdle- Presentation</p>
4	Information	10:04	<p>Independence Airpark – Then and Now History of the Independence airport and the airpark.</p> <ul style="list-style-type: none"> • It started in 1959 as a grass strip. <p>About the Independence Airpark:</p> <ul style="list-style-type: none"> • It is designed as an aviation community • Anyone is welcome, it is not restricted to only pilots. • People from various backgrounds and ages. <p>Airport Emergency Response Team</p> <ul style="list-style-type: none"> • Run by airpark volunteers • Assist fire department and police <p>Annual fly in coming up in August</p>	<p>Ron Singh President, Independence Airpark Homeowners Association</p>
			<i>PRESENTATION ATTACHED</i>	
5	Information	10:26	<p>EAA Chapter 292 and its aviation activities</p> <ul style="list-style-type: none"> • Part of EAA (Experimental Aircraft Association) • Founded in 1953 • 501(3)(c) non-profit with the focus on education • Made up of 240 members. • Have 3 FAA approved flight simulators • Have youth aviation programs that serve children from age 8-19 years old 	<p>Curt Anderson President, Chapter 292 – Experimental Aircraft Association</p>
			<i>PRESENTATION ATTACHED</i>	
6	Information	10:41	<p>Public Comments Limited to 2 minutes per speaker Written Comments will be acknowledged for the record.</p> <p><i>Each speaker please state your name, city of residence and/or affiliation for the record.</i> <i>Written comments will be acknowledged for the record.</i></p>	<p>Chair Stephens/ Vice Chair Nagy/ Board Administrator</p>

****The following provided **written** testimony to the Board:**

Wayne Nutsch, FBO, Independence (7S5)

Richard Wilson, Independence (7S5), EAA 292

Ken Hardwick, Independence (7S5), ISAS

Ladd Henderson, Pacific City

WRITTEN COMMENTS ATTACHED

In person public testimony:

10:41 Blake Brown from Monmouth Oregon

He had complaints regarding the ODAV handling of the Independence state airport community including:

- South end gate is not wide enough*
- Safety concern regarding RW 34 displaced threshold, markings do not meet FAA standards.*

10:43 Ladd Henderson

Brought his airplane to Pacific City State airport for a project and he was told after an analysis by ODAV staff that his project would infringe on the protection zone at the airport. He is upset and wants to know how ODAV "took" land by the Pacific City airport. He does not understand how ODAV can have a say in land that the department does not own.

Kenji Sugahara-Due to the FAA regulations the project unfortunately cannot happen because it infringes on airport safety zones. It is a great idea, but our priority is keeping the airport safe. There has been a lot of encroachment at the Pacific City airport, and we are trying to keep the airport safe for the community and for those that use the airport.

Steve Nagy, The state and the aviation board cannot support adding to the violations of the FAA protection zones.

11:03 Richard Wilson, EAA 292 member

He is heading a hangar expansion project for the club. The purpose of the expansion will be for a Pilot lounge with a restroom and a meeting space. He wants to see if ODAV will help support the expansion.

11:05 Ken Hardwick, Member of the EAA 292,
President of the Independence State Airport Support
Group.
He has requests for help from ODAV which include
replacement of the PAPI landing lights on RW 34 and
construction of the restroom and pilot lounge.

11:09 Rich Harrison, business owner and resident at
the Independence airpark.
He wants to know if there is a schedule for pavement
refurbishment.
Kenji said yes there is pavement rehab scheduled in
2025 at Independence.

11:11 Michael Short, Independence
He agrees that the airport needs a restroom.
Cottage Grove is a great example of a nice building
with a restroom. There is a small property available
at the airport.

7	Information	2 min	Item #7 Oregon Government Ethics Commission Charlie Esparza 1hr "gifts" presentation has been moved to 1:30-2:30 (after ODAV Staff presentations.)	
8	Information	11:18	Director's Update US DOT Smart Grant Update <ul style="list-style-type: none">We were Unsuccessful with the grant Strategic Planning Update <ul style="list-style-type: none">RFP will be going out on Friday Airport Visits Update Presentation to Oregon Planners NASAO Spring Legislative Conference Oakridge-Non-NPIAS airport receives no federal funding <ul style="list-style-type: none">Important fire baseApplying for an Economic development grant and we are making slight modifications to grant application Website update, improvements in process, Social media has been made a priority Looking at new technologies such as AI Aviation Education Update Funding Update- We are working on the budget right now and ways to increase revenue Independence Projects Update Updates at other airports	Sugahara

			<p>Financial Update and Vote to approve KPM changes 25-27 Budget Process Overview</p> <p>KPM #2 KPM Percent of Runways Meeting or Exceeding Approach Surface Standards. Problems</p> <p>1.) This KPM Measures all Public-Use Airports in Oregon, many are out of control of ODAV. 2.) Some Obstructions are unchangeable ie Mountains, Hills</p> <p>Proposed Change: Percent of State-Owned Airport Approaches Meeting or in the process of meeting approach Surface Standards excluding those with permanent obstructions (such as hills or mountains). Brill Graupp suggested the language state: permanent terrain Sarah Lucas suggested we include the language visual approaches</p> <p>The new language will be: Percent of state-owned airport approaches meeting or in the process of meeting visual approach surface standards excluding those with permanent terrain obstructions (such as hills or mountains).</p> <p><i>Motion for the Board to approve changes to Key Performance Measure #2 as presented with amendments.</i> Motion: Bill Graupp Second: Jim Knight Motion approved at 11:48</p>		
9	Action	11:38		Forest	
			<p>Board Updates This time is provided for the Board members to share news, events, or related information.</p> <ul style="list-style-type: none"> Board Responses/ Input relating from the previous Work Session 		
10	Information	11:58	<p>Jim Knight He appreciated that fact that the staff provided answers to his questions regarding who's responsibility for Emergency Management and the board does not have any responsibilities in terms of emergency preparedness. He would like the board to continue to focus on what we can do to help with planning and setting priorities.</p>	Board	

Jeffrey Pricher
 ODHS is doing a drill at Tillamook on the coast in preparation for the Cascadia event.

Bill Graupp and Jeffrey Pricher will be attending the Exponential Conference with ODAV.

Jeffrey Pricher participated in an event at the NASA research facility, ASERO effort that focused on universal traffic management, and technology. May 9th Hood River AUVSI conference will be talking about SWARM technology with AI. There is a group working in Jackson County focused on public safety and providing uncrewed resources to help with disasters.

Kenji Sugihara is participating in a task group with the advanced aviation advisory committee.

Sarah Lucas has reviewed the aviation applications for Connect Oregon Department grants. Oregon Pilots Association, OPA scholarship is open for students that are in their flight training.

Steve Nagy, PDX is starting a master planning process. PDX will complete major terminal improvements by the end of the year.

Other Business This time is provided for the Board or Staff to bring up topics not on the agenda

Holly Herrera asked the board to review the schedule of upcoming board meetings for the calendar year. No additional changes were made to the annual 2024 agenda.

11	Break Tour	12:30- 1:30	The State Aviation Board tours the Independence State Airport Taxiway and Open Hangar EAA Chapter 292 Clubhouse	Ron Singh/Curt Anderson
12	Training	1:30-2:30	Item #7 Oregon Government Ethics Commission Charlie Esparza 1hr "gifts" presentation	Charlie Esparza Oregon Government Ethics Commission

GUEST PRESENTATIONS ATTACHED

1. Ron Singh- Independence Airpark
2. Curt Anderson- EAA Chapter 292

WRITTEN PUBLIC COMMENTS ATTACHED

1. Wayne Nutsch, FBO, Independence (7S5)
2. Richard Wilson, Independence (7S5), EAA 292
3. Ken Hardwick, Independence (7S5), ISAS
4. Ladd Henderson, Pacific City

ODAV STAFF PRESENTATIONS ATTACHED

1. ODAV Director, Kenji Sugahara
2. ODAV Finance Manager, Kristen Forest

OREGON GOVERNMENT ETHICS COMMISSION TRAINING ATTACHED

1. Charlie Esparza

1. Ron Singh Presentation



INDEPENDENCE AIRPARK

PRESENTED BY
RON SINGH, PRESIDENT
INDEPENDENCE AIRPARK HOMEOWNERS ASSOCIATION

OREGON DEPARTMENT OF AVIATION
BOARD OF DIRECTORS MEETING
4 APRIL 2024

Google Earth

Airbus, Data SIO, NOAA



ABITOHISTORY (COURTESY OF DEBRA PLYMATE)

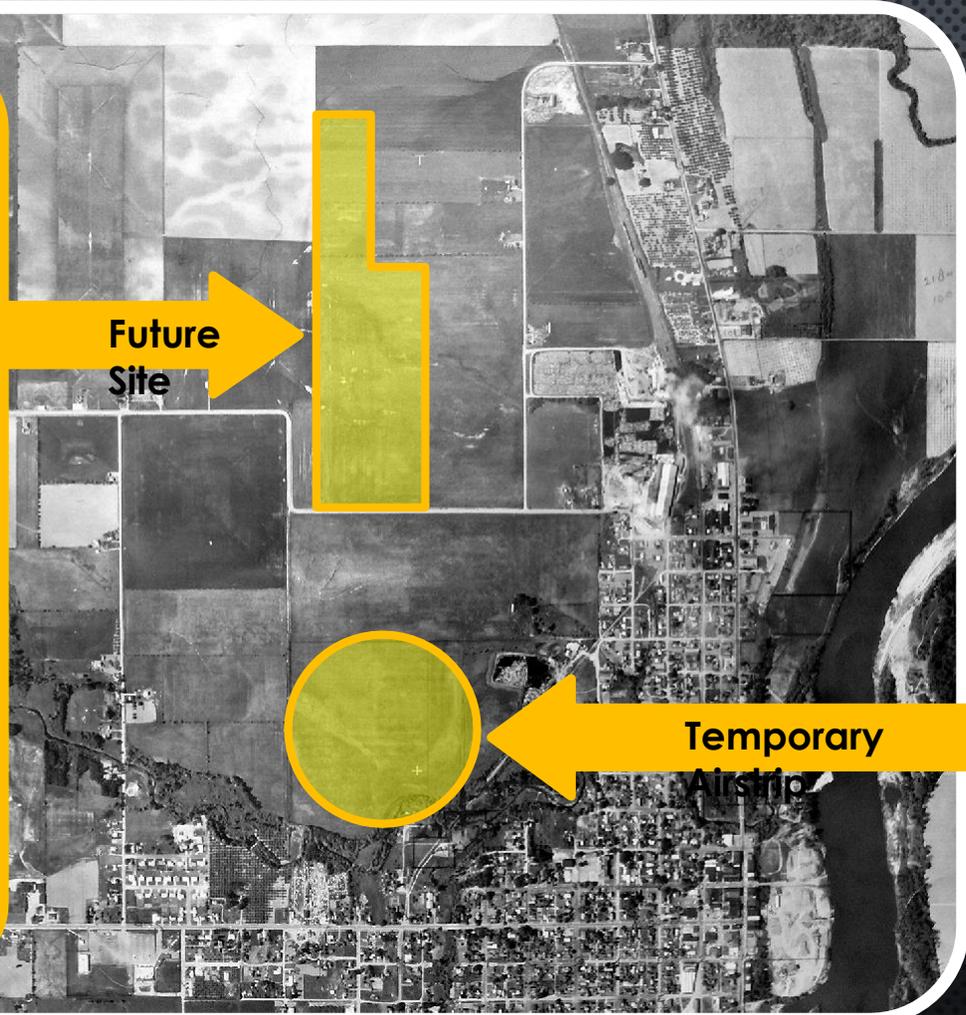
August 8th, 1961
Meeting held to develop a plan for an airport

May, 1962
Site Selected

October, 1963
Land Purchased

April, 1964
Plans Submitted to FAA

October, 1964
Construction began



August 15th, 1959

“On to Oregon
Cavalcade”

Part of Oregon’s
Centennial Celebration.

Built a temporary
dirt airstrip in case
a few airplanes
flew to the event.

No airplanes arrived!

The strip was tilled
and replanted for
next year’s grass
seed crop.

THE START OF THE AIRPORT (COURTESY OF DEBRA PLYMATE)

Oregon State Board of Aeronautics

Airport Under Construction



Glenn Plymate, Supervisor of Airports



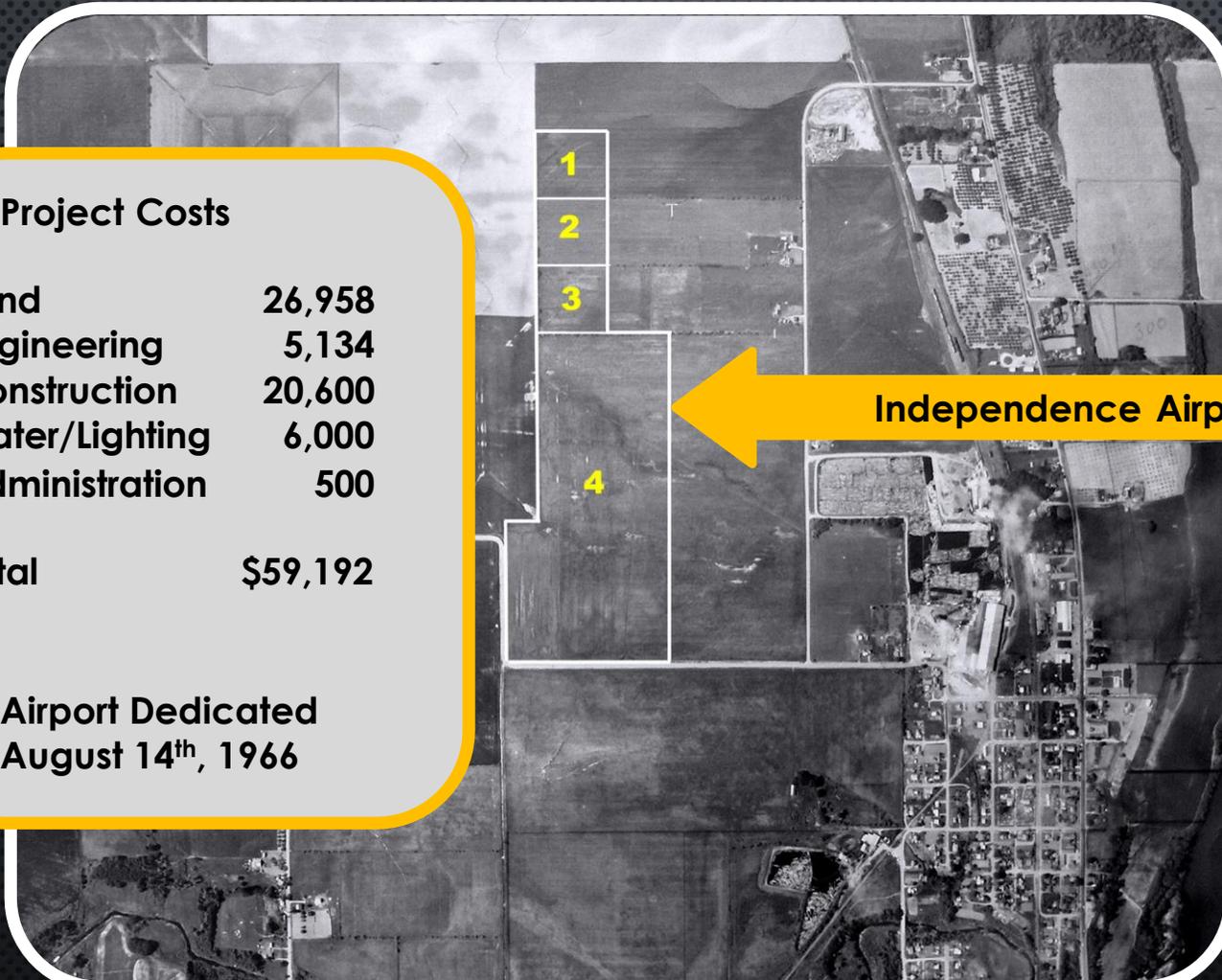
1964

THE START OF THE AIRPORT (COURTESY OF DEBRA PLYMATE)

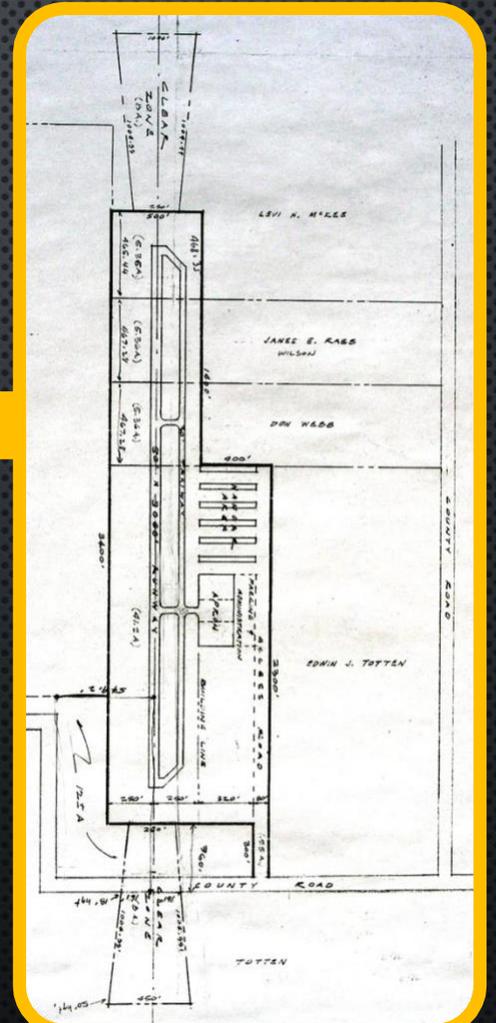
Project Costs

Land	26,958
Engineering	5,134
Construction	20,600
Water/Lighting	6,000
Administration	500
Total	\$59,192

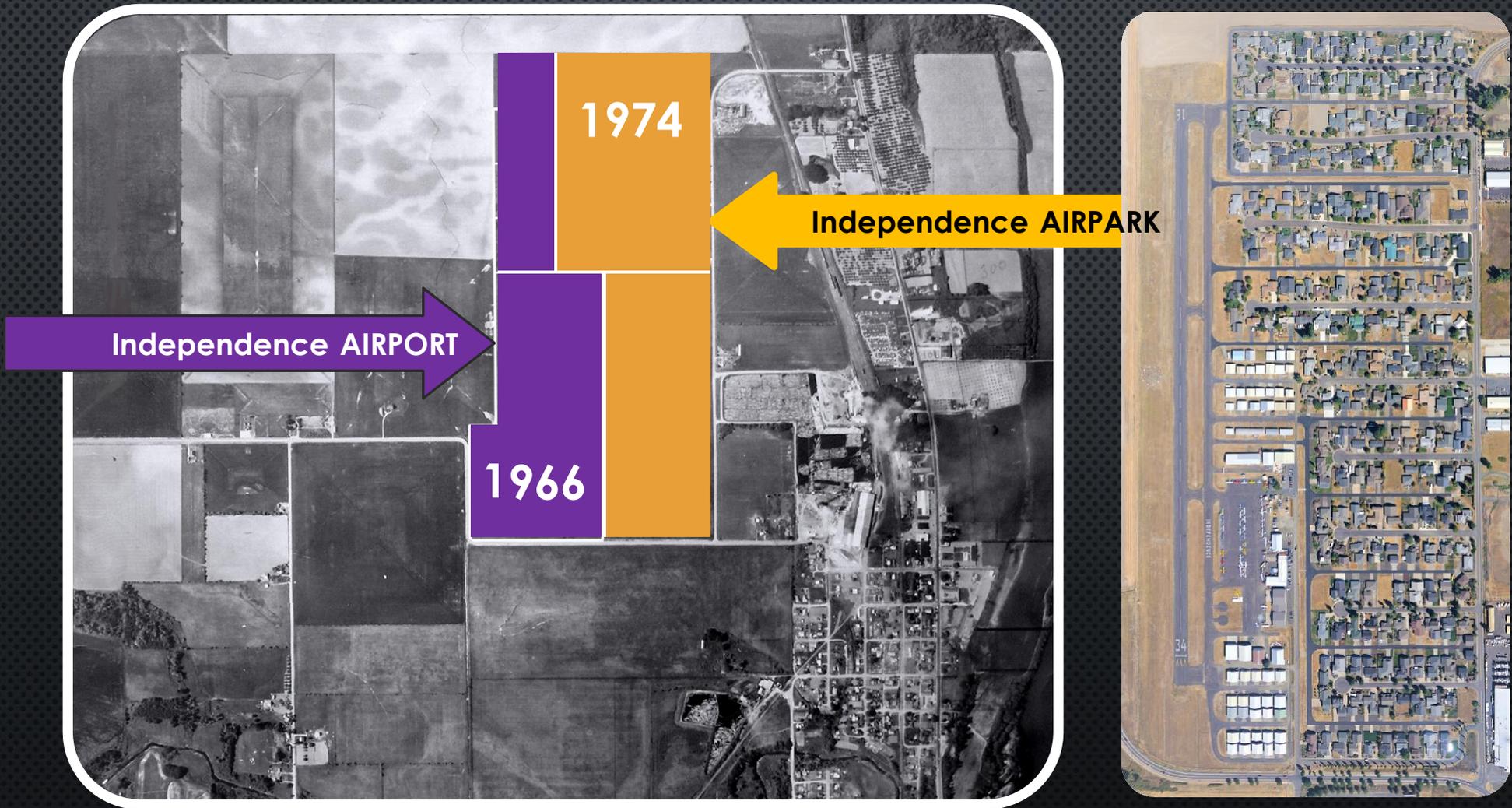
**Airport Dedicated
August 14th, 1966**



Independence Airport



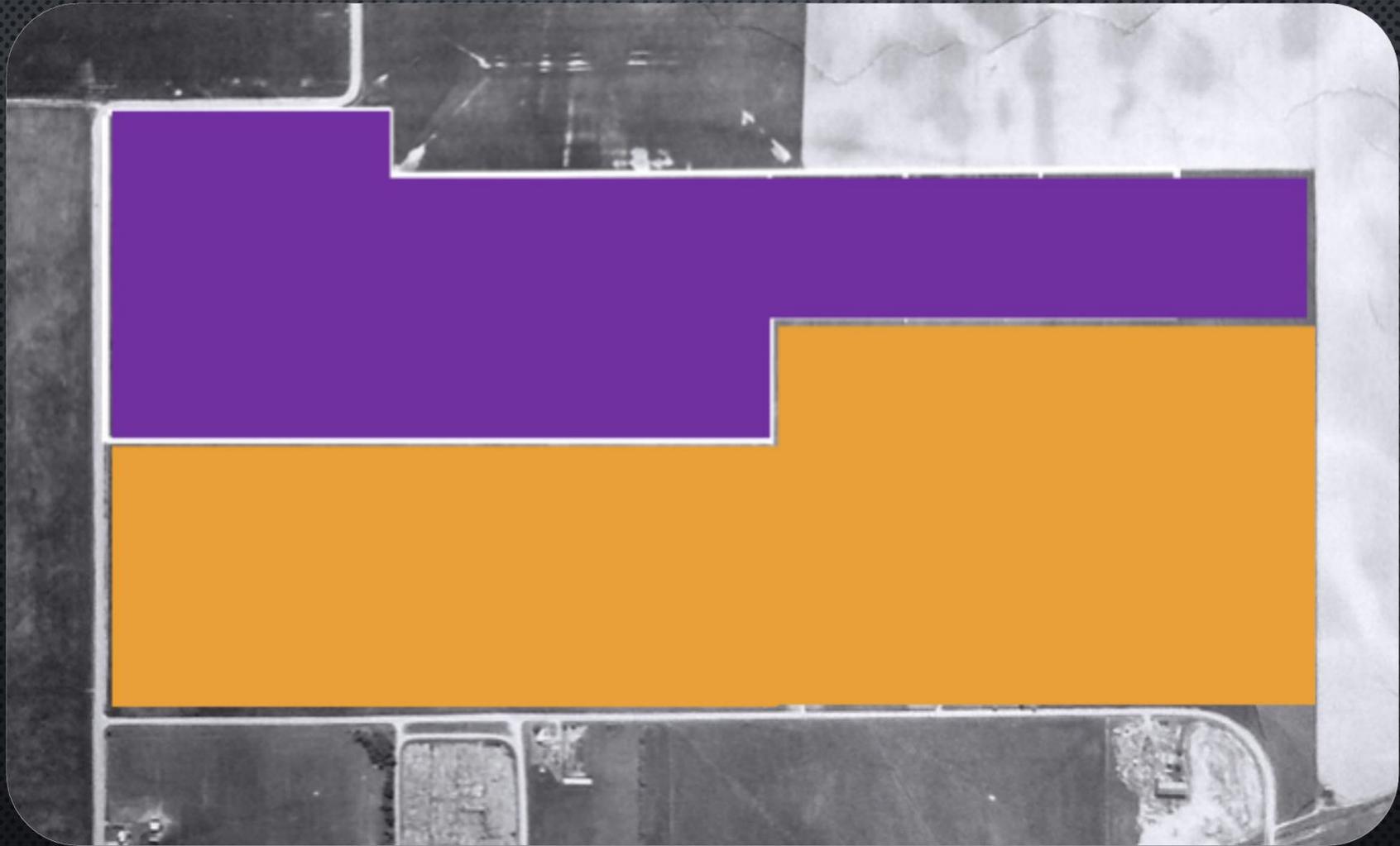
INDEPENDENCE AIRPARK PARTNER NAVIGATION



INDEPENDENCE AIRPARK



INDEPENDENCE AIRPARK



INDEPENDENCE AIRPARK

1963

No Airpark

No Airport
And



INDEPENDENCE AIRPARK

1994



INDEPENDENCE AIRPARK

2000



INDEPENDENCE AIRPARK

2004



INDEPENDENCE AIRPARK

Aerial Photo by Jim Hubele

2023



INDEPENDENCE AIRPARK HOMEOWNERS ASSOCIATIONS

Aerial Photo by Jim Hubele

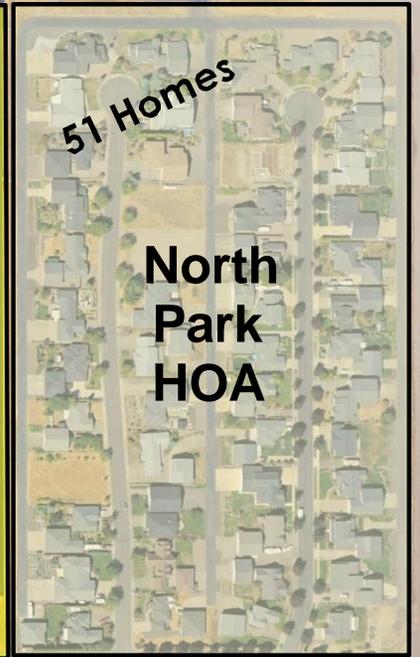


160 Homes

Independence Airpark Homeowners Association



51 Homes



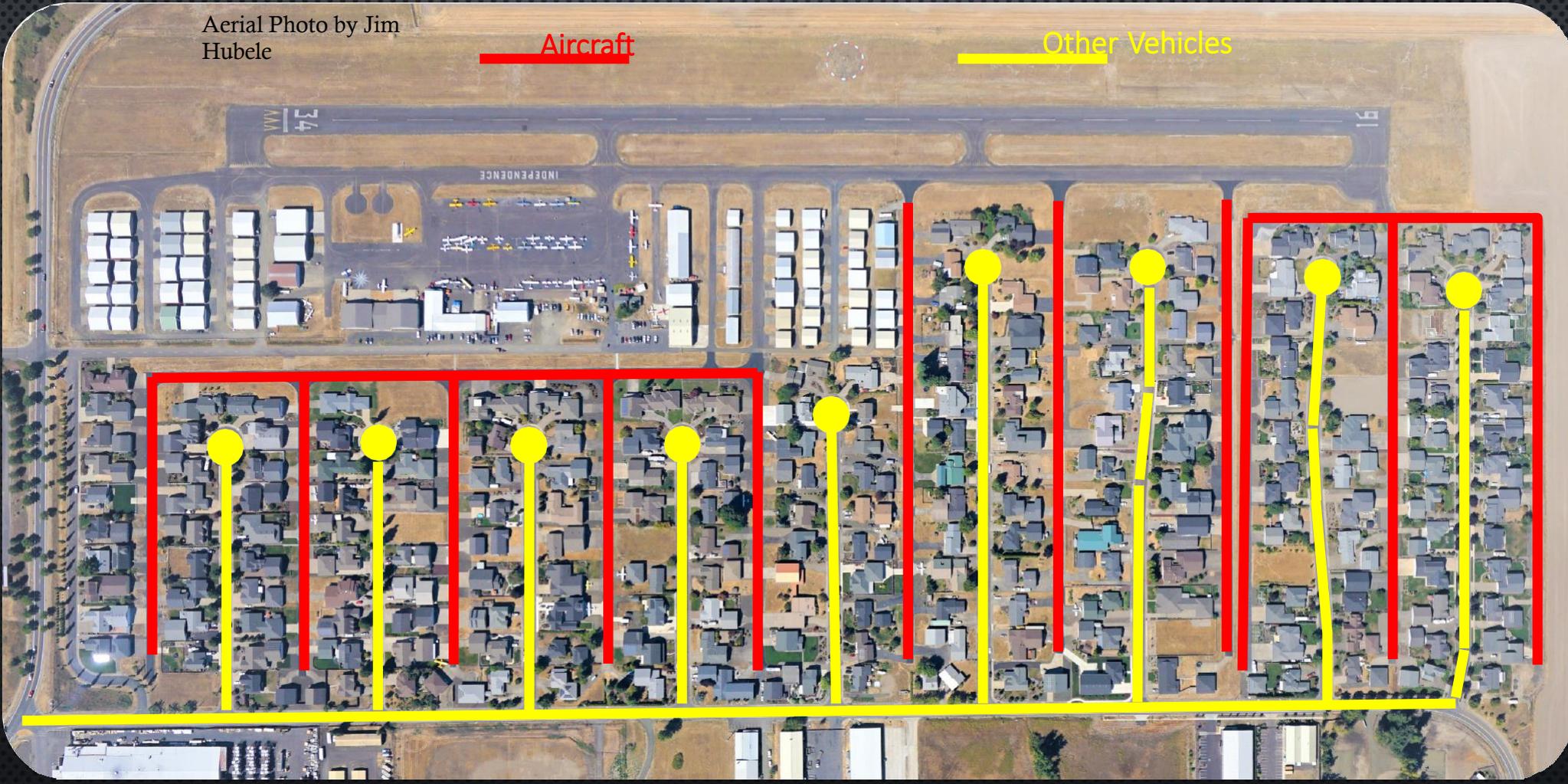
North
Park
HOA

AIRCRAFT SEPARATION DESIGN

Aerial Photo by Jim Hubele

Aircraft

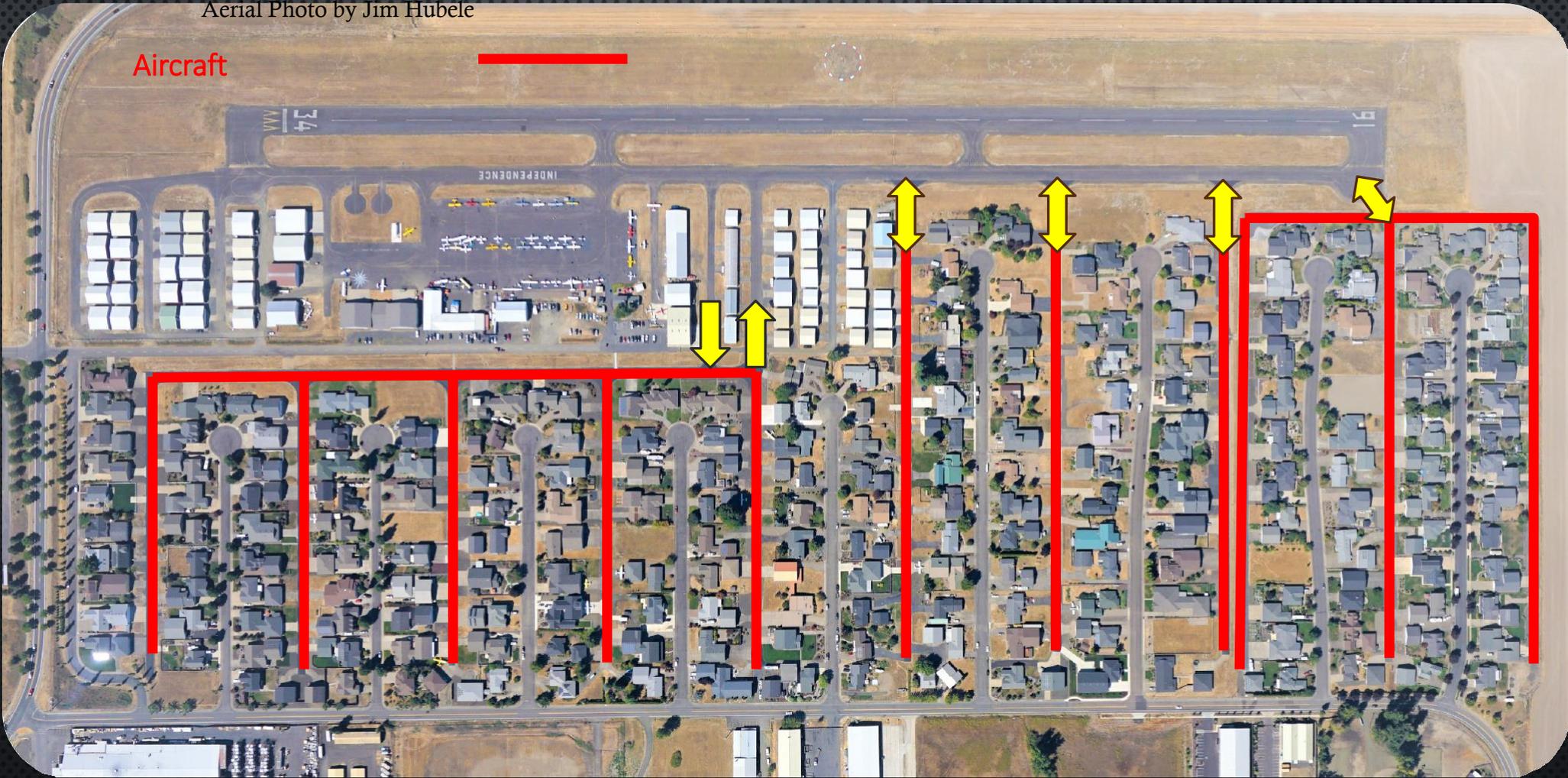
Other Vehicles



RESIDENTIAL THROUGH THE FENCE ACCESS AGREEMENT

Aerial Photo by Jim Hubele

Aircraft



INDEPENDENCE AIRPARK - WHO WE ARE...

- DESIGNED AS AN AVIATION COMMUNITY
- ANYONE IS WELCOME – NOT RESTRICTED TO PILOTS
- FROM ALL OVER THE COUNTRY
- FROM ALL DIFFERENT BACKGROUNDS
- OF ALL AGES
- THOSE THAT ARE HERE FOR AVIATION ARE MUCH **MORE THAN JUST** :
- WE FLY
- WE DESIGN
- WE BUILD
- WE MAINTAIN
- WE EXPERIMENT
- WE EDUCATE
- WE SHARE
- WE PROMOTE SAFETY

WE ARE

INDEPENDENCE AIRPARK - WE ADD VALUE

- SYNERGY
- SUPPORT AIRPORT BUSINESSES – FBOs, FUEL, FLIGHT SCHOOLS, RESTAURANT
- YOUTH DEVELOPMENT – AIRCRAFT BUILDS, GLIDER CLUB
- LEADERSHIP – NATIONAL AVIATION FORUMS
- SAFETY – AIRPORT EMERGENCY RESPONSE TEAM
- EXPERIMENTAL AIRCRAFT ASSOCIATION CHAPTER 292
- OREGON PILOTS ASSOCIATION
- EXPERIMENTAL AVIATION DEVELOPS INTO CERTIFICATED GENERAL AVIATION SYSTEMS

GLIDER CLUB



AIRPORT EMERGENCY RESPONSE TEAM

RUN BY AIRPARK VOLUNTEERS

SUBDIVISION OF CERT (FEMA'S COMMUNITY RESPONSE TEAM PROGRAM)

ASSIST FIRE DEPARTMENT AND POLICE

ODA SPONSOR – MITCH SWECKER (PAST DIRECTOR)

TRAILER DONATED BY FOREST RIVER TRAILERS

EQUIPPED WITH EQUIPMENT SPECIFIC FOR AIRCRAFT

SECURE RUNWAY WITH CLOSURE SIGNS

ADVISE LANDING AND TAKING OFF AIRCRAFT

NOTIFY FAA – ISSUE NOTAM

TYPICAL USES SO FAR:

- DISABLED AIRCRAFT – GROUND LOOP, NOSE UP, RUNWAY DEPARTURE, FLAT TIRE, ETC.
- EMERGENCY RESPONSE AT FLY-IN



NOONPATROL

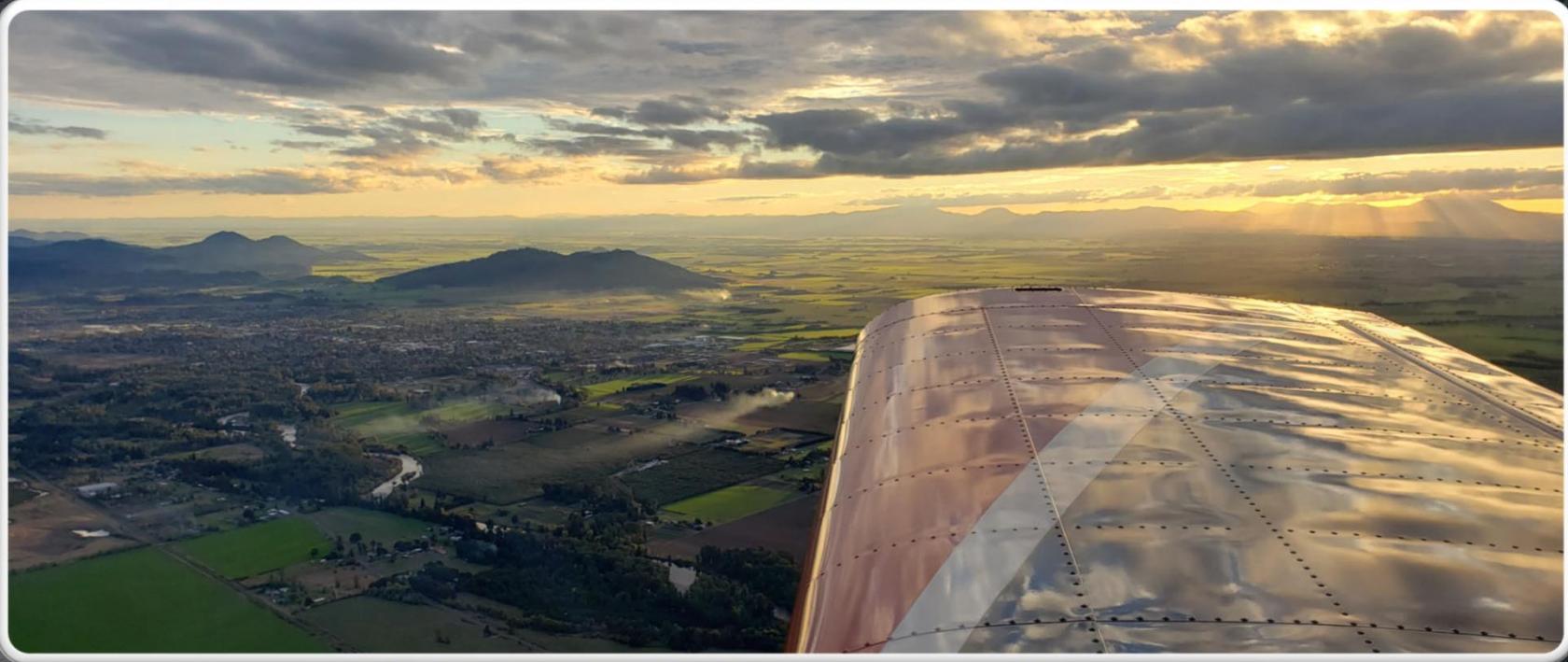


DEHAVILLANDDH2



RV-12IS





INDEPENDENCE AIR PARK



2. Curt Anderson EAA Chapter 292

3. Slide
1



Slide 2



Founded in 1953 by Paul Poberezny in Hales Corner, Wisconsin.

Annual convention moved to Oshkosh, Wisconsin in 1970.

Last year AirVenture Oshkosh 2023 attendance was 677,000.

A couple of years ago NPR reported that 1 of every 5 aircraft registered in the U.S. was at Oshkosh during Airventure.

Slide 3



There are about 1,000 EAA chapter worldwide, with about 200,000 members.

In addition to EAA Chapters, there are also...

- International Aerobatics
- Ultralight Chapters
- Vintage Aircraft Chapters
- Warbird Squadrons

Slide 4



- 1964 Independence Airport established
- 1965 First meeting of interested members
- 1967 Officially founding of Chapter 292 – 26 paid members
- 1966-1988 Chapter meeting were held in various locations around the Mid-Willamette Valley
- 1988 Chapter builds a hangar on Cherokee Taxiway at 7S5
- 1998 Chapter builds clubhouse
- 2000 Chapter applies for 501 (c) (3) status

Airpark got its ingress/egress permit in 1974

Slide 5



Slide 6



- 2000 Noon Patrol Began...
- 2003 Completed 12 Nieuports
- 2006 1st Van's Homecoming & Fly-In hosted by 292
- 2008 1st Chapter in USA with a Flight Simulator - Organized by Chuck West
- 2017 South Hangar Expansion Project
- 2018 1st STOL Expo in conjunction with annual summer fly-in
- 2019 1st EAA Gold Chapter Award
- 2020 Chapter membership tops 200

Slide 7



EAA Gold Chapter Award

1. Attends a chapter leadership training session
2. Growing or steady membership
3. Offers IMC or VMC Club programs
4. Participates in Young Eagle or Flying Start programs
5. Has EAA-approved Flight Advisor or Technical Counselor
6. Participates in EAA's Annual Chapter Member survey

Slide 8



EAA Gold Chapter Award

7. Participates in Young Eagles Build and Fly, Young Eagles Workshops, send a youth to the EAA's Air Academy, or fully completes a Ray Scholarship program
8. Requests an EAA ChapterBlast email
9. Hosts at least two public events each year
10. Owns/leases a facility

+ Extra credit activity, such as a chapter build project, youth build project, chapter scholarship a chapter tool crib, etc.

Slide 9



What Do We Offer Members?

- Informative Meetings
- Build Spaces
- Tool Room
- Tech Counselors
- Electronics
- Composite Construction
- Aluminum i.e. Van's RVs
- Tube & Fabric
- Rotax Engines

Upcoming: State of the Electric Airplane and pilot of the U-2

Slide 10

 **Flight Simulators**
Three FAA approved flight simulators – from a PC based system to a Redbird full-motion simulator.



Slide 11

 **IMC/VMC Meetings**



Slide 12

 **Youth Aviation**

- Young Eagles - 150 flights average/yr (8-17 yr old)
- Teen Aviation Weekend - 55 participants (14-19 yr old)
- Saturday Builds (10 participants 14-19 yr old)
- 2 Ray Scholarships (\$11,000) for pilot training
- One teen to Oshkosh for one week Air Academy

Slide 13



Slide 14



Usual mentor to student ratio is greater than 1:1

Written Public Comments Received:

Wayne Nutsch

March 24, 2024

Oregon State Aviation Board
 ATIS: Culture-Stephen, Chair

Thank you for receiving this written response as solicited in the 4/4/2024 Board meeting agenda. It is submitted via email and in paper form. We provide Fixed Base Operator (FBO) services at the Independence State Airport (ISA). Our facilities include the Airport. More than 20 years ago.

In 2017 WAF Pacific, a contractor, was tasked by Oregon Department of Aviation (ODA) to look forward. WAF Pacific conducted a study and submitted a report and inventory. Nutsch Aviation submitted comments to the Planning Advisory Committee (PAC). We did not see that the comments were included in any subsequent report to the final report.

Having been long involved in aviation and government at the Federal level I have a pretty good idea as to how things work or don't work. As a follow-up to the 2017 PAC I prepared the attached 7 page statement, for my thoughts and opinions. Please include it in the 2024 background information and future planning. Nothing of substance has changed at the Independence State Airport in five (5) years except for the addition of a security fence and a General Aviation terminal for A-1 fuel facility.

Being brief, the request of Nutsch Aviation is for the Independence State Airport to enhance aviation safety by supporting:

- 1) ANWS - to ADSX (Automatic (Surface) Weather Observation System
- 2) IAP - Instrument Approach Procedure
- 3) BCO - Remote Communications Outlet to communicate with En-route Air Traffic Control
- 4) Longer runway to accommodate more kinds of corporate aircraft
- 5) Helipad which means the Helipad Design Standards, AC No. 150/5300-2X, in anticipation of a Cascade Subduction Zone event. A non-revres rescue helipad associated with an airport.

Visit us as a group or individually when you can. Perhaps I could have the opportunity to expand on the suggestions contained in this document.

Sincerely,

Nutsch Aviation
 Wayne Nutsch
 503-426-7200

Attachment: PAC - 7pp.

Comments ofNatchAviation, member of the 755 WH Pacific PAC- 12/19/2018

Natch Aviation is a small family owned aviation business based at the Independence State Airport (755). We operate the Fixed Base Operator (FBO), and ANGA, provide aircraft service, Flight Instruction, Airline Rental, Pilot Support and Aviation Training services. We have worked in the Independence Airport for about 17 years. Various other family members have lived at the airport for more than 30 years. My father-in-law Glenn Payne was employed by the State of Oregon and was the architect and Project Manager for the construction of the Independence State Airport in 1983. He is 90 later and we live.

This document is intended to be used to review all of our PAC comments are contained in the final report.

I have reviewed the entire Meeting Summary of the five (5) Planning Advisory Committee (PAC) Meetings concerning the Independence State Airport Master Plan Update. As a PAC member, I personally attended all but meeting #4 due to prior commitments.

We have a strong concern for the Independence State Airport should grow, prosper and provide more diversified aviation transportation products to the City, County and State. I believe the five (5) enhancements would make this a reality.

- 1) ANGA- Automated Weather Observation System
- 2) RCO - Remote Communications Outlet
- 3) IAP- Instrument Approach Procedure
- 4) Longer asphalt runway (extend to the north)
- 5) Helipad - meeting the FAA's Helipad Design Guide criteria

The WH Pacific "20 year roadmap" should identify these 5 improvements to service the City, County and State aviation needs.

I have brought them up during the 4 PAC meetings which I have attended. They seem to fall by the wayside. Additionally, I have had various lengthy telephone conversations with WH Pacific Project Managers, Mike Dine, Dave Noffs and Mark Shultz during which I explained the importance of all 5 items. Project Managers are a strong "no" and seem to never attend after the project is begun.

I have excerpted portions of the Meeting Summary which I felt were significant to my interest and provided comments after each Meeting Summary below.

Dec 6, 2017 Meeting Summary #1

Approach: The approach discussion revolved around the introduction of an Instrument Approach Procedure (IAP) being introduced to the airport. Previous planning efforts identified the need for and IAP and during the meeting process it was anticipated that getting an IAP to the Airport would be an opportunity to parcel. However, during the PAC discussion it became apparent that some members of the PAC were not as keen as others when indicated they would like to see an IAP at the Airport. A summary of the PAC discussion indicates: Some members plan like the G airspace so they can take off without visibility aids and pick up radio in the air.

One commenter stated that powerlines would disqualify the airport from getting an approach. Other

Comments ofNatchAviation, member of the 755 WH Pacific PAC- 12/19/2018

want the best FBO facilities available to make the best use of their equipment. Critics say that An A and instrument approach would change the small character of the airport and make it less desirable for new jobs.

Flight schools would also be impacted because currently only Microlite of clouds is all that's required Class G airspace offers that competitive advantage.

Airport Role: The information on the Airport's National, State, and local role was presented. The only additional information not covered, but provided by the PAC, was the potential role of the Airport during a Cascade Quake or similar emergency situation. The Planning Team indicated it would go back and give additional consideration to the role of the airport during a state-wide emergency situation.

The PAC commented that if the airport doesn't have an instrument approach, the B-11 aircraft will not have time and the B-11 aircraft may not be coming in to land as they would like in the lack of services such as In-A runway length, and an Instrument Approach Procedure. It was explained that the B-11 will demand more time before you come near to it and expand facilities to accommodate B-11. This type of expansion is not a decision that can be made ahead of time, except to protect for future safety.

Natch Comments:

- 1) Instrument Approach Procedures are absolutely essential in order to provide all-weather service into and out of 755. A GPS approach does not require any ground-based navigational aids. The statement that "some members of the PAC were not as keen" fails to identify who they are or the reasons why they were not as keen. Instrument approaches to 755 would serve instrument flight training from all over the Willamette Valley. More corporate, commercial activity, and sales also.
- 2) The statement that "Some instrument pilots like the G airspace so they can take off without visibility aids and pick up radio in the air."

This is an incorrect statement because the Class G Airspace is not required to change for a non precision IAP.

- 3) The statement that "Flight schools would also be impacted because currently only Microlite of clouds is all that's required. Class G airspace offers that competitive advantage."

Class G airspace would not change for a non-precision GPS IAP. Flight below 1200' AGL would still be available to those willing to fly with a radio and clear of clouds. I took out the statement during that weather, day/night and don't see a lot of flying with that minimum weather phenomenon.

- 4) The Planning Team indicated it would go back and give additional consideration to the role of the airport during a state-wide emergency situation. The role of the Airport during a Cascade Quake or similar emergency situation.

Emergency preparations to meet on the front-end today as we see national disasters across the

Comments ofNatchAviation, member of the 755 WH Pacific PAC- 12/19/2018

flight; just recently should had major earthshakes: Pasadena California is burned away from the "orange line" The Independence State Airport is the only airport in Polk County. It is State owned and Publicly funded. It has been used for a five-flying base in the past. Further permanent equipment was being used regarding In-A fuel 755 has some Medium size helicopters (ER-20) were used and In-A had was needed in the fire-fighting contract. A day/night helipad meeting the FAA's Helipad Design Guide criteria would have provided a better facility for them.

- 5) It was explained that the B-11 traffic demand has to show up before you come near to it and expand facilities to accommodate B-11. This type of expansion is not a decision that can be made ahead of time.

Perhaps this is a chicken or egg concept. If the airport cannot accommodate B-11 traffic, then how would they actually come to 755 and make a land. An additional 1000' feet of runway to the north would bring Commercial and Corporate aviation to Independence. If the bridges are unusable between Polk and Marion Counties due to a Cascade Subduction Zone event, it seems to me that Commercial service would be a good idea. At one point the power lines to the north of the airport was mentioned as a concern not to extend the runway. FAA State money better be a runway utilities routinely to enhance safety around airports.

Jan 24, 2018 Meeting Summary #2

Members of the public had, in general, views that were aligned with the PAC. There was a strong desire to keep the Airport and its culture unchanged.

Suggested improvements to the Airport were focused on enhancing facilities that serve the current based aircraft, and not changes that would draw in larger turbo prop or jet aircraft.

Natch Comments:

- 1) My attendance at this meeting simply asked that the WH Pacific report contain my request to consider itself ANGA, Automated Weather Observation System; RCO, Remote Communications Outlet; IAP - Instrument Approach Procedure; Longer asphalt runway (extend to the north) and Helipad - meeting the FAA's Helipad Design Guide criteria. It was obvious that the "members of the public" were interested in improvements at the Airport and did not wish to increase any Corporate or Commercial aviation activity for small business or to enhance Emergency Preparedness.
- 2) The Helipad is an important asset that it would provide for Emergency Preparedness both day and night. Emergency medical services such as MAST (Military Assistance to Safety and Evacuation) and BLACKHAWK Air Medical Services would be public safety when minimum matter. Blackhawk use ER-20 helicopters should be the minimum.

April 11, 2018 Meeting Summary #3

Comments ofNatch Aviation, member of the 755 WH Pacific PAC - 12/19/2018

• Comments re: survey at a future length of 1,300' including environmental mitigation

Turf strip is dictated by flight instructor - Soft surface landings is a required training element for student pilots

• FAA Airport Planner/Valerie Thomas noted that any runway extension would only be grass eligible with a demonstrated need. "This isn't a hold it and they will come" situation

• Wayne Natch advocated for a larger runway, an instrument approach, automated weather observation system (AWOS), and a radio communication system (RCD) to bring in more business traffic. He noted that while most of the people making requests in the town paid dues for field access, his investment is significantly larger. The business would benefit from existing facilities and existing more aircraft that are used for the growing business GA segment.

• Several people want to use an AWOS installed on site.

• Matt Mason stated that ODA can't pay AWOS on each run-owned airport-own expenses to maintain and collect \$400/year per AWOS.

• Others noted that independence is one of those profitable airports in their system and at least those three should have an AWOS.

Members of the public had, in general, views that were aligned with the PAC. There was a strong desire to keep the Airport and its culture unchanged. Suggested improvements to the Airport were focused on existing facilities and were the current brand aircraft, and not changes that would draw a larger turbo prop or jet aircraft. Most members of the public wished to see a grass runway and an improved/expanded RCD with public access.

Natch Comments:

1) WH Pacific uses the term "members of the public," quite extensively and with confidence. Unless it is identified someone in the room, all members of the public were homeowners or the Airport, who have one agenda, and that is to have a small airport and grow runway at the expense of the taxpayer. State of Oregon and the Federal Aviation Administration. The statements were governmental officials from one or more of the political subdivisions. I was unable to identify any comments that were not an Airport resident.

2) It is suggested that a "turf strip" is needed to provide training to pilots who have to land on a soft-field runway. For 70 years now we have trained this manner of soft-field runways. To suggest it is a required manner of an airport for training is erroneous. The FAA's Instrument Certification Standard document does not require this manner to be performed on a "turf strip."

3) AWOS Automatic Weather Observation Systems are in use everywhere. Joseph State Airport (Joseph, Oregon) has one. Matt Mason says they are too expensive to install and maintain and someone that is a \$400/year. What is the price of safety? How to get a turbo

Comments ofNatch Aviation, member of the 755 WH Pacific PAC - 12/19/2018

perspective I just paid my Airport home Park County Property tax \$68 for 2018. It was more than \$5,000. Corporate/Commercial Director or operations need the correct number for safe operations. WH Pacific should consider this given in the next lease plan for 755.

4) RCD - Remote Communications Outlets provides for VHF line-of-sight communications with Air Traffic Control (ATIS). Presently 755 does not have one. Instrument Flight Rules (IFR) is not a radio communication with ATIS and critical a clearance. There is a RCD at Salem (SLE) and it is not a radio because there are ATIS between 755 and SLE. VFR pilots expect to see someone maintain. Pilots must shut down the aircraft after the runway, make a call phone call to Tower, ATIS and receive a 27 minute ATIS clearance with 10 minutes "turf" time, after receiving the clearance the engine must be re-started, radio-instrument setup, 270 mag and heavy must exceed the 10 minutes total time. A safety issue for sure. Solves the problem by reducing the Salem RCD to the top of the hill near the FAA's AEDD connector. So that FAA can see the decommissioning RCD, there they are not needed. Corporate/Commercial Director or operations need suitable ATIS communication for safe operations. WH Pacific should consider this given in the next lease plan for 755. When a replacement comes along then consider it at that time.

June 28, 2018 - Meeting Summary #6

A few comments did not see the benefit in installing an AWOS on site, due to feelings that AWOS is old technology that will be replaced in the near several years.

Turf Runway

Natch Comments:

1) On several hours and unable to attend meeting.
2) I am uncertain I received any comments for AWOS in their database.
3) Turf Runway is still considered most desirable by most of those in attendance.
Comments from those who attend do not see need a turf strip. Will the State of Oregon accept the liability for a turf strip?

October 24, 2018 - Meeting Summary #5

General Comments

Review of pages 1 - 3 (items) identifies the document as "Vintage Cross State Airport Master Plan Update #1 - June 27, 2018 - Meeting Summary." WH Pacific should correct the summary to reflect what is.

TAC member Wayne Natch requested that the Master Plan Report documents the fact that an IAP, RCD, and AWOS were suggested by some on the PAC but were not selected as part of the preferred alternative. Don Natch of WH Pacific requested that that information would be included in the

Comments ofNatch Aviation, member of the 755 WH Pacific PAC - 12/19/2018

Item:

"TAC member John Howe commented that we should look at the airport as a "runner" airport. It does not need to grow any larger than it already is."

Natch Comments:

1) Comprehensive explanation of why those suggestions were "not selected as a preferred alternative" must be included. So far I don't see any reason for WH Pacific to include any recommendations or to give a reason why they were not included. The IAP, RCD, AWOS, budget and essential runway length are critical to airport and need business growth.

2) John Howe does not own a small aviation business, does not operate under Instrument Flight Rules and not involved in Emergency Preparedness. He is a homeowner in the Airport.

3) The PAC #1 Meeting Summary states in part that "We see a growing community, things are happening, downtown is growing, industrial base is growing, don't want to stagnate and the community is actually going on to... a larger piece of the economical puzzle." An statement that needs to be dealt with by WH Pacific in their reports.

Natch Summary:

It is difficult to create a profitable small aviation business - a FBO.

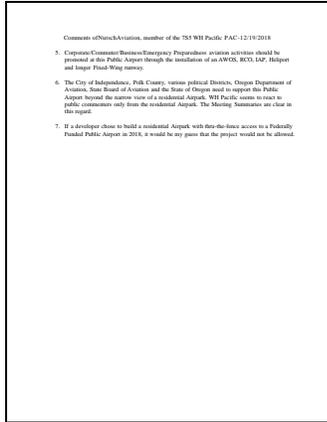
There are very complex different communication bars that need to be identified.

1. The Airport - Independence State Airport, is a Public Airport Owned by the State and funded by the Federal Aviation Administration. The FAA's mission is to foster aviation and provide air commerce.

2. The Airport - A residential subdivision where people live. Most residents are retired hobbyists and dreamers of living at an airport. Most don't fly at all but want to be able to fly if they decide it would be something they would like to do later on. Residents have no monetary investment in a business on the airport property.

3. Airport residents pay for the State of Oregon a nominal monthly/annual fee (then the funds) for access to the Public Airport.

4. About 2-3% of 7-8% of the Airport residents do not own an airplane or no longer fly due to various reasons. Medical/financial issues, some simply bought a home at an airport to protect their nest-egg they worked a lifetime to accrue. There are about 140 homes at the airport, that gives a total of 400 of those actually have an airplane and fly. WH Pacific should conduct a study to determine the actual percentage of airport users. The weight of about 40 active pilots should be assessed. This has never been done.



Richard Wilson

EAA chapter 292 has been growing consistently in both membership and activities for the membership and has become a standout Chapter among the Northwest.

We need to expand our footprint. Intentions of this have been shared openly with OPA.

During the Hangar Expansion planning phase the inclusion of a PILOT LOUNGE has been discussed.

A place where aviators can pause, grab a snack, a water, and use the restroom. There is currently no such facility on the airport.

Would the Oregon Department of Aviation consider supporting the inclusion of a Pilot Lounge in the EAA Chapter 292 Hangar Expansion at Independence State Airport? As in share in the expense of building it, operating it and/or providing lease relief for the occupied square footage of the facility?

Thank you,

Respectfully,

Richard Wilson, EAA Chapter 292 Lifetime and Board Member

Ken Hardwick

Independence State Airport Support Group

Airport Businesses/ Hangar Lessees/ EAA Chapter 292 / OPA Polk County Chapter/ North Park HOA/ IAHA HOA

April 4, 2024-April Aviation Board Meeting at the Independence State Airport

To: Kenji Sugahara, Oregon Department of Aviation Director, Oregon State
Department of Aviation Board Members

The following comments are submitted from the ISAS Group at Independence State Airport. These suggestions are submitted to ODA to bring your attention to an overdue safety issue and a much-needed rest room facility at the airport.

Replacement of the PAPI landing lights on Runway 34.

These lights have now been inoperable for several years. Since the 3 fatalities that occurred this last December at 7SS these lights have been a topic of renewed safety concern. There are also many students learning to fly at 7SS, training on the PAPI lights would enhance their skills.

PAPI landing lights would make 7SS a safer airport for all pilots, local and transit. This issue should be addressed as soon as practical.

Construction of Rest Room / Pilot Lounge.

The only rest room facilities at the airport are from private businesses. Those are usually only available during day time business hours. Those businesses should not have to provide rest room services for pilots. A pilot's lounge would also be very helpful for flight planning purposes. Independence Airport is growing in use and a facility of this type is now much needed.

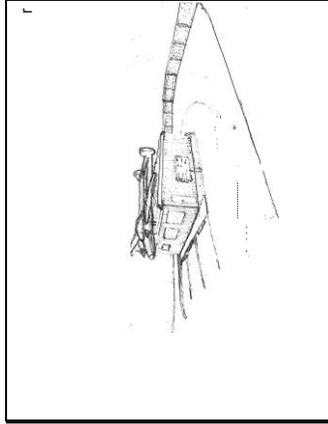
Please give your consideration to these items at your earliest opportunity.

Sincerely,
Ken Hardwick- ISAS Chairman

isasken@aol.com 503-420-6010

Ladd Henderson

Slide 1



Slide 2

Presentation to State Aviation Board
April 4, 2024: 10:00 a.m.
Independence, Oregon EAA 292

I want to thank the Board for allowing me an opportunity to present an issue of misuse and total disregard of authorized jurisdiction to the ODA, the Department that you have responsibility for the oversight of. To explain, I have prepared a small summary which has had to be handed out to you. Please follow along, as I will designate each page number to document my positions.

Cover - A non-artist attempt to show what the proposed project would look like. It is approx. 500sq. ft. and is planned to have a small section of the Pacific Ave frontage devoted to the history of the airport. Yes, it will include the torturous process I have gone through to build the project. Another small section will be devoted to the history of the P-5B and its place in the history of WW2. The remainder of the frontage and the building will house a fast-food or coffee drive through business. Sally Riest, our local historian and author of several books on local history, has agreed to author the airport history.

Page 1
This page is a copy of the letter from the "Friends of the Pacific City Airport", the same group that has taken over much of the maintenance responsibilities for our local airport after being threatened with the sale of the airport by ODA!

Page 2
Mr. Brandon Pike's response to the page 1 letter of support from the "Friends" was my first hint of ODA's groundless jurisdiction claims. I have rephrased in

Slide 3

green, the statement that: "Much of the subject property is directly underneath the approach surface, and basically any new structure will impact the approach surface and/or transitional surface."

Page 3
A portion of the map Mr. Pike sent to me supposedly showing their latest interpretation of their claimed jurisdiction. Notice, the approach zone is, by my best scaling attempt, some 400 feet from the subject property. Please also note the tiny wedge shaped portion of the subject property which is shown in green. That is the portion of the property, that ODA MIGHT ALLOW usage of by the owner!!! I believe the P-5B placed on its nose would not quite fit in the allowed area and would then certainly violate height standards. I do not believe the dimensions of the wedge would allow me to place all of the tires, paint cans, and garbage presently located on the property, in the designated area without some violation of his proposed boundary. It is presently the greatest eyesore of our little community.

Page 4
The complete map, a portion of which is represented on Page 3. Please note that the approach zones are represented in red and the date refers to an email from a Turley of Aug 11, 2022.

Page 5
Is the second page of the letter referred to in Page 2 which was the letter to the "Friends". Please notice the underlined portion in green which states: "And, the building he described to me would be located more in the southwest portion of the property." I have never proposed putting any structure in the southwest corner of the property!!!!

Slide 4

Page 6

The plot plan, as prepared by a local surveyor with a stellar reputation for accuracy, which was prepared for a client in 2003. This page shows the actual r/r/road project, outlined in red. Please note the outline of the original building which was torn down sometime between 2017 and 2020. The plot plan clearly shows the original building protruded several feet out into the County defined Primary Surface (100' from runway centerline). It is my strong belief that this proposal meets all local County requirements and ordinances. The height of the proposed building would be approx. 12' with a fiberglass airplane on top. A wheel loader, probably weighing 40-50 thousand pounds, sits approx. 200' away, within the primary surface zone (100' from runway centerline). As a Commercial Pilot myself, I can guarantee most pilots would consider a wheel loader as a greater threat to my safety than a plastic airplane. The actual dimensions of the supporting building were determined to be the minimum required to provide protection for the P-38 itself. However, ODA has a long history of arbitrary interpretations of their jurisdiction of the subject property. As an example:

Page 7

A copy of a photo supposedly showing ODA's new improved jurisdictional territory. It should be noted that this was used to disallow a proposal for development directly across from the subject property in 2022. Casual observation will show that the RPZ has been magically expanded to basically cover all commercial properties on the west side of Eriksen Rd. It is amazing how easy this was accomplished, the only cost being the cost of the fat pen, without any of those pesky, annoying, time consuming, public hearings or any sign of due process. From one on I will refer to this newly acquired boundary as the ODA confiscation zone! Within this new confiscation zone, every property has now been devalued without any form of notice or any opportunity to contest the taking by ODA! You now have responsibility for a Department that has gone completely rogue! The photo also shows a special treatment for property owners not quietly complying with ODA's arbitrary rules by including the subject property in both the red and green territories.

Slide 5

Page 8

The letter which accompanied the photo on page 7. This letter clearly states that the area outlined in red is the (RPZ).

Comments:

If the Board refuses to take action to rein in the overly aggressive ODA, we will be left with the only option to begin signature gathering of those property owners whose property has been devalued by the ODA's illegal actions, making a concerted effort to achieve the necessary changes politically and/or legally. Why would the Board even consider supporting an agency that has, by its arbitrary actions, devalued almost half of the businesses in our little town? Our County Planning Department has advised me that they are unable to develop any position on any proposal located within the many varied areas of ODA's claimed jurisdiction. See page 9 to understand their frustration. Please, I am asking this Board to make the necessary changes. It should not require political action or use of the media to accomplish the task that is your outright responsibility.

Ladd Henderson
 ladd@p38mk.com
 503-801-5425
 PO Box 538
 Pacific City, OR 97135

Slide 6

Borden,

The Board of Friends of Pacific City State Airport met with Ladd Henderson on February 18th after our Board meeting to hear about his project to build a small structure on a 0.0500 Pacific tract, at the north end of the airport, including electric P-38 service. The property once housed a gas station that supplied fuel to airplanes. It has been abandoned for many years and was torn down several years ago, and there is discussion that the gas tanks have been removed.

Ladd has been in communication with the Tillamook County Planning Department about his intentions and possibilities for this property. Our Board is very protective of any structures that restrict the safe use of the airport, so we trust Dr. Henderson and the County to make the best decision.

The "Friends" group is excited about this project because of the historical significance of the P-38 highlighting our people. Another discussion aspect of the meeting of the "Friends" which would give us a further opportunity to voice the stories around this historic plane, ODA and the "Friends" group have made many improvements to the airport in the past few years, including new restrooms, more cameras, and weather information. Each year, more and more pilots have discovered our airport and its proximity to the beach and town. The presence of the P-38 would be a "wow" for anyone passing by the property.

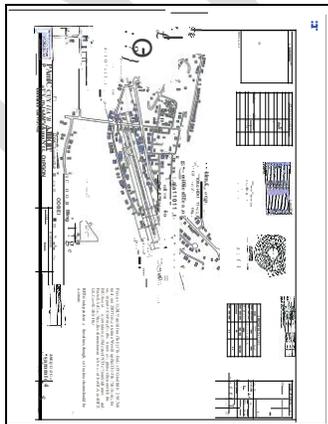
Slide 7



Slide 8



Slide 9



Slide 13

Sarah Asher

From: THOMPSON, Seth - [mailto:thompson@dotm.org] <thompson@dotm.org>
Sent: Monday, May 02, 2022 12:14 PM
To: Barbara Davis; Sarah Asher; Chris Levy; [mailto:ashers@dotm.org]; KC Fagan; [mailto:kcfagan@dotm.org]; [mailto:barbara.davis@dotm.org]; [mailto:ashers@dotm.org]; [mailto:thompson@dotm.org]
CC: [mailto:ashers@dotm.org]; [mailto:barbara.davis@dotm.org]; [mailto:thompson@dotm.org]; [mailto:kcfagan@dotm.org]; [mailto:barbara.davis@dotm.org]; [mailto:ashers@dotm.org]; [mailto:thompson@dotm.org]; [mailto:kcfagan@dotm.org]
Subject: Table 3-4, Complete Land Uses per FAR Part 77 Surface and FA Safety Area.pdf

NOTE: This message originated outside of Tiburon County. DO NOT CLICK on links or open attachments unless you are sure the content is safe.

Hi,
 Unfortunately I am unable to attend the pre-application meeting for the proposal. However, I have provided comments to you that address the issues in regards to air navigation safety.

I have included the attached table regarding CDAAV and other related Airport and Emergency Operations Specialist, CDAAV to offer them the opportunity to provide their perspective.

Based on my preliminary review of this proposal, I provide the following findings and recommendations below:

1. The proposed request to be within the Runway Protection Zone (RPZ) of Runway 14 at the Pacific City State Airport (PSC) to the structure shall be allowed within the RPZ per the Airport Land Use Compatibility Guidelines, Table 3-4, Complete Land Uses per FAR Part 77 Surface and FA Safety Area and FAR Part 77 hazard standards. Please see attached for additional information and to provide only for structures necessary to airport operations whose location within the RPZ has been approved by the Federal Aviation Administration. The above identified requests, the proposed location is proximal to Runway 14 and the RPZ. Please note that the portion of land outlined is not restricted to RPZ.
2. In accordance with FAR Part 77 and OAR 738-070-000, all new proposed structures within this proposed area required to undergo aeronautical evaluation by the FAA and CDAAV prior to construction. The aeronautical evaluation is required by the applicant submitted to the FAA and CDAAV to determine if the proposed construction poses an obstruction to aviation safety at Pacific City State Airport. The applicant must ensure the resulting aeronautical obstruction is less than the FAA and CDAAV prior to approval of any building permits.
3. The height of new structures shall not penetrate FAR Part 77 Imaginary Surface, as determined by the FAA and CDAAV.
4. Landing lighting shall be designed so as not to interfere with aircraft operations.
5. Trees and other planted vegetation shall not penetrate FAR Part 77 Imaginary Surface.

Best regards,
 Seth Thompson, CDAAV

Slide 14

Ladd Henderson

From: Ladd Henderson - [mailto:ladd@pacnet.com] <ladd@pacnet.com>
Sent: Wednesday, May 03, 2022 at 11:11 AM
To: [mailto:thompson@dotm.org]; [mailto:ashers@dotm.org]; [mailto:barbara.davis@dotm.org]; [mailto:kcfagan@dotm.org]; [mailto:barbara.davis@dotm.org]; [mailto:ashers@dotm.org]; [mailto:thompson@dotm.org]; [mailto:kcfagan@dotm.org]

Hi Brandon,

Your reply is an amazing example of an attempt at covering for the fact that you have absolutely no known history or circumstantial of due process for your claimed standard! I do appreciate your willingness to admit that the time is "impossible". Did you try to attempt to correct the due process history for your arbitrary decisions? No. During my former in public service, I believed I was my job to be able to explain all positions that we took, making sure that they were correct and defensible legally. In answer to my correspondence with Tiburon County regarding copies of CDAAV's written objections to the buildings recently constructed at the end of the runway, the County's reply was:

"The County has not updated the positions and various overlay zone boundaries contained within the PZD Zone due to lack of funding, technical support from CDAAV and staff capacity. Following the airport closure conversation, I did reach out to CDAAV and requested their assistance in updating the County's Land Use Ordinance to be consistent with state requirements. In respect meeting during the operations, and technical meetings in Pacific City were in process of being scheduled. CDAAV later determined that they did not have capacity to attend the County's updating the provisions of the Pacific City Airport Obstruction (PZD) Overlay Zone. Given the complexities of regulations for this area of Pacific City/Tiburon, I am not comfortable moving forward with updating the overlay zone without assistance from CDAAV."

In other words, CDAAV/ODCA is too measurably busy to go through the legal, required process for such a critical airport. It is much easier to simply ODCAAVE in a state of confusion and not let the message from the state industry members about them that is a warning and right to be heard. What is the way to run a governmental agency? As previously stated, I will be repeating this up the ladder to hope that I will not encounter enough in your organization or areas who locally acknowledge the awesome responsibility of their position. Hard to find but have found that most organizations have all these one. I hope for all of the time that my correspondence has been of your valuable time which could have been used in determining better more innovative ways to say NO without any legal standard.

Goodbye,
 Ladd

Kenji Sugahara

Slide 1



Slide 2



Director's Update

Quick updates

US DOT Smart Grant

- Unsuccessful, but looking at where there were deficiencies.
- Pennsylvania received one. Will talk to my counterpart there.

Strategic Planning

- New RFP coming out. We had opportunity to chat with a consultant that would provide services at a reasonable rate. We will be seeking other bidders as well.



Slide 3

 **Director's Update**
Quick Updates

Airport Visits

- Visited Albany Airport, Cascade Locks, Corvallis Airport, The Dalles, and Wasco Airport.

Meetings

- Made a presentation to the Association of Oregon Planners about AAM and how they will play a very important role.
- NASAO Spring Legislative Conference. Met with Beta.



Slide 4

 **Director's Update**
Quick Updates

Video Courtesy of Steve Nagy



Slide 5

 **Director's Update**
Quick Updates

Airport Visits

- On the way out to Eastern Oregon, I bought staff ice cream.



Slide 6



Director's Update

Quick Updates

And made sure to get Alex the medium.

Yes, the kid in the back is staring at Alex's ice cream.



Slide 7



Director's Update

Quick Updates

Oakridge

- At the recommendation of the EDA we are making slight changes to the application. We may need to go back to the legislature to modify their approval.

Website & Communications

- Had initial meeting going over deficiencies in website.
- Brainstorming how to deploy AI in website as well.
- Social media



Slide 8



Director's Update

Aviation Economic Development & Education

Umatilla Army Depot (decommissioned)

- Received a tour of the depot and their old airport. Saw opportunities for AAM.

GTA & MCEDD

- Had meeting with the Gorge Tech Alliance and the Mid-Columbia Economic Development District.
- Visited Instu, Sagetech, Columbia Gorge Community College, Sierra Nevada Corp. (Volans) & Readiness Center.



Slide 9

OREGON
DEPARTMENT OF ECONOMIC DEVELOPMENT & EDUCATION

Director's Update

Aviation Economic Development & Education <cont>

Education

- Met with Michael Church from Aviation Workforce and Education Division of the FAA.
- Met with Paula Kedy with the Oklahoma Aerospace and Aeronautics.
- Met with CTEC (Salem) & O-ACE (Hillsboro). Connect with EAA.
- Proposing potential education symposium at Hillsboro Airshow in 2025.
- Funding?



Slide 10

OREGON
DEPARTMENT OF ECONOMIC DEVELOPMENT & EDUCATION

Director's Update

Challenges

Funding

- We're like a plane flying with one engine.
- Aviation fuel taxes cannot pay for education programs.
- We're stuck in the 2000's.
- All things should be on the table.
- We're working on a budget.



Slide 11

OREGON
DEPARTMENT OF ECONOMIC DEVELOPMENT & EDUCATION

Tony's Update

Wishes he was here

Independence- Upcoming projects

- 2026 Environmental Assessment - Runway Rehab and Safety Improvements (Runway maintenance, shift, and PAPI replacement)
- 2025 Construction - Pavement Surface Rehabilitation (ODAV Taxiways, Taxiways, and Apron)
- 2028 Design - Runway Rehab and Safety Improvements (Runway maintenance, shift, and PAPI replacement)
- Airfield repainting this spring/summer
- Working with EAA on building expansion.
- Working with other tenants on hanger developments and lease cleanup.



Slide 12

OREGON
Department of Aviation

Tony's Update

He does.

Other Airports

- Mulino Obstruction Removal (Phase 1 – Under Easement) Construction for this phase is nearing completion. Appraisals and Easement Acquisition needed before removing the remaining obstructions
- Aurora Surface Seal Project – Schedule will be shared soon. Construction will occur this summer, we're planning to give 60 days advance notice before closing the runway.
- Aurora Runway Rehab - 2nd Open House for the UAO runway project held March 19th. Construction is planned for 2025, and ODAV is taking feedback from airport users and working with the FAA to minimize impacts from runway closure.
- UAO V/PDs- No new V/PDs since last board meeting. RSAT meeting held March 9 at UAO.



Slide 13

OREGON
Department of Aviation

THANK YOU!

QUESTIONS?

☎ 503.378-4888 📍 1040 25th STREET, SALEM, OR 97302 🌐 WWW.OREGON.GOV/AVIATION 📱 NAVIATION

Kristen Forest

Slide 1

 **Finance Update**
April 4, 2024

- 25-27 Budget Development Overview
- Vote KPM Change

Slide 2



Slide 3

 **Finance Update**

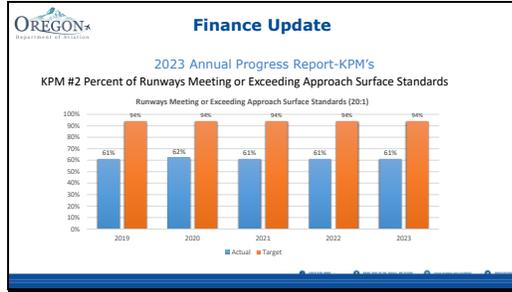
Vote for KPM Change
Discussion at Strategic Planning Session Fall 2023

KEY PERFORMANCE MEASURES
[ORS 351.110](#) The Annual Performance Progress Report (APPR) is the primary expression of agency performance measured against legislatively approved Key Performance Measures (KPM). The KPM reporting cycle was altered in 2008 to follow the customary budget development process timelines.

Our Report is Submitted Annually to The Legislative Fiscal Office, The Chief Financial Office, DAS and is part of our Budget.

Change of KPM needs board approval, CFO & LFO approval & goes through the legislative process.

Slide 4



Slide 5

Finance Update

2023 Annual Progress Report-KPM's

KPM #2 Percent of Runways Meeting or Exceeding Approach Surface Standards

What it measures: FAA part 77.25 Standards require 20:1 glide slope

Problems

- 1.) This KPM Measures all Public-Use Airports in Oregon, many are out of control of ODAV.
- 2.) Some Obstructions are unchangeable ie Mountains, Hills

Slide 6

Finance Update

2023 Annual Progress Report-KPM's

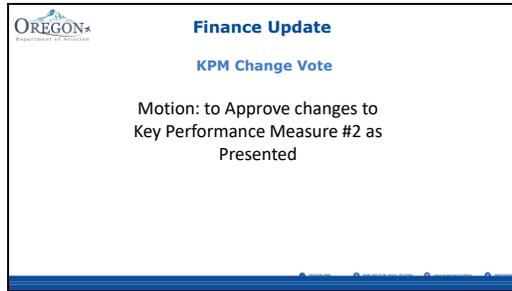
KPM #2

Current- Percent of Runways Meeting or Exceeding Approach Surface Standards

Proposed Change:

Percent of State-Owned Airport Approaches [Runways] Meeting or Exceeding Approach Surface Standards excluding those with unchangeable obstructions.

Slide 7



OREGON
Department of Education

Finance Update

KPM Change Vote

Motion: to Approve changes to
Key Performance Measure #2 as
Presented

Slide 7 content: A presentation slide with a white background and a blue footer. The slide features the Oregon Department of Education logo in the top left corner. The main text is centered and includes the title 'Finance Update', a sub-title 'KPM Change Vote', and a motion statement: 'Motion: to Approve changes to Key Performance Measure #2 as Presented'.

Slide 8



OREGON
Department of Education

Finance Update

Questions

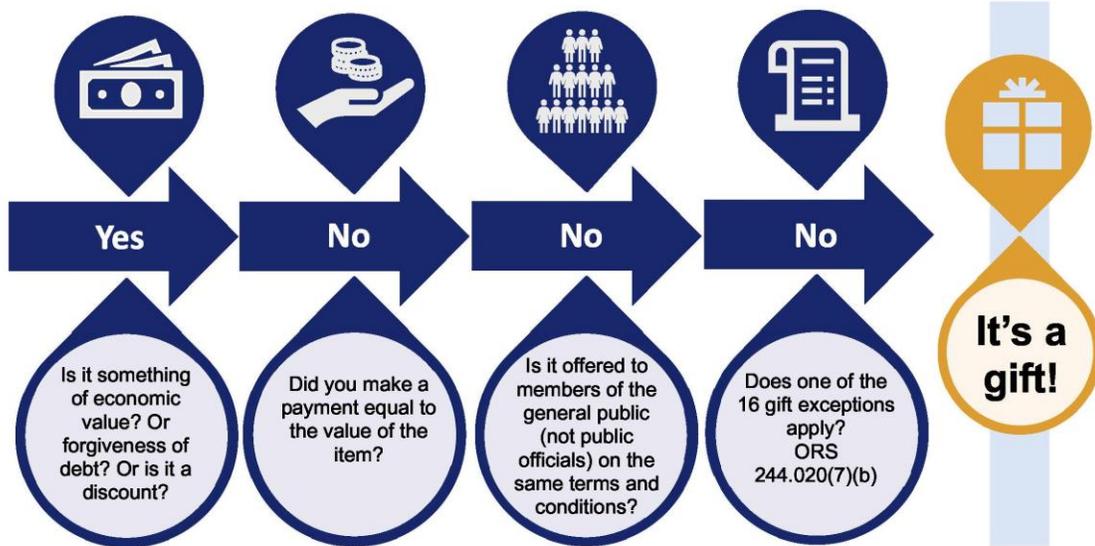
Slide 8 content: A presentation slide with a white background and a blue footer. The slide features the Oregon Department of Education logo in the top left corner. The main text is centered and includes the title 'Finance Update' and the sub-title 'Questions'.

Charlie
Esparza
"Gifts"
Training

>>> Gift Flow Chart

Step 1: Is it a gift?

The restrictions in ORS 244.025 limit gifts that can be accepted by a public official, candidate, or a relative, or member of the household of a public official or candidate.



Step 2: Legislative or Administrative Interest?

Who is the source of the gift?

The source is the ultimate payer of the expense.
OAR 199-005-0030

Does the source have a legislative or administrative interest?

Are you in a position where you could take official action that could have an economic impact on the source of the gift that is distinct from that of the general public? ORS 244.020(10)

What is the value of the gift?

What is the fair market value of the item. OAR 199-005-0005

You must keep track of the value of all gifts from the same source during the calendar year.

Step 3: Can you accept the gift?



A GIFT IS: something of economic value not offered to others who aren't public officials (relatives or household members) on the same terms and conditions (ORS 244.020(7)(a))

But an offer is **NOT A GIFT** if it fails to meet the above definition OR if it is offered by the public entity the public official represents.

* However, Prohibited Use of Office (ORS 244.040) may apply

SOURCE OF GIFT...



OGEC Training, last rev. 05/03/2016

EXCEPTIONS TO THE GIFT LIMIT (ORS 244.020(7)(b)(A)-(O))*

Admission/ Food/ Bev	Representing government at reception/meal/meeting	Invited & paid for by organization	(E) exception
		Private meal	\$50 limit
	Incidental to main purpose of event	No cost to attendees	(L) exception
		Sit-down meal	\$50 limit
Food/ Lodging/ Travel	Paid by gov't/tribe/501(c)(3)/membership org to which public body pays dues	Invited to represent gov't/speak /present/participate on panel	(F) exception
	Purpose is trade-promotion/fact-finding/economic development/negotiation	Representing gov't w/ supervisor prior written approval	(H) exception
	(Travel only) Paid by 1 public official for another w/in Oregon	To/From event re recipient's position; recipient participates in official capacity	(K) exception
Entertainment	Incidental to main purpose of another event		(M) exception
	Representing gov't at event for ceremonial purpose	Invited by source of entertainment for a related special occasion (ceremony)	(N) exception
Gift as customary business practice	Gift is usual/customary practice of the private business	Bears no relationship to public official's official position	(O) exception
Award	Unsolicited award of appreciation	Plaque, trophy, desk or wall item, or similar & resale value < \$25 (incl. cost of raw material)	(C) exception
	Professional Licensing/ Materials	Information/publications/subscriptions related to performance of recipient's official duties	(D) exception
		Continuing education expenses paid for professional licensing requirement	(J) exception

*This is a training tool not intended to substitute for review of law; select gift exceptions ((A), (B), (G), (I), (P)) excluded

Sign in sheet attendance:



Oregon
Tina Kotek, Governor

3. Those who requested to speak on the sign-in sheet.
4. Via TEAMS
5. Any others in person or online?

- Public Testimony in this order:
1. Elected officials who would like to address the board.
2. Those who requested in advance by email or phone call.



Written Public Comment received for April 4, 2024 Board Meeting - Limited 2 minutes per speaker.

OREGON STATE AVIATION SIGN-IN				
NAME	ORGANIZATION (or on behalf of)	CITY of RESIDENCE	EMAIL	SIGN UP TO PROVIDE PUBLIC COMMENT?
Wayne Nutsch	FBO	Independence	Wayne@Nutsch.com	<input type="checkbox"/> NO <input checked="" type="checkbox"/> YES - emailed 3/28/24
Richard Wilson	EAA Chapter 292	Independence	sketchin51@gmail.com	<input type="checkbox"/> NO <input checked="" type="checkbox"/> YES - emailed 4/2/24
Bob Spensor	EAA Chapter 292	Independence Youth Programs		<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES

April 4, 2024, Independence State Airport (7S5)





OREGON STATE AVIATION SIGN-IN				
NAME	ORGANIZATION (or on behalf of)	CITY of RESIDENCE	EMAIL	SIGN UP TO PROVIDE PUBLIC COMMENT?
Richard Harrison	EAA 292	Independence	N3Z Romeo@comcast.net	<input type="checkbox"/> NO <input type="checkbox"/> YES
Chander			755-1955 (two 1955) @ aol.com	<input type="checkbox"/> NO <input checked="" type="checkbox"/> YES
LADD HENDERSON		PACIFIC CITY	laddljan@icloud.com	<input type="checkbox"/> NO <input type="checkbox"/> YES
Curt Anderson	EAA 292	Independence	orpilot92@gmail.com	<input type="checkbox"/> NO <input type="checkbox"/> YES
Mike Rhodes	IAHA	Independence	MIKERV9A@GMAIL.COM	<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES
Blake Brown		Monmouth	trimotorplane001@gmail.com	<input type="checkbox"/> NO <input checked="" type="checkbox"/> YES
Brian Sparks		Monmouth	flybrian1950@gmail.com	<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES
Steve Sands	EAA 292	Monmouth	SSANDS10@GMAIL.COM	<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES
Maurice Gunderson	EAA 292 IN PAHA	Independence	mauricegunderson@mac.com	<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES
MICHAEL SHORT	mayor	Independence	298x@yahoo.com	<input type="checkbox"/> NO <input type="checkbox"/> YES
JOHN McARDLE	city of independence	INDEPENDENCE	MCARDLE.John@OR.IGS. ^{CE. SA/Spencer}	<input type="checkbox"/> NO <input type="checkbox"/> YES
Ken HARDWICK	755-1SAS	Independence	1SAS Ken@aol.com	<input type="checkbox"/> NO <input checked="" type="checkbox"/> YES
LEE Nielson	IAHA Vice Pres. EAA 292	Independence	hathedoit@yahoo.com	<input type="checkbox"/> NO <input type="checkbox"/> YES

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OREGON STATE AVIATION SIGN-IN				
NAME	ORGANIZATION (or on behalf of)	CITY OF RESIDENCE	EMAIL	SIGN UP TO PROVIDE PUBLIC COMMENT?
RICHARD WILSON	EAA292	INDEPENDENCE	SKETCHIN51@YAHOO.COM	<input type="checkbox"/> NO <input checked="" type="checkbox"/> YES
AL Cleveland	EAA292/IAHA	Independence		<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES
Robert Spencer	EAA292/IAHA	Independence	bspencer@kellyburger.com	<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES
Michelle Singh	" "	"	MICHELLE397RS@GMAIL.COM	<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES
Ron Singh	" "	"	RSINGH75@GMAIL.COM	<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES
David Ullman	EPA292/IAHA	Indep	ullman@davidullman.com	<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES

April 4, 2024, Independence State Airport (7S5)

DU



OREGON STATE AVIATION SIGN-IN				
NAME	ORGANIZATION (or on behalf of)	CITY of RESIDENCE	EMAIL	SIGN UP TO PROVIDE PUBLIC COMMENT?
Rita PAULSEN		INDEPENDENCE	RITA.PAULSEN@Gmail.com	<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES
David Nichols		Independence	davidwnichols@msn.com	<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES
Marcia Noell		* C-Tech & Youth Funding - Oaklchome facility Send website link to presentations Directors updates	marcia@noells.com noells	<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES

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DK



OREGON STATE AVIATION SIGN-IN				
NAME	ORGANIZATION (or on behalf of)	CITY OF RESIDENCE	EMAIL	SIGN UP TO PROVIDE PUBLIC COMMENT?
RICHARD WILSON	EAA292	INDEPENDENCE	SKETCHIN51@YAHOO.COM	<input type="checkbox"/> NO <input checked="" type="checkbox"/> YES
AL Cleveland	EAA292/IAHA	Independence		<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES
Robert Spencer	EAA292/IAHA	Independence	bspencer@kellyburger.com	<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES
Michelle Singh	" "	"	MICHELLE397RS@GMAIL.COM	<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES
Ron Singh	" "	"	RSINGH75@GMAIL.COM	<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES
David Ullman	EPA292/IAHA	Indep	ullman@davidullman.com	<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES
				<input type="checkbox"/> NO <input type="checkbox"/> YES

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DU